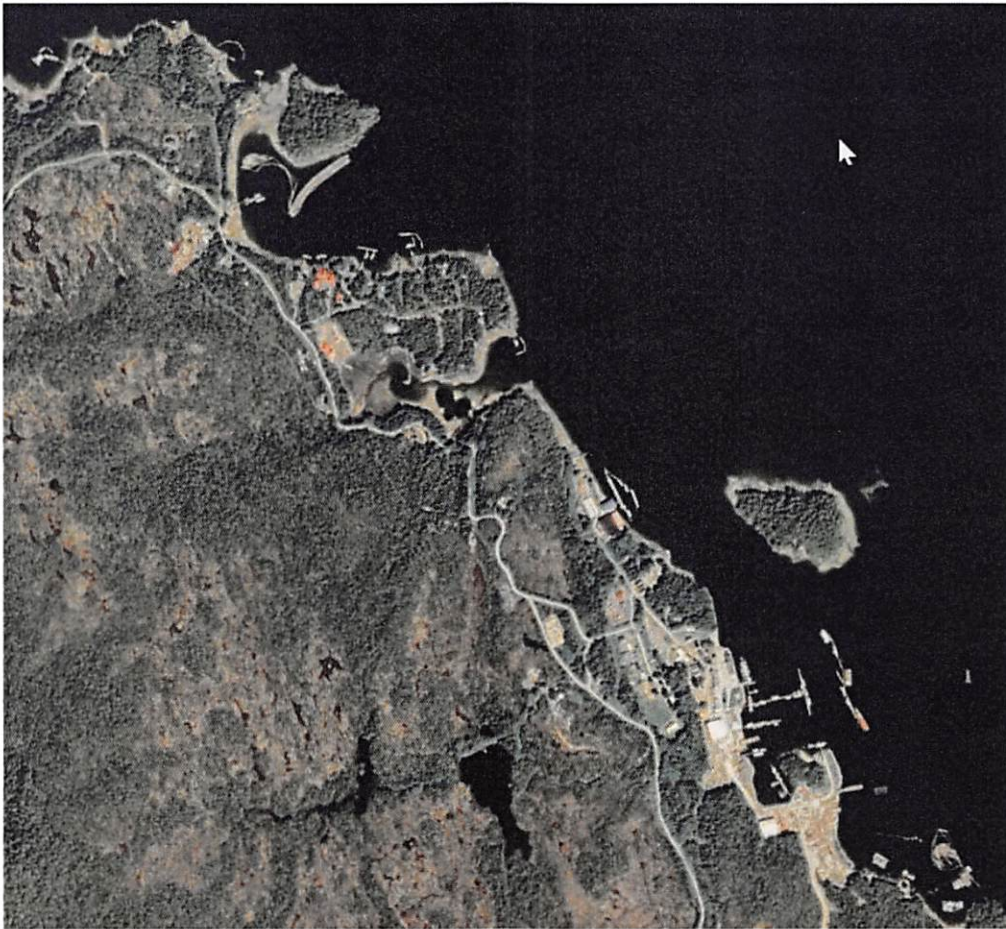


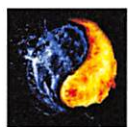
DISCUSSION PAPER

Denny Island Fire Protection Preliminary Study



Prepared for the
Central Coast Regional District and Urban Systems Ltd.

by



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1.0 Background

Denny Island, British Columbia (BC) falls under the governance of the Central Coast Regional District (CCRD), as no local government has been established. Currently, there is no formal fire protection system in place. An ad hoc organization of local citizens have been attempting to provide fire protection at a rudimentary level with an old fire apparatus, some equipment, and a building designated as their “firehall”.

Complementary to a capital project underway to provide for a potable water system to service the residential and commercial area of the island, local individuals and the CCRD have inquired as to the feasibility and options for establishment of a fire department in the small remote community.

This Discussion Paper will provide an overview of the background to providing fire protection in BC, as well as options and expectations for the Denny Island community. The question of potential changes to insurance costs relative to a new water system and proposed fire department will also be discussed. From these, the paper will identify options available for Denny Island and provide an overview of the strengths and challenges of each.

2.0 Current Fire Protection Capabilities on Denny Island

Structure fires on Denny Island are fortunately few, and the number has decreased significantly (last one reported to be 4 years ago) because of better electrical work, metal roofs, and inspections during construction per locals contacted. The primary concern of most residents is either a boat fire or an interface fire that could extend into structural development. A very recent fire on a boat was fortunately extinguished prior to extension into a large industrial building, narrowly avoiding a disastrous situation for the business.

Fire protection on Denny Island is primarily ad hoc in nature. Both the major local business, as well as the community association, possess rudimentary firefighting equipment and respond to emergencies as they can. There are no formal agreements between the parties related to collaborative respond to fire events.

The local Community Association purchased an aluminum trailer available that can be towed via ATV or truck. Mounted on the trailer is a Hale pump (firefighting pump) of approx. 7-10 years of age. This pump will draft water, primarily from the ocean, through a 2.5- or 3-inch hose and deliver firefighting flows through a couple of 1.5-inch hose lines. The trailer is stored outside exposed to the elements. The group has some older nozzles for the hoses and all equipment uses forestry cam-lock fittings. A couple of smaller Honda pumps are also capable of drafting and pumping smaller volumes of water. All water drafted is sea water and as such,

the pumps require regular maintenance to remain operational. All maintenance, firefighting and other work is voluntary and primarily performed by 1-2 residents who take the lead. In the event of emergency up to a maximum of six (6) locals are reported to be likely to respond (as available) and use the equipment. No formal training of any kind occurs, nor has it ever occurred. The group recently “obtained” some old protective clothing (helmets, pants, jackets, boots, gloves) but none is compliant with WorkSafeBC expectations. No self-contained breathing apparatus (SCBA), ladders, or other equipment is owned or operated.

There is no corporate formal fire brigade or emergency response capability. Shearwater Marine owns a 1980 Scott fire engine that is full-size with a 1250 gpm pump and a 300+ gallon water tank. It is designed for use in an urban environment. It was retired from the Bella Coola Fire Department and still has their identification on it. It does not, and could not, meet Fire Underwriters Survey (FUS) requirements and provides no benefit at all for fire insurance ratings or costs. It does not meet industry standards for operation, maintenance, or equipment. There is no SCBA, little equipment, few operational hoses, and no fire extinguishers. Nothing has reportedly been tested or inspected recently and the apparatus is not trained on. The truck is apparently only operated by a single employee who is frequently working out on boats for weeks at a time. The fire engine has not received a commercial vehicle inspection, required by the Motor Vehicle Act for a registered fire apparatus.



The fire engine is housed at Shearwater Marine in a small log out-building. The building is only a storage garage for the apparatus and equipment. It is not a recognized firehall facility of industry standard.

In terms of firefighting equipment there is approximately 15 sets of old firefighting Personal Protective Ensembles (PPE). The PPE was acquired a number of years ago. All of the PPE is expired and not WorkSafeBC compliant. Additionally, some old cotton jacket fire hose, a few nozzles, and an older ladder exist. There are no fire extinguishers, no breathing apparatus (SCBA), and no hard-suction hose for drafting water from the ocean or other water body.

The Canadian Coast Guard Rescue Base, shared with Federal Fisheries and Oceans, at the Old Bella Bella site around the head of the island brings the capability of shipboard pumping of fire suppression water off their rescue vessel. The Search and Rescue (SAR) staff have some firefighting training as part of their marine SAR duties. Their pumps can be used to pump water to hoses on shore which can then be operated for fire suppression. There is no shipboard water monitor capability for long-range water spray from the vessel. Availability of this resource is limited to when they are in port and not involved in other operations. They may also be restricted to limited access points on the shore due to vessel draft and tidal conditions. SAR cannot be counted on as, nor would they want to be considered as, a reliable resource.

3.0 Fire Service Governance in BC

Within BC there is no legislated requirement for a jurisdiction to provide fire protection/fire suppression services. This means that any jurisdiction or group that does provide fire protection does so voluntarily and at their own expense. Once a fire department is established however, there are several pieces of provincial legislation that must be complied with by the Authority Having Jurisdiction (AHJ). These requirements apply to all formally established fire departments and include, but are not limited to, WorkSafe BC coverage, liability insurance, compliance with WorkSafeBC Occupational Health & Safety requirements, and adherence to recognized provincial firefighter training standards. Additionally, with respect to fire insurance coverage, FUS publishes a detailed set of standards that fire departments must meet in order for their community to qualify for improved insurance ratings.

Numerous examples of fire service delivery models exist in BC. These include municipal fire departments, regional district fire departments, fire protection area and water district fire departments, society fire departments, community fire protection associations, industrial fire brigades, wildland firefighting organizations, as well as ad hoc community member “emergency response groups/teams”.

While not all of these service types comply with, or are required to comply with, the requirements of the provincially legislated practices and resources, each type has its own unique set of challenges and benefits relevant to the communities they serve.

While adherence with legislated practice is expected, within BC there is little in the way of proactive enforcement. Once legislation is passed, implementation and enforcement are typically left to the AHJ for action. As a result, some jurisdictions have consciously decided to not enforce the legislation locally, preferring to engage in a higher risk tolerance toward future liability or legal action should a negative incident occur. This is an important consideration for jurisdictions as the financial impacts of full compliance are significant but may be minimized in the face of legal action.

4.0 Insurance Grade Impacts of Fire Services and Water Supply Systems

Fire Underwriters Survey (FUS) provides fire protection insurance grading for all recognized public fire protection areas in Canada, when asked. FUS grades inform local insurance provider decisions related to fire insurance rates for homes and businesses within a designated fire protection area. A fire protection area is defined as the area protected by a specific firehall.

The Denny Island area under review has no established FUS grading at present as there is no designated fire protection area, no formal fire department, and no formal water supply system at this time.

FUS details a comprehensive set of components that must be met to be a recognized fire department in terms of FUS grading and fire insurance impact. These requirements are attached to this document as APPENDIX A.

FUS, in their assessment of fire protection in a community, analyzes numerous components beyond simple fire response capability. The existence and operation of a dedicated water supply system that meets minimum FUS requirements for fire flows and capacities is a major contributor to a fire insurance grade. Denny Island is undergoing a CCRD supported installation of a dedicated public water system to a small segment of the island area. This system, designed by Urban Systems Ltd, is intended to meet minimum FUS requirements for a public fire protection water supply system, subject to a FUS engineering and operational review.

FUS would currently consider Denny Island as “unprotected” in terms of fire suppression capability and local fire insurance rates would reflect that status. Homeowners and businesses in the area pay maximum fire insurance costs as a result.

FUS grades, and subsequent fire insurance costs, are determined after assessments of multiple aspects of community fire protection measures as theoretically applied to a random sampling of the community. The Dwelling Protection Grade (DPG) is the grade scale used for private dwellings and homeowner fire insurance. Public Fire Protection Grade (PFPC) assessment applies to commercial properties. For private dwellings, the evaluation primarily arises from assessment of water supply and provision of a formalized firefighting organization at varying distances from a firehall. As such, if a dedicated public water supply, and either a recognized fire department or fire sprinkler installation is initiated on Denny Island, opportunity may exist for improved insurance grades in the DPG system. Improved insurance costs for commercial insurance lines (PFPC) could also be expected if the above enhancements to fire protection were to occur.

Fire insurance costs for homeowners could theoretically decrease by up to 75% with a compliant fire department and a compliant public water supply system. This would result from a DPG grade change from DPG-5 (Unprotected) to a DPG -3A (Hydrant Protected). Rate decreases for commercial property insurance could also be expected but the amount is less consistent. All rates, residential and commercial, are ultimately established by local insurance providers who are under no obligation to observe or utilize grade recommendations produced by FUS.

5.0 Expectations to Form and Operate a Volunteer Fire Department in BC

5.1 Population and Demographic Needs

For a functioning and effective volunteer fire department (VFD) to operate under any model there must be a large enough population base of preferably permanent residents. In practice, there is no threshold number for population that must be present in order to achieve the number of trained firefighters required (12-15), but examples across the province illustrate a very real challenge with communities having smaller populations. In addition, the population that does exist must be of a demographic that will support volunteerism in the fire service, though this is very situation specific. It is not uncommon for departments to organically arise from a genuine desire within a community that does not have protection. However, over time the ability to maintain the membership and service delivery frequently wanes resulting in legislative compliance and operational effectiveness becoming exceedingly difficult.

5.2 Firefighter Safety Equipment

Each complete set of new PPE includes a helmet, jacket, pants, firefighting boots, protective nomex hood, and firefighting gloves. Both the Province of BC's Training Playbook and WorkSafeBC require all firefighter protective equipment to meet stringent requirements for age and condition. WorkSafeBC requires that helmets, jackets, pants for every active firefighter must be less than 10 years of age regardless of its condition. After 10 years it is required to be replaced, retired, and destroyed. There is truly little, to no, option for used PPE in BC. Use of non-compliant PPE (older than 10 years of age) is prohibited by WorkSafeBC and could expose the department, member, and AHJ/business to serious liability risk.

WorkSafeBC requires that SCBA must be used in any hazardous (i.e. smoky) atmosphere during firefighting operations, regardless of fire type. All firefighters exposed to the smoky environment must wear SCBA while exposed. Generally, a minimum of 6-8 sets of SCBA, including masks and extra cylinders are required. SCBA requires costly annual maintenance and testing, likely off-site in a much larger center. All servicing of SCBA, like PPE, must be done by

manufacturer trained technicians. Additionally, an SCBA air compressor and storage system are required for air cylinder filling. Purchase costs of a new or used model are significant, but there is potential for filling to occur at another organization or business if an air fill station is available. SCUBA Dive stores are often a viable alternative if certified.

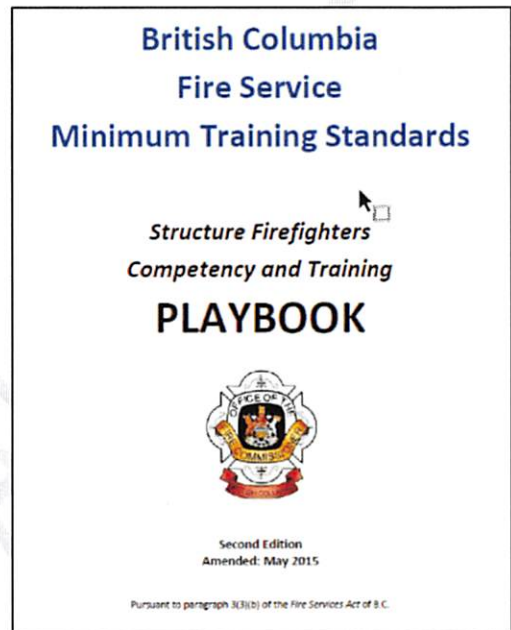
5.3 Staffing and Training Requirements

Firefighter training of a large enough firefighting force (typically 12-15) must meet the minimum standard in BC – the Exterior Operations Firefighter Service Level – contained within the Office of the Fire Commissioner of BC’s Structure Firefighter Training Standard; the “Playbook”. FUS requires a minimum staffing contingent of 1 Chief and 15 active and trained firefighters (to Exterior Operations Level) to qualify for FUS insurance accreditation.

The Playbook Exterior Operations Service Level standard requires that every firefighter must meet this service level before actively engaging in fire suppression activities. WorkSafeBC also requires this expectation to be met. This Exterior Operations Service Level restricts firefighting efforts to those that are strictly undertaken from the exterior of buildings. No entry is permitted to any structure that has obvious fire or toxic gas/smoke conditions inside.

The Exterior Operations Service Level training program consists of multiple modules covering safety, communication, incident command, firefighting, ladders, ventilation, protective equipment, SCBA, plus others. For a recruit (new) firefighter this program requires a minimum of 100 hours of theory and skills training to be completed within 1-2 years, and prior to any active firefighting duties. Maintenance training for this program requires a minimum of 30-50 hours per year on refresher skills training of all components of the Exterior training program.

This program is fundamentally basic and is directed only at simple firefighting skills utilized from the outside of a structure. It does not include training to drive or operate fire apparatus, perform the duties of fire chief or another officer, perform medical care, or undertake any type of rescue activity. These further skills, some of which are very necessary, will require attendance of firefighters at additional training sessions. Generally, a firefighter needs to attend a minimum of twenty 2-hour training sessions annually, and nearly double that for their first year as a recruit, in order to achieve and maintain the necessary skill levels to be a fully functional Exterior firefighter. This legislated minimum standard is a major commitment for





any volunteer, but it would be especially challenging in an isolated community with a small transient population of less than 100.

The typical delivery method for most VFD training is “in-house” from an internal qualified instructor. The recruit training would occur over a number of weeks, or even months. Contract instruction by a 3rd party is available for a reasonable charge and is quite commonly used in some areas of the province where departmental instructors are few. This method of training does have significant costs attached when travel and accommodation is included.

Notably, the Exterior Operations Service Level standard is lower than firefighting standards in many other provinces in Canada to facilitate compliance within small departments of a safe work environment for all volunteer firefighters. There is no authorized ability to train to any less stringent standard or program. Nevertheless, it is still a very substantial burden.

5.4 Fire Apparatus Requirements

Firefighting apparatus requirements are generally consistent regardless of the service delivery model. A fire engine capable of delivering firefighters and carrying water, hose, SCBA, and other equipment is required by legislation. It is entirely up to the AHJ to ensure that the apparatus meets requirements and operates properly as there are numerous annual maintenance and testing expectations that the apparatus must complete.

FUS requires any front-line fire apparatus for a community the size of Denny Island to be under 25 years of age to qualify for insurance grade consideration. If FUS insurance grades are not desired, or attainable, there is no maximum age for a fire apparatus in BC and, no pump testing is required (but it is still highly recommended for obvious reasons). Annual maintenance such as commercial vehicle inspections are required. A technician would need to be brought in to perform the testing as the apparatus cannot leave the fire protection area for an extended period without a spare and functioning apparatus present.

5.5 Facility and Equipment Requirements

Firehalls are identified within the BC Building Code (BCBC) as structures that must be designed and built to meet or exceed post-disaster engineering standards. Whether this occurs depends upon the risk tolerance and compliance adherence principles of the AHJ. Regardless, the firehall building, if there is one, must meet some basic design criteria to be functional, especially if FUS compliance is desired. These features include: adequate sized apparatus bay(s), storage areas for protective clothing and breathing apparatus to be hung/stored and cleaned, a work bench, a hose storage/drying area, a secure office or file cabinet for records, hot/cold running water, sewer/septic, 220 amp electrical, full HVAC, washrooms and showers, and general storage. Typically, an acceptable minimum size structure for a single fire engine



apparatus is approximately 175 sq meters. Use of existing structures can, and does, occur frequently but consideration of BCBC compliance and facility amenities should be undertaken.

Equipment for formal fire departments is extensive and costly. Items such as ladders and fire pumps must be purchased and annually serviced and tested according to WorkSafeBC requirements. Other items such as hoses and power tools, also very costly, do not require annual legislated testing, but it is highly recommended to ensure operational capability. Getting legislated testing performed, typically done by a 3rd party, is a major challenge for remote communities; both in terms of access to service as well as exponentially increased costs related to travel and expenses.

6.0 Public Water Supply System in Development

The water supply system in development for Denny Island is designed to provide potable water capable of delivering adequate firefighting volumes to the majority of 46 residential and business parcels within the designated water service area that has been established, through a public assent process, by the CCRD.. Fire hydrants or standpipes are proposed throughout the water network to allow for firefighting water access. At present, the number, type, and location of these devices has not been finalized and will be determined based upon the nature of fire protection service, if any, that is decided.

Some community members have expressed interest in having access to the hydrants/standpipes for emergency needs. Public access and use of the hydrants/standpipes are a concern, and there are potential hazards associated with cross-contamination and reliability through public access and use. Citizen access to public water supply systems used for fire protection is generally not advisable or even permitted. Concerns exist associated with contamination, valve or device cap damage, introduction of debris, lack of proper maintenance, and vegetation control, to name but a few issues. All these maintenance and safety concerns can impact the systems ability to function as designed and may negatively impact recognition by FUS as a public water supply system for fire protection.

7.0 Budget Considerations

Financing the operation of a fire department is one of the more costly initiatives to a community. Some service delivery models offer potential for grant funding and donation, while others do not and are funded exclusively by taxation. Finding the right financial model is frequently as important as the decision to have a fire department itself.



7.1 Grant Opportunities

As public safety entities, fire departments typically have access to few grant opportunities in BC. Government operated fire departments are generally excluded from admissibility to grant funding and must rely almost exclusively on taxation to operate.

The Union of BC Municipalities (UBCM) annually identifies grant opportunities for community improvement and sustainability. These grants are available to regional and municipal governments as well as of the fully incorporated entities. Many Society Fire Departments meet this requirement of incorporation but not all.

The last available UBCM grant funding that was specifically available for fire protection has not been made available since the 2019 intake. This grant was part of the Community Emergency Preparedness Fund and was targeted at Volunteer and Composite Fire Department Training and Equipment. This specific grant did not allow for funding related to fire department operational costs or purchase of fire apparatus. Other UBCM funding has traditionally targeted community emergency preparedness or wildfire initiatives at the local level, and often explicitly excludes general fire services.

The majority of small fire departments, typically Society-based operations, annually rely almost exclusively on BC Gaming Grant contributions for funding. Each department must research, prepare, and submit grant requests annually. This is an arduous process that takes considerable time and expertise from those developing the submission. Some departments who are regularly successful at obtaining Gaming Grants report that they will hire a Grant Writer to specifically research and prepare grants annually. They build the cost of the professional into their request and this has proven to be successful. Most departments that receive Gaming Grant funding rely on the grant for the majority of their annual operating budget and some Capital funding. While effective if successful, should the grant funding dry up or the request be denied, continued operation of the department could be severely compromised unless local ratepayers are willing to step in and fund any shortfall. Gaming Grant funds can be utilized across a fairly broad spectrum of fire department cost centers.

Applicable grants other than Gaming and UBCM are infrequent.

7.2 Budget Considerations

Proposed budget numbers for both operating and capital for a newly formed fire department are necessarily flexible depending on service model chosen, degree of legislative compliance desired, operating conditions of the fire department, and need for purchase/replacement of major capital items such as a facility and major apparatus/equipment.



A number of high value alternatives must be considered before a realistic projection can be made. The Operating and Capital Expenditures identified arise from a template document included as APPENDIX B which presents a preliminary budget estimate for Denny Island.

Fire Hall:

- A new construction firehall facility, compliant with BCBC requirements, would likely cost in excess of \$450,000 to build
- If full BCBC compliance was not deemed necessary, then an adequate facility could likely be constructed or bought prefab for under \$300,000

Fire Engine:

- A large new fire apparatus would have a purchase cost over \$350,000
- A used large fire apparatus, still in compliance with FUS requirements of less than 25 years age may be purchased for \$100,000 or less, depending on age and condition.
- A used functioning apparatus that is not FUS compliant (if compliance is not realistic) can be obtained by donation or purchased for anywhere from \$15,000 – \$75,000 depending on many factors.
- Alternatively, a more appropriate and inexpensive fire apparatus would be a standard brush/interface engine. This type of unit typically is mounted on a 1-ton commercial pick-up chassis and would include an on-board pump of 200-350 gpm and a 200-gallon water tank. A hose reel, a 1.5-inch hose line, supply line for connection to a water supply, and suction hose for drafting would be the primary equipment. These units can be purchased for under \$200,000 new and from \$15-50,000 used, depending on age or condition. Further, these trucks can be driven by anyone with a Class 5 license and are highly maneuverable.
- Annual required apparatus maintenance can produce base costs of approx. \$2,000 or more annually (not including expenses such as travel for the technician).

Personal Protective Ensembles for Firefighters:

- PPE consists of complete set of WorkSafeBC compliant protective clothing including, fire helmet, bunker coat, bunker pants, nomex hood/ balaclava, firefighting boots, firefighting gloves
- All active helmets, bunker coats, and pants must remain under 10 years of age, regardless of use or condition, in order for the department to be WorkSafeBC compliant
- PPE bunker coat and pants combination typically costs approx. \$2000 - \$3000 per set new. The remaining components (helmet, boots, hood/balaclava, and gloves) cost approx. \$850 new. Total outfitting of a single firefighter to WorkSafeBC standard costs approx. \$3000 - \$4000.



- There is little, to no, option for used PPE in BC. Use of non-compliant PPE (older than 10 years of age) is not permitted by WorkSafeBC and could expose the department, member and AHJ/business to serious liability risk should injury occur.
- Overall, initially outfitting a department of 12-15 members (including spare sets) with WorkSafeBC compliant PPE will cost approx. \$40,000 - \$60,000.

Self-contained Breathing Apparatus:

- SCBA consists of a complete set of WorkSafeBC compliant protective equipment for firefighter breathing air in hazardous environments. The entire set is comprised of a backpack unit) containing a regulator, Personal Alert Safety System (PASS) and harness); an air cylinder; and a mask.
- Each full SCBA unit (pack, cylinder, mask) costs approximately \$3000 - \$4000 per set new. Used and compliant sets can be purchased for substantially less (under \$1500 per set). A complete set of 6-8 used SCBA would likely cost around \$7,000-10,000.
- Each SCBA set is required by WorkSafeBC to have at least one spare cylinder at a cost of approx. \$2,000 new, or \$300-500 used, per cylinder
- Each SCBA mask costs from \$400 - \$1000 depending on new or used and brand
- Additionally, the fire department must secure a means by which to appropriately fill the breathing air cylinder after use and annually. A complete air supply station (compressor, fill station and storage bottles) can cost well in excess of \$10,000 used, and much more if new. Additionally, the air quality must be tested annually by an accredited air quality center at a cost of several hundred dollars per test.
- Total capital costs related to SCBA range from a high of \$85,000+ for all new equipment, to more moderate costs of \$16,000 for used equipment and no fill station.
- SCBA masks must be fit tested to every firefighter annually and the cylinders must be hydrostatic tested regularly (time interval depends on construction type). Annual operating/maintenance costs are anticipated to be approximately \$1500 - \$2000 regardless if SCBA are new or used.

Training:

- All necessary training and evaluation materials for the Exterior training program are provided free of charge from the Office of the Fire Commissioner of BC and the BC Fire Training Officers Association. They can be utilized by any qualified and recognized instructor and/or evaluator.
- Cost for contracted delivery of the Exterior training program is usually approx. \$500 per course (plus expenses) but it is generally delivered over a full week (6 – 10 hr days) or over a few weekends. Alternate delivery options will increase costs significantly, especially if travel and accommodation, as would be needed for Denny Island, are



included. Overall, contract delivery could prove difficult and costly for such a small, remote community.

- Other significant and costly requirements exist for additional training such as incident command, fire officer, driver/operator, live fire, safety officer, as well as instructor qualification, and it is unlikely there are any qualified candidates currently within the community. Cost vary significantly but generally run approx. \$300-500 per person per course. Courses are offered both on-line or in person (+ expenses and travel) by a variety of training institutions or even other fire departments.

General Equipment:

- Purchase, maintenance, and replacement of all required firefighting equipment on a single fire apparatus can easily exceed \$25,000 initially and \$2,500 annually.

7.3 Overall Anticipated Start-Up Costs

Overall, with full compliance to provincial legislation and FUS requirements, initial start-up costs (capital + 1st year operating) including all new equipment and apparatus would likely exceed \$500,000. However, initial costs can be substantially reduced in some options below - possibly as low as \$100,000 - if full legislative compliance and adherence to FUS requirements are not identified as critical, or if utilization of used or existing apparatus/equipment is possible. *These calculations relate to apparatus, training, and major equipment only and do not consider new firehall or firehall renovation costs.*

Utilizing a mid-scale estimate for start-up costs, the calculated Mill Rate (APPENDIX C) for start-up for the 46 participating parcels is approximately \$31 per \$1000 assessed value for the first year (initial capital + 1st year operating). Thereafter, the annual Mill Rate for the same mid-level estimate is approximately \$5 per \$1000 assessed value (APPENDIX C).

8.0 Options for Fire Protection on Denny Island

As identified previous, many different models of fire services exist within BC. However, given the location, population, geography, and community profile of the proposed area within Denny Island the viable options are limited.

Regardless of any future decisions on options for provision of fire protection, it is necessary that both Shearwater Marine and the Community Association facilitate fire safety education for all persons and that use of fire/smoke alarms become mandatory and that each property be encouraged to purchase and maintain a fire extinguisher of at least 20 lb size. Training on these fire extinguishers should be facilitated locally by someone knowledgeable and paid for, if necessary, by both organizations.

The following discussions address the benefits and challenges of all potential options and suggest whether, in the opinion of Response Specialties, they could realistically be implemented in this small, remote community.

Option 1: Regional District Managed Volunteer Fire Department

Formulation of a VFD on Denny Island that is under the governance (AHJ) of the CCRD would position all liability and responsibility for legislative compliance as well as financial support on the regional district. While this model is the ideal scenario from a service delivery and compliance perspective, it is also by far the most challenging option to initiate and maintain. Such a model is likely prohibitive for such a small tax base. As identified in Appendix C, the Mill Rate to establish and then maintain such a service would be in the neighbourhood of \$31 and \$5 per \$1000 of assessed value, respectively.

With a formalized department under regional government direction the wide-ranging expectation, though not always undertaken within the province, is that the regulations regarding standardized training, numbers of trained responders, WorkSafeBC compliance, liability insurance coverage, facilities, resource availability and deployment will be met.

This model would take full advantage of the proposed public water supply as the equipment and apparatus would be designed and operated to exploit such a system.

Compliance with FUS requirements would be necessary to achieve any insurance cost reductions for residents and businesses. The costs to achieve full FUS compliance would likely increase the estimated Mill Rates. If all FUS compliance components were present, and maintained, significant cost reductions (up to 75% annually) could be possible on personal line (homeowner) insurance premiums.

Grant funding related to fire protection is rarely, if ever, available for local and regional government run fire departments. If available, it would be limited and highly restricted or directed for specific uses.

Option 1 Outlook:

Little chance of implementation being possible given history of community fire protection and overwhelming costs to implement.

Option 2: Society-Based Volunteer Fire Department

Formulation of a VFD on Denny Island that is under the governance of designated Society would position all liability and responsibility for legislative compliance as well as financial support on the Society and its Board of Directors. This model is frequently utilized in smaller and remote communities within BC. It can be challenging to implement but is often more successful



because of a necessary community ownership and the perceived option to be more flexible in terms of meeting the myriad of requirements present. It is often much more economically run than a government operated department. There is a necessity for this model to seek annual grant funding or other “support” from government in order to operate and survive.

Some regional jurisdictions, notably the Cariboo Regional District (CRD) have ceased support of separate Society-run fire departments as a result of legal review. It has been identified that any form of formal support from a regional district can be considered as acting in an AHJ capacity, which consequently brings liability upon the regional district. The deferral to a Society by the regional district is a way to minimize liability exposure, and thus examples like the CRD should be instructive here.

Lack of regional government support leaves the Society with only provincial grant opportunities, or private sector and public donations, to find operating funds.

Under a Society model the organization charged with ensuring compliance is the Society itself and they are still obligated by law to meet provincial minimum standards. If they honour all legislative requirements as a matter of liability and risk reduction the extensive and stringent regulatory obligations, as well as costs, would prove particularly challenging. Response Specialties is unaware of any Society VFDs in BC that are fully compliant with all provincial legislative requirements, but there are also few municipal or regional fire services that are fully compliant either.

This model could take full advantage of a public water supply if properly organized and managed with equipment and apparatus designed and operated to exploit such a system.

Grant funding related to fire protection is the most common way for Society-based fire departments to obtain both capital finances and annual operating funds. BC Gaming Grants are the primary mechanism, with other occasional grant opportunities arising for infrastructure or community planning. Societies should be aggressive and strategic in submitting for grants, including the retention of grant advisors and writers who possess expertise in finding and submitting grant applications to government. Recent economic challenges may make grant funding more difficult to obtain in the coming few years, so membership fees for properties being serviced and other financial models should also be explored.

Option 2 Outlook:

Slight chance of implementation is possible. It appears that a minimal number of potential volunteers exist and there is a big commitment needed. There appears to be some community leaders in place but no evidence that sufficient support exists to ensure continued success.



Option 3: Fire Brigade Administered by a local corporate entity

Formulation of a VFD on Denny Island that is created in a manner consistent with an industrial fire brigade operated by the private sector would position all liability and responsibility for legislative compliance as well as financial support on the local business and its ownership. This model is rarely employed for community areas and is generally only seen in proximity to large industrial worksites. Within BC, few fire brigades remain outside of the major natural resource sectors. Compliance with the Playbook at these sites is expensive and almost all training is delivered by contractor if compliance is desired.

A fire brigade at Denny Island could be constituted for the local business and also provide voluntary or contract coverage into the surrounding community under agreement. Success in such a situation usually arises from tight-knit existing relationships between the business operating the brigade and the community. It can be challenging to implement and administer such a partnership if it does not currently exist or if a trusting relationship is not in place.

An industrial fire brigade model provides a greater flexibility in meeting the myriad of requirements because the brigade would likely not even pretend to be a fully functioning fire department. There would be a temptation for this model to seek funding or other “support” from the regional district and/or community. As with Option 2 above, this type of support is fraught with liability concerns for a regional district. Local citizen participation or support would not constitute an AHJ relationship like regional district involvement would and would be quite essential to ensuring success.

It would be unlikely that a local fire brigade could, or would even strive to, meet all legislative requirements as a matter of liability and risk reduction. The cost would be prohibitive without government support and administrative expertise. In practice, Response Specialties is unaware of any fire brigades, outside of major natural resource construction sites, that are even near compliant with provincial legislative requirements.

It is likely that this model could somewhat take advantage of a public water supply system if equipment and apparatus are employed that could take advantage of the system and its potential hydrants and/or standpipes.

The liability exposure in this model rests with the business and its ownership and can be a strong disincentive for any organization considering such a task. The cost of initiating, equipping, and maintaining a fire brigade can be in excess of the potential loss/risk costs and insurance coverage.

Grant funding related to fire brigades is unknown. The consultants could not determine any existing examples during research, though some may exist.

Option 3 Outlook:

Some chance of implementation is possible, but other than Shearwater Marine timelines for implementation could be distant. Cost outlay and opportunity to recoup those costs will be a primary challenge and determinant of success.

The model typically utilizes business staff but on Denny Island it would still require additional volunteers from the community to succeed. The staff are primarily seasonal workers which is a big challenge for volunteer fire departments.

Option 4: Ad Hoc Local Community Response Group/Team

Continuation of the existing ad hoc community fire suppression model on Denny Island would realistically minimize all liability as it could be presented as a “Good Samaritan” entity whereby local citizens help “as is and when required”. These ad hoc type groups can be operated in concert with nearby larger departments (seen throughout BC) or alongside industrial fire brigades (such as could be initiated at Shearwater Marine). Community participants should carry extra personal liability insurance to protect themselves from legal action should they inadvertently cause further damage or fail to act effectively.

The use of a sole ad hoc community response team is often employed in small remote areas that do not have a large imbedded business and cannot themselves support the cost, volunteer base, or time requirements necessary for any type of formalized fire department. The actions of the response group would be technically unregulated and training, if any, would be ad hoc as well. Resources such as apparatus and equipment would likely not meet any legislated requirements; nor could they realistically be expected to. This model can be challenging to maintain as volunteers in sufficient numbers, and in the absence of a formal organization, have little ownership or vested interest in participating or maintaining the capability to act appropriately. This challenge can be seen with the existing small group on Denny Island.

Success in such a situation arises from a larger group of like-minded and community conscious persons who are dedicated to remaining vigilant within the community. There is no enforcement to be expected from government and the group would not even pretend to be a fully functioning fire department. Personal liability concerns are minimal for members and non-existent for the regional district or local business. Community member participation is strictly limited in scope and thus relatively safe to engage in.

Ideally, on Denny Island, an ad hoc community response team (such as exists now) could continue the current model and should increase their cooperation and training with Shearwater Marine to provide a more cohesive and effective service, when needed.

This model could take some advantage of a public water supply if they obtained and properly operated equipment and apparatus that was complementary to the system.

Option 4 Outlook:

Success is possible as the basic infrastructure of the model already exists within the community. Increased cooperation and training are necessary for success.

A challenge specific to this model is the reported demographic of the Denny Island community. The permanent residents are reportedly older in age and have demonstrated only an extremely limited level participation in fire protection in the past. This would need to improve significantly for this model to work in future.

Option 5: Contract Service – Heiltsuk Nation Volunteer Fire Department

The Heiltsuk Nation community of Bella Bella is situated across the water from Denny Island accessible by boat travel that is hostage to volatile weather and sea conditions. The service level of the Bella Bella/Heiltsuk Nation VFD is Exterior. The reality is that they may have no appetite or capability to engage in a contract service even if desired by Denny Island. Serious discussions with the Nation would need to take place before this option could even be considered. Such discussions were not undertaken as part of this Discussion Paper.

There is no possibility of guaranteed response in this model, and even if implemented there would still be a requirement for a fire apparatus, and a facility to house it, on Denny Island for them to use since timely transport of their fire apparatus across the channel is unrealistic. Additionally, should the Bella Bella/Heiltsuk Nation VFD forces be engaged in their own community, or their number of personnel be minimized, they would be understandably unable or unwilling to provide service.

Realistically, notification, assembly, travel, and action timelines for the Bella Bella/Heiltsuk Nation VFD to attend Denny Island would likely exceed 60 minutes. This duration renders timely suppression impossible and would result in any serious fire extending to either adjacent structures or the interface environment. The timeline is also likely to encourage ad hoc actions by residents while waiting, which is ironic if this option were preferred over Option #4.

Any form of service agreement would require signatory authorization from representatives of both parties: the Heiltsuk Nation providing fire services, and a governing body representing the Denny Island residents and businesses. Neither Shearwater Marine, nor the Denny Island Community Association would be currently recognized as officially representing, or governing, all properties within the study area on Denny Island.

Agreement, if any, would require a service establishment bylaw, and then a mechanism to tax for costs and/or achieve cost recovery.



Option 5 Outlook:

Success is unlikely. As described above, obtaining such an agreement, let alone applying it effectively, is unlikely and would require significant negotiations and research from both parties. Identifying a signatory for Denny Island would be a necessity.

An Agreement would necessitate a large commitment from the neighbouring community with little benefit to them (and some risk). Additionally, regardless of agreement, there is no realistic guarantee possible of service delivery.

Option 6: Residential Fire Sprinkler Installation

It is recommended, regardless if any fire department option is chosen, that local property owners be encouraged to install residential or commercial fire sprinklers within their buildings, especially during construction or renovation. This option is soon to be readily accessible with the construction of the public water supply system passing every property. This engineered system could easily support fire sprinklers and would ensure a safe, reliable, clean, and resilient system to protect property regardless if owners were home or not.

Each property owner/business would decide themselves whether to install fire sprinklers and would assume all costs. Fire Underwriters Survey recognizes fire sprinkler installation as a benefit toward improved insurance grading. Property owners would also similarly benefit from fire insurance cost reductions because of the sprinkler installations. Some insurers, such as The Cooperators, recognize and reward installation of fire sprinklers with reduced fire insurance costs.

Costs of installation can be significant up-front, but on-going costs are minimal and add value to the property. The annual costs, and even amortized installation costs, can be substantially more affordable when compared to a property owners contribution to annual and long-term operating and capital costs for a fire department, regardless of model. Sprinkler installation costs would be estimated to be in the neighbourhood of \$4 per square foot. For a 2000 sq ft home the installation costs of approx. \$7000-9000 could be competitively evaluated against the initial start up costs of a fire department for a \$225,000 assessed value property of \$7000 in year 1 and \$1100 annually thereafter (See Appendix C). Residential fire sprinklers are exceptionally low maintenance and can last for many years with minimal home-owner maintenance. Once activated, they are easily shut down by any person with knowledge of the simple shut-off valve location. This restricts any water damage and greatly reduces restoration or replacement costs. Water damage from fire sprinklers is exponentially less than when a fire department hose is involved.

Additionally, placing a private standpipe exterior to the home attached to the water supply would dramatically improve the ability to fight an interface fire event that was threatening a



structure. Residents can outfit this outlet with hoses and exterior sprinkler systems. This addition could be done at minimal cost.

There is no requirement for a local fire department to exist for the use of fire sprinklers within structures. With extremely few exceptions fire sprinklers are well-documented to fully extinguish or dramatically minimize fire in its early stages allowing even the untrained public a chance to completely suppress the fire with a small hose or fire extinguisher.

In combination with any of the above fire service options fire sprinklers would be a highly advantageous, effective, and economically viable method to improve fire protection and fire insurance costs on Denny Island.

9.0 Conclusions

This Discussion Paper has identified the numerous challenges to establishing and operating an effective fire protection service on Denny Island. The CCRD must review and determine its willingness to oversee governance of fire protection on Denny Island. The liability associated, as well as questions of sustainability, are considerations that Response Specialties recommends the CCRD seriously consider.

The realistic alternatives for fire service delivery are limited and are described in Option 3 (Fire Brigade Administered by a local corporate entity), Option 4 (Ad Hoc Local Community Response Group/Team), and Option 6 (Residential Fire Sprinkler Installation) described above.

In such a small community, the viability of a fully functioning fire service is remote, at best. More realistic is the continuance and improvement of the models described in Options 3 and 4.

Future enhancement of fire protection should take the path of increased self-reliance by property owners through increased use of fire/smoke alarms and fire extinguishers, adherence to the BC FireSmart program recommendations for making homes wildfire resilient, and the inclusion of fire sprinkler installation at the earliest opportunity upon completion of the public water supply system under development.

Response Specialties is pleased to have been asked to provide this Discussion Paper as part of future decision-making related to fire protection on Denny Island, and will always remain available to provide clarity or future recommendations if desired.

A handwritten signature in black ink, appearing to read 'Don Jolley'.

Don Jolley
Principal – Response Specialties

APPENDIX A

FIRE DEPARTMENT MINIMUM REQUIREMENTS FOR A FIRE UNDERWRITERS SURVEY DPG GRADE ABOVE 5

A Fire Protection Area (FPA) is defined as the area covered by a specific firehall and registered with the Province of BC.

DPG (Dwelling Protection Grade) is a 1-5 scale representing levels of community fire protection regarding private dwelling insurance. DPG 1 is the highest grade possible.

If FPA population is less than 1000:

- A clearly established fire protection boundary area registered with the Province
- 1 Fire Chief and 15 active and trained firefighters trained to an established standard and able to respond
- A suitably constructed and arranged firehall facility
- One triple-combination Engine/Pumper¹ (<25 yrs. age) with minimum 625 igpm (3000 LPM) at 150 psi accredited to either ULC S515 or NFPA 1901
- Accredited Commercial Vehicle Inspection (CVI) required annually on apparatus
- Accredited pump testing required annually on engines/pumpers

AND

- An accredited public water supply system in accordance with FUS “Water Supply for Public Fire Protection” minimum standards

OR

- One Water Tender¹ apparatus (<25 yrs. age) with minimum 880 igal (4000 L) capacity accredited to either ULC S515 or NFPA 1901, AND
- Combined minimum water tank capacities of engine/pumper plus tender apparatus of 1500 igal (6820 L), AND
- If using a dump valve on the Tender, a portable tank of 1000 igal (4550 L) is required



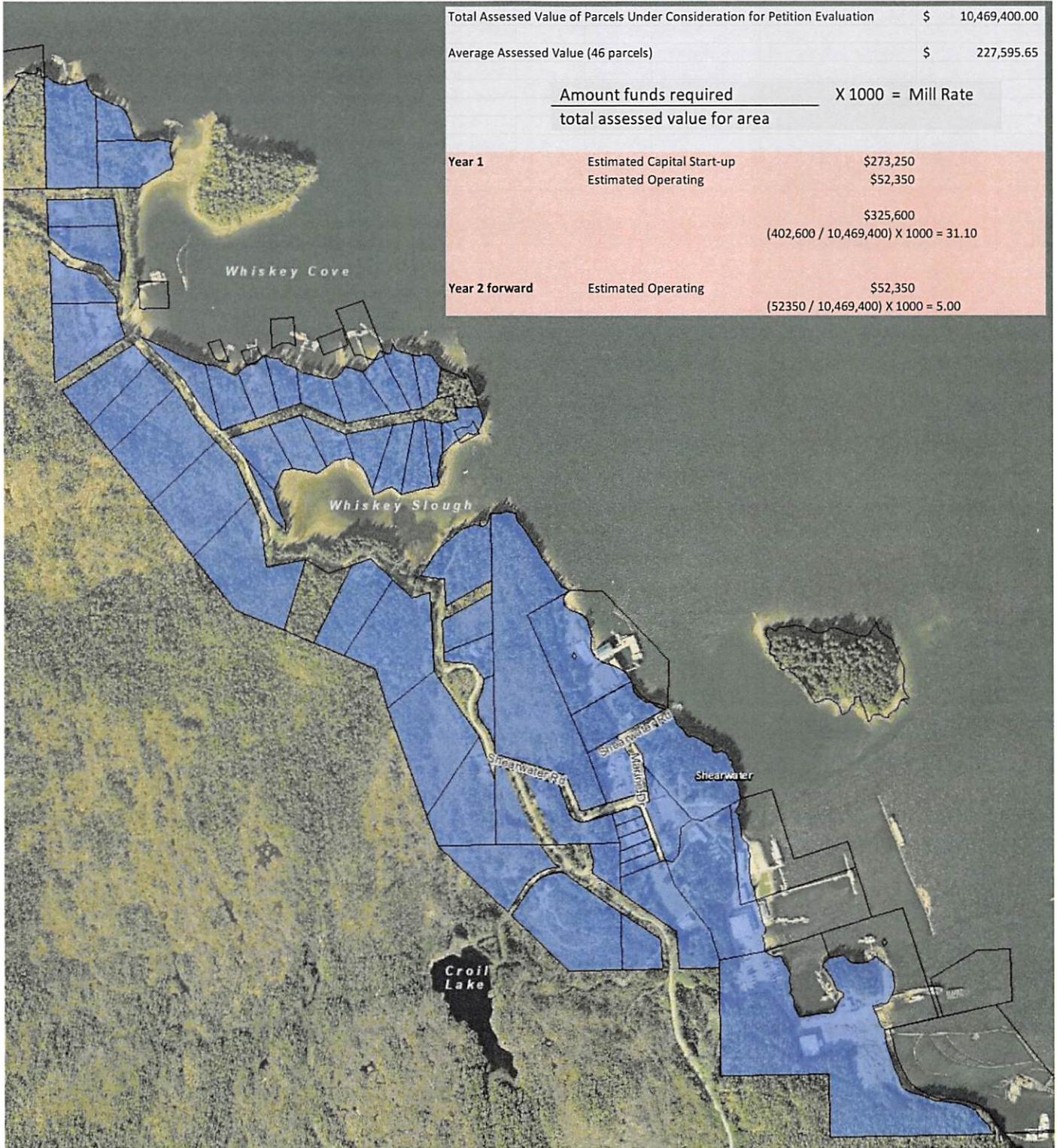
APPENDIX B

Example Template Only

Statement of Operations For the Year Ended						
Denny Island VFD						
Account Code	Account Description	Prior Year	Year to Date	Budget Amount	Variance	% Variance
Expenditures						
Administration Expenses - CCRD Staff						
	Salaries	-	-	-	-	0.00%
	F/T Benefits	-	-	-	-	0.00%
	Total Administration Expenses	-	-	-	-	0.00%
Operating Expenses						
	Contract Services	-	-	-	-	0.00%
	Contracts - general operations	-	-	1,000.00	- 1,000.00	-100.00%
	Fire Contracts - stipends, wages	-	-	-	-	0.00%
	Contractors Benefits	-	-	-	-	0.00%
	Travel	-	-	7,500.00	- 7,500.00	-100.00%
	Office Supplies	-	-	300.00	- 300.00	-100.00%
	Stationary & Supplies	-	-	-	-	0.00%
	Operating Supplies	-	-	-	-	0.00%
	First Responder Supplies	-	-	-	-	0.00%
	Hoses & Couplings	-	-	600.00	- 600.00	-100.00%
	Small Tools & Equipment	-	-	1,500.00	- 1,500.00	-100.00%
	Telephone	-	-	950.00	- 950.00	-100.00%
	Breathing Apparatus Mtnc	-	-	2,000.00	- 2,000.00	-100.00%
	PPE & Clothing Mtnc	-	-	1,500.00	- 1,500.00	-100.00%
	Communication/Advertising	-	-	-	-	0.00%
	Training/Development	-	-	1,500.00	- 1,500.00	-100.00%
	Recognition & Appreciation	-	-	500.00	- 500.00	-100.00%
	Dues & Memberships	-	-	500.00	- 500.00	-100.00%
	Total Operating Expenses	-	-	17,850.00	- 17,850.00	-100.00%
Building & Equipment Expenses						
	Vehicle Repairs/Maintenance	-	-	2,500.00	- 2,500.00	-100.00%
	Vehicle Fuel	-	-	500.00	- 500.00	-100.00%
	Insurance	-	-	5,000.00	- 5,000.00	-100.00%
	Equipment/Furniture	-	-	3,000.00	- 3,000.00	-100.00%
	Equipment Repairs & Maintenance	-	-	2,000.00	- 2,000.00	-100.00%
	Building Maintenance	-	-	3,000.00	- 3,000.00	-100.00%
	Utilities	-	-	1,000.00	- 1,000.00	-100.00%
	Heating Fuel	-	-	2,500.00	- 2,500.00	-100.00%
	Building Expense Allocation	-	-	-	-	0.00%
	Amortization Expense	-	-	-	-	0.00%
	Total Building & Equipment Expenses	-	-	19,500.00	- 19,500.00	-100.00%
Capital Expenses						
	Equipment / Improvements	-	-	15,000.00	- 15,000.00	-100.00%
	Buildings	-	-	-	-	0.00%
	Capital Transfer to Balance Sheet	-	-	-	-	0.00%
	Total Capital Expenses	-	-	15,000.00	- 15,000.00	-100.00%
Reserve						
	Transfer to Capital Reserve	-	-	-	-	0.00%
	Total Reserve	-	-	-	-	0.00%
Misc Revenue/Expense						
	Budgeted Surplus	-	-	-	-	0.00%
	Total Misc Revenue/Expense	-	-	-	-	0.00%
Total Expenditures		-	-	52,350.00	- 52,350.00	-100.00%
Total Denny Island VFD		-	-	52,350.00	- 52,350.00	-100.00%
Reserve Balances						
	Denny Island VFD					



APPENDIX C





CCRD SERVICE REPORT

To: Courtney Kirk, CAO
From: Ken McIlwain, Operations Manager
Meeting Date: October 8, 2020
Subject: BELLA COOLA FIRE PROTECTION SERVICE UPDATE

Recommendation:

THAT the Board of Directors of the Central Coast Regional District receives the Bella Coola Fire Protection Service Report dated October 8, 2020.

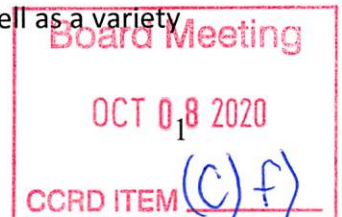
Service Background:

The CCRD is responsible for provision a fire suppression service to a portion of Electoral Area E (service area). The service was established March 31, 1992 through CCRD Bylaw 175, cited as "Bella Coola Fire Suppression Service Establishment Bylaw No. 175". This service is delivered through the operation of the Bella Coola Volunteer Fire Department (BCVFD).

The service is managed by the CCRD Operations Department with oversight from the CCRD CAO and Board of Directors. Responsibility for day to day operational oversight of the BCVFD lies with the Fire Chief of the Fire Department, or in his/her absence, the Deputy Chief. The Fire Chief is supported by a Training Officer. These positions are currently filled by volunteers.

CCRD Bylaw No. 290 establishes a Mutual Aid Fire Fighting Assistance Agreement between the BCVFD, the Nuxalk Volunteer Fire Department, Hagensborg Volunteer Fire Department and Nusatsum Volunteer Fire Department. The purpose of the Mutual aid agreement is to facilitate and establish protocol for departments to assist one another when required.

Infrastructure managed under this service includes a fire hall located on the Bella Coola Townsite. The fire hall houses a pumper truck and tanker/support truck as well as a variety



of fire equipment. The rear of fire hall contains a training/meeting area for volunteer fire fighters.

2019 revenue sources (unaudited) for the Bella Coola Fire Protection Service were:

- Tax Levy - \$34,385
- Fire Tolls - \$3,595
- Grant in lieu of taxes - \$3,577

2020 projected revenue sources (unaudited) for the Bella Coola Fire Protection Service were:

- Tax Levy - \$34,385
- Fire Tolls - \$3,595
- Grant in lieu of taxes - \$5,411
- Carry Forward Surplus - \$24,822

In the adopted 2020 budget, there is no increase in the tax levy.

Quarterly [or Bi-Annual or Annual] Highlights:

- The BC Fire Chiefs Association (BCFCA) in conjunction with the Red Cross has committed to providing the fire department with \$65,000 (phase 1&2) worth of equipment including new dispatch equipment, a repeater, hoses, pumps, nozzles, appliances and port-a-tanks. The department submitted a list of equipment most needed and the BCFCA is purchasing the equipment for the department. This funding was made available to communities impacted by the 2017 wildfires.
- There have been seven call-outs since June. All of these call except for two false fire alarm calls were outside the Bella Coola Fire Protection Area. None involved major structure fires.
- The fire department has gained several members over the summer and the roster stands at 14. This will require more training effort by the Department's Training Officer.
- Staff and fire department personnel continue to move forward in developing a training plan to help demonstrate and ensure firefighters have achieved the competencies specified for the Exterior Operations **Service Level** as described in the British Columbia Fire Service Minimum Training Standards - Structure Firefighters Competency and Training Playbook, 2nd Edition May 2015.
- Fire Department personnel received notice that the Nuxalk Fire Department may not be able to effectively respond to calls due to a shortage of members.

Grant Funded Projects Administered Under the Service:

The CCRD applied for, and has received funding from the Community Emergency Preparedness Fund. The funding is provided by the Province of BC and administered by the Union of BC Municipalities. CCRD has been awarded \$25,000 to purchase equipment for the BCVFD.

Fire Department personnel have collaborated to identify and prioritize equipment needs, mostly surrounding personal protective equipment (turn out gear). Staff are in the process of finalizing the equipment order.

Feasibility Studies Authorized Under the Service:

N/A

Board Priorities - Service Specific Progress of CCRD Strategic Plan 2019 – 2022:**Strategic Plan:**

- The updated CCRD Strategic Plan prioritizes acknowledgement of our fire department volunteers.
- The updated CCRD Strategic Plan identifies the conversion of the Hagensborg Water District which includes the Hagensborg Volunteer Fire Department Service. As conversion progresses, the details of how to best integrate this service into CCRD Operations will be examined.

Financial/Budgetary:**Total Service Budget (Including Grants):**

Total 2020 Budgeted Revenues: \$68,391 (including special project grant revenues)

Percent total expenditures to April 6, 2020: 39%

Budget without grant revenues or expenditures:

Subtotal 2020 Revenues: \$43,391 (excluding special project grant revenues)

Percent total expenditures to April 6, 2020: 62 %

Grant Funded Special Projects

The following are 2020 Grant Funded Special Projects revenue and expenditures for Bella Coola Fire Protection.

- 1) Special Project: UBCM Community Emergency Preparedness Fund -
 Volunteer & Composite Fire Departments Equipment & Training
 Total Grant Revenue: 2020 Projected Revenue – \$25,000


Revenue	
Received	\$10,000.00
Spent 2020	\$0.00

Apportioned Administration Reflecting Time Requirements – Staff and Elected Officials:

Apportioning administrative (operational) costs to each service the CCRD operates is a requirement under the *Local Government Act* s. 379(1). The CCRD calculates apportioned administration using a two pronged formula that considers:

- an estimate of staff time dedicated to a particular service (estimated from an average of approximate time spent the preceding year and time contemplated for the upcoming year); as well as
- an allocation of the combined total costs of Board governance, yearly audit and financial services, insurance and core administrative overhead (i.e. office space and supplies).

The total apportioned administration costs determined for CCRD's Bella Coola Fire Protection Service was calculated to be \$6,036 for 2020 and incorporated as such into the CCRD Five Year Financial Plan 2020-2024.

Respectfully Submitted by: 
 Ken McIlwain, RPF

Reviewed by: 
 Courtney Kirk, Chief Administrative Officer

PROJECT UPDATE



Date: October 1, 2020
 To: Ken McIlwain
 cc: Heather MacKnee
 From: Jacob Scissons
 Subject: **BELLA COOLA VALLEY FLOOD RISK ASSESSMENT AND MODELLING
 PROJECT UPDATE – SEPTEMBER 2020**

KEY INFORMATION

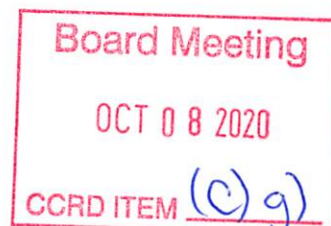
The following dates, reporting requirements, and funding limits are key for this project:

- LiDAR Cost-Sharing Agreement
 - Agreement between the Ministry of Transportation and Infrastructure (MOTI) and CCRD
 - Expiration date extended to July 31, 2020
 - Contribution of \$52,000 towards LiDAR data
- Community Emergency Preparedness Fund (CEPF)
 - Administered by Union of BC Municipalities (UBCM) with technical support from Emergency Management BC (EMBC)
 - Completion Date extended to November 15, 2020
 - Reporting Deadline extended to December 18, 2020
 - Funding total of \$150,000
- Disaster Mitigation Unit Grant
 - Administered by EMBC
 - Completion Date extended to September 30, 2021
 - Quarterly Reports due at the end of March, June, September, and December
 - Funding total of \$500,000

PROJECT OVERVIEW

There are five phases to the Bella Coola Valley Flood Risk Assessment and Modelling project, which are as follows:

- Phase 1 – LiDAR Acquisition and Mapping
- Phase 2 – Data Collection and Preliminary Analysis
- Phase 3 – Detailed Analysis and Modelling
- Phase 4 – Reporting and Mitigation Planning
- Phase 5 – Implementation



PROJECT UPDATE

Date: October 1, 2020
File: 3383.0007.01
Subject: BELLA COOLA VALLEY FLOOD RISK ASSESSMENT AND MODELLING
Page: 2 of 2



Phase 1 is funded through the Community Emergency Preparedness Fund while Phases 2 through 5 are supported by the EMBC Disaster Mitigation Unit Grant.

RECENT WORK COMPLETED

- Additional background documents previously identified have been located and obtained.
- The logistics and plan for the site reconnaissance have been developed including an aerial survey, ground reconnaissance, river drift, and local representative knowledge sharing.
- Areas of interest for the site reconnaissance are being indicated on the study area map.
- LiDAR data has been received and the ground control report has been provided.
- The phase 1 summary report is being finalized for submission to UBCM / EMBC.
- The financial / invoicing details continue to be compiled and cross checked as a collaborative effort between the CCRD and Urban.

NEXT STEPS

- The LiDAR dataset and ortho-imagery provided by Terra Remote Sensing will be processed into "tiles" so that the data / information can be utilized via files of a manageable size.
- The site reconnaissance is scheduled for the week of October 5th.
- The CEPF reporting will be completed, such that the UBCM / EMBC program deadlines are met.
- The scope of work will be developed for Phase 2A (completion of climate change adaptation, local support for site reconnaissance, development of natural hazard assessment framework), Phase 2B (geohazards risk assessment and supplemental ground / channel cross-section survey), and Phase 2C (Flood Focus Group compilation and public communication / engagement). The intent is to move ahead with Phase 2 work concurrent to the wrap up of Phase 1, to maintain momentum.

Sincerely,

URBAN SYSTEMS LTD.

A handwritten signature in black ink, appearing to read "Jacob Scissons".

Jacob Scissons, P.Eng.
Project Manager

U:\Projects_KAM\3383\0007\01\C-Correspondence\C1-Client\2020-10-01 Bella Coola Valley Flood Risk Assessment and Modelling - September 2020 Update.docx



National Defence

4th Canadian Ranger Patrol Group
JCR Company
PO Box 17000, Stn Forces
Victoria, BC V9A 7N2

RECEIVED AT FRONT DESK

SEP 23 2020

Central Coast Regional District

1920-1-3 (OC JCR Coy)

14 September 2020

Chairman Samuel Schooner
626 Cliff St
PO Box 186
Bella Coola BC V0T 1C0

COMMUNITY SUPPORT –
JUNIOR CANADIAN RANGERS

Dear Mr. Samuel Schooner,

The Bella Coola Junior Canadian Ranger (JCR) Patrol has been established and conducting experiential learning youth development in your community since 2006. Due to COVID-19, and the need to not be a transmission vector for the virus, all JCR training was cancelled as of March 15th. With the reduction in the threat of the virus, and in keeping with the provincial reopening plan and higher military direction, it is our intent to restart local JCR training in alignment with the school year, in early September.

JCR training consists of regular evening meetings during the school year, community-based activities which may occur on a weekend, and then overnight camping style activities which occur outside of the community. It is our intent to restart at least the first two categories of training, and if the restrictions allow, the third.

Each JCR Patrol has an Instructor who works for me. In your JCR Patrol's case, the Instructor is Warrant Officer Ray Corfield, who is based in Victoria, British Columbia. Part of our mandate is to visit the JCR Patrol up to three times a year to work with the patrol adults to support the JCRs training needs, conduct logistical and administrative verifications, and to help them engage the community, if required. Due to COVID-19, I ask you to confirm that a visit of my staff member to your community would be acceptable, understanding that all preventative health measures would be complied with.

In order to operate successfully, the JCR Patrol needs three key requirements to be met. Firstly, we need the support of community leadership, to include the provision of a meeting location. Secondly, we need the support of the community at large, to provide a sufficient number of interested adults to support the leaders of the patrol and be the link to the wider community. Lastly, we need the support of the local Canadian Ranger patrol

Board Meeting
OCT 08 2020
CCRD ITEM (C) h

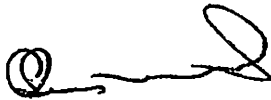
to provide two leaders. Please see the enclosed file which identifies many of the tangible and intangible benefits communities get in having a JCR Patrol.


I request that you re-confirm your support of your JCR Patrol in a return letter or via email. Should you wish more information, I refer you to the national JCR website: www.jcr-rjc.ca or the 4 CRPG Facebook page www.facebook.com/4CRPG which has information about our unit (across the four western provinces) and on both CR and JCR activities. Myself and my staff are available over the phone, via email, or via a Zoom or Facetime meeting, to provide further information should you need.

Should I not be available, alternate contacts are: Captain Christopher DeMerchant, 250-514-6160 or via email to Christopher.demerchant@forces.gc.ca or MWO Dan Hryhoryshen, 250-888-8599 or via email to Dan.hryhoryshen@forces.gc.ca.

Thank you for your continued support of the Bella Coola JCR Patrol, and of the youth development needs in your community.

Yours sincerely,



 S.D. Macdonald
Major
Officer Commanding JCR Company
250-208-2647
EMail: scott.macdonald2@forces.gc.ca

Enclosure: Benefits to having a JCR Patrol in a Community

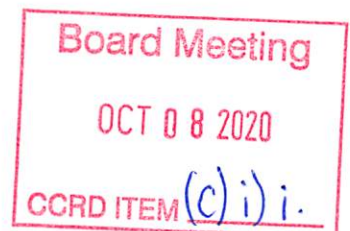
CC: OC BC CR Company
PC Bella Coola CR Patrol
PL Bella Coola JCR Patrol
TDO
JCRI

BENEFITS OF HAVING A JCR PATROL IN A COMMUNITY

The following benefits of having a JCR Patrol in a community have been identified and are for the use of CRPG staff, Canadian Ranger Patrol leaders, and local community leaders.

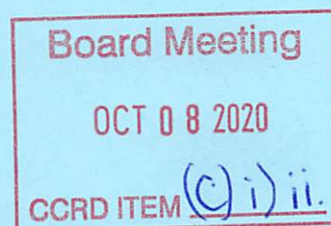
1. JCR Patrols continue to provide training in Ranger, Life, and Traditional skills - the three circles of learning in the JCR program.
2. A JCR Patrol helps train and educate the youth in local traditions and customs.
3. Many adults have had an opportunity to help in the development of local youth through the JCR Patrol's guiding Adult Committee.
4. JCR Patrols provide youth with a structured learning environment that is safe from harassment and abuse.
5. The JCR Patrol teach the JCRs about their community and encourage them to support it, volunteer, and be good citizens.
6. A JCR Patrol focusses on providing the JCRs the important skills of being safe, living, and surviving on the land.
7. The JCR Patrol instills a sense of pride and belonging among the youth, possibly resulting in a lessening of social issues.
8. The JCR Patrol develops future community leaders.
9. Healthy lifestyle choices are supported by JCR Patrols, making healthier communities.
10. Having a JCR Patrol has led to economic benefits to the community as CRPG staff visit to attend training three times per year.
11. The JCR Patrol has a cadre of well-adjusted, skilful and community-minded young adults, which provide tangible benefits to their community.
12. Adult leaders of the JCR Patrol have been provided specialty training that may benefit the community.
13. Canadian Ranger Patrols benefit by having two additional part time paid positions created for the leaders of the JCR Patrol.
14. Canadian Rangers benefit by keeping their skills up to date through providing training and mentoring in Ranger Skills to the JCR Patrol.
15. Canadian Ranger Patrols benefit by having young adults prepared to join the Canadian Rangers once they finish as a JCR at age 19.

Report to the Board:
United Coast
Leadership Table
Update – Director
Bertrand
–Verbal Report



Late Item:

Director Remuneration:
United Coast
Leadership Table and
Associated Meetings –
tabled discussion from
August 10, 2020 Special
Meeting of the Board –
Discussion (no report)



B.C. Ferry Authority

OFFICE OF THE CHAIR

500 – 1321 Blanshard Street
Victoria, BC V8W 0B7

Tel (250) 978-1502

Fax (250) 978-1953

October 1, 2020

Mr. Samuel Schooner, Chair
Central Coast Regional District
626 Cliff Street, P.O. Box 186
Bella Coola, BC V0T 1C0

Mr. Philip Germuth, Chair
Regional District of Kitimat-Stikine
300 – 4545 Lazelle Avenue
Terrace, BC V8G 4E1

Mr. Andrew Hory, Chair
Regional District of Mount Waddington
2044 McNeill Road, P.O. Box 729
Port McNeill, BC V0N 2R0

Mr. Barry Pages, Chair
North Coast Regional District
14-342 3rd Avenue West
Prince Rupert, BC V8J 1A6

NOMINATIONS FOR APPOINTMENT TO THE B.C. FERRY AUTHORITY BOARD OF DIRECTORS

On behalf of the B.C. Ferry Authority (the "Authority"), I am writing to request the participation of your Regional Districts in the process to nominate qualified individuals to be considered for appointment to the board of directors of the Authority.

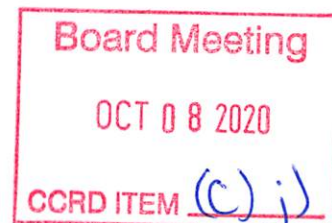
Under the *Coastal Ferry Act* (the "Act"), the Regional Districts of Central Coast, Kitimat-Stikine, Mount Waddington and North Coast have been designated as the "Northern Coastal and North Island Appointment Area" for purposes of nominating qualified individuals suitable for appointment to the board of directors of the Authority. In accordance with the requirements of the Act, the four Regional District boards in your appointment area are asked to develop and jointly submit by **January 15, 2021**, a list of 3 to 5 nominees to fill the Northern Coastal and North Island Appointment Area position on the board of directors of the Authority commencing April 1, 2021. The term of the appointment is three years to March 31, 2024.

The director from your appointment area was Michael W. Pucci, and the position is currently vacant due to Mr. Pucci's recent appointment to the BC Ferry Services Board.

In order to be considered for appointment to the board of the Authority, a nominee must be a "qualified Authority candidate" as defined in the Act. This definition, together with other background information on the Authority, and the appointment process, is attached.

A skills and experience profile will be used by the Authority to guide the appointment process and is attached for your reference. We have also attached a copy of the nomination form that may be completed electronically or by hand.

In developing your list of nominees, it would be particularly helpful to us if you could give the skills and experience profile careful consideration.



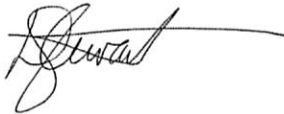
.../2

As has been done in the past, the Authority would be pleased to provide assistance to you in your recruitment process. Should you wish, the Authority will cover the cost of three newspaper advertisements and will post on its website nomination forms for on-line completion and submission directly to your Regional District. We can discuss these arrangements further with you.

If you have any questions or would like to discuss this matter, please contact Richard Simpson, Corporate Secretary at 250-208-4781 or Richard.Simpson@gov.bc.ca

Thank you for your assistance with the appointment process.

Sincerely,



Lecia Stewart
Chair, Board of Directors
B.C. Ferry Authority

cc: Mr. Toby Louie, Executive Director, B.C. Ferry Authority
Ms. Courtney Kirk, Chief Administrative Officer, Central Coast Regional District
Mr. Ron Poole, Chief Administrative Officer, Kitimat-Stikine Regional District
Mr. Greg Fletcher, Administrator, Regional District of Mount Waddington
Mr. Daniel Fish, Chief Administrative Officer, North Coast Regional District

Attachments (3):
Backgrounder
Nomination Form
Skills and Experience Profile

B.C. Ferry Authority

Director Nominations Backgrounder

October 2020

Board Meeting
OCT 08 2020
CCRD ITEM _____

Request

B.C. Ferry Authority (“BCFA” or the “Authority”) is seeking nominations of qualified candidates to fill two positions on the Authority’s board of directors effective April 1, 2021.

The Authority is the shareholder of British Columbia Ferry Services Inc. (commonly known as BC Ferries). For clarity, successful nominees will serve as directors of the Authority and not as directors of BC Ferries.

Introduction

Under the *Coastal Ferry Act (British Columbia)*, the Regional Districts of Sunshine Coast, Squamish-Lillooet and Metro Vancouver have been designated as the “Southern Mainland Appointment Area” and the Regional Districts of Capital and Cowichan Valley have been designated as the “Southern Vancouver Island Appointment Area” for purposes of nominating qualified individuals suitable for appointment to the board of directors of BCFA.

In accordance with the *Coastal Ferry Act (British Columbia)*, the Authority is requesting that the Northern Coast and North Island Appointment Area and the Central Vancouver Island and Northern Georgia Strait Appointment Area each submit three to five qualified nominees to fill two vacancies on the BCFA board of directors effective April 1, 2021. The two appointments will each be for a three-year term ending March 31, 2024.

This document provides background information on the Authority, the qualifications that nominees must have, the skills and experience of candidates being sought by the board, the support the Authority will provide the Appointment Areas in their identification of candidates for nomination and the Authority’s process for selecting nominees for appointment.

Overview

BCFA is a corporation without share capital created under the *Coastal Ferry Act (British Columbia)*. It is the sole voting shareholder of British Columbia Ferry Services Inc. (“BC Ferries”), an independent company incorporated under the *Business Corporations Act (British Columbia)*. The provincial government holds all of the preferred shares of BC Ferries, but has no voting interest in BC Ferries or BCFA.

BC Ferries provides ferry services on the west coast of British Columbia under contract to the provincial government. BC Ferries provides frequent, year-round transportation service with 35 vessels operating on 25 routes out of 47 terminals spread out over 1,600 kilometres of coastline. In the year ended March 31, 2020, BC Ferries provided nearly 180,000 sailings and carried approximately 8.8 million vehicles and 21.7 million passengers.

BCFA's responsibilities are that of shareholder of BC Ferries and are set out in the *Coastal Ferry Act (British Columbia)*. BCFA is responsible for overseeing the strategic direction of BC Ferries in support of the public interest, including the public's interest in safe, reliable and affordable coastal ferry services in British Columbia. In addition, BCFA is responsible for electing the directors of BC Ferries' board of directors and for establishing compensation plans for the directors and executives of BC Ferries.

For more information, please visit BCFA's website at www.bcferryauthority.com and BC Ferries' website at www.bcferries.com.

Governance Structure

Board Structure

The board of BCFA is composed of nine directors. Its size and composition is prescribed by the *Coastal Ferry Act (British Columbia)* as follows:

- Four members are appointed by the board from the nominees of the 14 coastal regional districts, grouped by provincial regulation into four Appointment Areas as follows:
 - One member: Southern Mainland Area
 - Sunshine Coast Regional District
 - Squamish-Lillooett Regional District
 - Metro Vancouver Regional District
 - One member: Southern Vancouver Island Area
 - Cowichan Valley Regional District
 - Capital Regional District
 - One member: Northern Coastal and North Island Area
 - Skeena Queen Charlotte Regional District
 - Regional District of Kitimat-Stikine
 - Central Coast Regional District
 - Regional District of Mount Waddington
 - One member: Central Vancouver Island and Northern Georgia Strait Area
 - Alberni-Clayoquot Regional District
 - Comox Valley Regional District
 - Strathcona Regional District
 - quathet (Powell River) Regional District
 - Regional District of Nanaimo

- One member is appointed by the board from nominees of the BC Ferry and Marine Workers' Union; and
- Four members are appointed by the provincial government through Order in Council.

Officers

There are two Officers of the Authority:

- Chair of the board - a position elected by the members of the board; and
- Corporate Secretary – a position appointed by the board.

Appointment Terms

The *Coastal Ferry Act (British Columbia)* requires that the terms of directors expire on March 31st each year. Appointments are for terms of three years beginning April 1st. Directors may serve up to two consecutive terms.

Board Membership

The current membership of the BCFA board is as follows:

Director	Appointment	Term Ending March 31
Lecia Stewart, Chair	Province	2022
Shelley L. Chrest	Central Vancouver Island & Northern Georgia Strait	2021
Vacant	Northern Coastal & North Island	
Andrew Ross	Organized Labour	2022
Jessica Bowering	Province	2022
David R. Levi	Province	2022
J. Wayne Rowe	Southern Mainland	2023
Marlene G. Kowalski	Southern Vancouver Island	2023
G. Wynne Powell	Province	2023

Biographies of the current board members are available on the BCFA website.

Vacant Positions

There will be two vacancies on the BCFA board effective April 1, 2021.

In accordance with the *Coastal Ferry Act (British Columbia)*, the board is seeking nominations of qualified candidates from the Northern Coast and North Island Appointment Area and the Central Vancouver Island and Northern Georgia Strait Area to fill two positions.

All three appointments are for three-year terms ending March 31, 2024.

Nominee Criteria

Basic Qualifications

The appointment of BCFA directors is undertaken with the objective of ensuring the board is composed of a majority of strong, qualified, independent directors. The board supports the concept that the board Chair should be an independent director.

Under guidelines adopted by the board, a director is independent if he or she has no direct or indirect material relationship with the Authority. For this purpose, a "material relationship" is a relationship that could, in the view of the board, be reasonably expected to interfere with the exercise of a director's judgment. Directors are required annually to attest to their independence.

All of the nine directors owe a fiduciary duty to the Authority, and are not appointed in order to be delegates of a region, stakeholder, union or constituent group.

Statutory Qualifications

A person nominated for appointment to the Authority board must be a "qualified Authority candidate" as defined in the *Coastal Ferry Act*. Specifically, this means an individual who:

- does not hold elected public office of any type;
- is not an employee, steward, officer, director, elected official or member of any union representing employees of BC Ferries;
- is not an employee of a municipality, regional district, trust council or greater board within the Appointment Area; and
- is not an employee, director, officer or executive of BC Ferries.

As well, those appointed to the Authority board must comply with the provisions related to director qualifications and conflicts addressed in sections 8 and 9 of the *Coastal Ferry Act*. This includes the requirement that directors meet the qualification requirements of section 124 of the *Business Corporations Act*.

Skills and Experience

The board has identified the following skills and experience that the board, as a whole, should possess in order to meet its mandate effectively. A nominee for appointment to the board should possess skills and experience in more than one of the following five categories:

1. **Leadership** - experience at a senior level managing the operations of a large or complex commercial or non-profit entity.
2. **Business** - experience in operating a business in British Columbia.
3. **Board Experience** - previous experience as a member of a board of directors of a commercial or non-profit entity.
4. **Accounting and Finance** - accounting or financial expertise.
5. **Legal** - a law degree or experience in managing legal issues of a complex commercial nature.

Core Competencies

As well, a nominee should possess the following core competencies and abilities:

- Well-developed faculty for critical analysis;
- Financial literacy, including an ability to read financial statements and the ability to understand the use of financial ratios and other indices to measure performance;
- Appreciation of the unique role of the Authority as the shareholder of BC Ferries as set out in the *Coastal Ferry Act (British Columbia)*;
- Thorough knowledge of the responsibilities and duties of a director;
- Sufficient time and availability to devote to the board;
- Experience as a corporate director with a solid understanding of corporate governance practices and the ability to distinguish corporate governance from management;
- Ability to effectively apply knowledge, experience, and expertise to matters before the board; and
- The stature and integrity to be seen as a credible member of the board.

Personal Attributes

Appointments to the board are also made in consideration of the following personal attributes:

- Ability to be an effective ambassador and representative of BCFA;
- Ability to participate fully and frankly in the deliberations and discussions of the board to make a meaningful and knowledgeable contribution;
- A team player with the ability to work effectively with fellow directors and be a positive and constructive force within the board, along with a demonstrated interest in the long-term success of BCFA and BC Ferries;

- Encourages free and open discussion of the affairs of BCFA by the board;
- Communicates persuasively and logically, voices concerns, listens, and raises tough questions in a manner that encourages open discussion;
- Willingness to take a stand or express a view, even if it runs contrary to prevailing wisdom or the direction of conversation, and exercise independent judgment;
- Establishes an effective, independent, and respected presence and a collegial and respectful relationship with other directors;
- Focuses enquiries on issues related to strategy, policy, implementation, and results rather than issues relating to the day-to-day management of BCFA or BC Ferries;
- Maintains high ethical standards in professional and personal dealings;
- Ability and willingness to raise potentially controversial issues in a manner that encourages dialogue;
- Demonstrates flexibility, responsiveness, and willingness to consider change;
- Capability for a wide perspective on issues; and
- Respects confidentiality, exercises good judgment and acts with integrity; understands conflict of interest issues and declares potential, real, or perceived conflicts.

Diversity

BCFA seeks to ensure that the board, as a whole, reflects diversity of skills and experience as well as diversity of ethnicity, gender, geography and age range.

Board Operations

Board Committees and Task Groups

There are currently no committees of the board. However, task groups of directors are established, from time to time, to undertake specific assignments.

Time Commitment

The board meets at such time and place as necessary for the dispatch of business. The board plans for a minimum of three meetings per year. Meetings are usually held at BC Ferries' Head Office in Victoria, British Columbia; however, meetings may be held in Vancouver, British Columbia or other locations in the province, or by teleconference. Directors are also expected to make themselves available to work with other directors as may be needed from time to time. Directors are also required to attend the annual general meeting of BCFA, which is open to the public and held in conjunction with an annual public meeting of BC Ferries.

Board Policies

BCFA has a set of board policies, including a Code of Business Conduct and Ethics.

Remuneration

Directors receive an annual honorarium of \$6,250 and a fee of \$1,200 for each regular meeting or \$600 for each teleconference or meeting of short duration of the board attended. Directors are also entitled to reimbursement of reasonable travel-related expenses incurred on BCFA business.

Liability Insurance and Indemnity

BCFA directors are covered by Directors' and Officer's Liability Insurance and are indemnified by BCFA.

Nomination Process

Each Appointment Area is requested to submit three to five nominees of qualified individuals to the Authority by **January 15, 2021**, together with a completed Nomination Form signed by each nominee.

Each Appointment Area will determine its own process for identifying its nominees. However, to be considered for appointment, each nominee must have been recommended by one or more of the Regional District boards of the Appointment Area.

There are a variety of ways in which suitable nominees can be identified by the Regional Districts, ranging from informal to formal. For example, potential nominees may be identified through:

- direct canvass;
- unsolicited expressions of interest;
- solicitation through advertising.

Should a Regional District wish to advertise for nominees, the Authority will make available a template print advertisement and will provide financial support to fund the placement of up to three newspaper advertisements. In addition, if requested, the Authority will post nomination forms on its website for on-line completion and submission directly to the Regional District.

Selection Process

Qualified nominees will be interviewed by a task group of the board of directors of the Authority.

The Authority will make a decision on the nominees for appointment to the board by March 31, 2021.

Disclaimer

This document is intended to provide background information on B.C. Ferry Authority for the purposes of informing the Regional Districts and their potential nominees to the board of directors, and does not provide binding legal representations or contractual obligations. The information contained herein may be subject to change.

**B.C. Ferry Authority
Nomination Form
for Appointment to the Board of Directors**

TO BE COMPLETED BY NOMINEE

The information on form is collected because you wish your name to be considered for appointment to the board of directors of B.C. Ferry Authority. The information obtained on this form will be used to assess your candidacy.¹

Full Name:

Home Address:

Mailing Address:

Telephone: Work

Home

Mobile

Email Address:

Date of Birth (YYYY MM DD):

Gender:

Male

Female

Part I: Statutory Qualifications

A director of B.C. Ferry Authority must be a "qualified Authority candidate" as defined in the *Coastal Ferry Act*. All nominees MUST answer Yes or No to all of the following questions. An affirmative answer to any of the questions in this section disqualifies a nominee from appointment to the board of B.C. Ferry Authority.

1. I hold an elected public office (of any type)	Yes <input type="radio"/>	No <input type="radio"/>
2. I am an employee, steward, officer, director, elected official or member of the British Columbia Ferry & Marine Workers' Union	Yes <input type="radio"/>	No <input type="radio"/>
3. I am an employee of a municipality, regional district, trust council or greater board within an Appointment Area	Yes <input type="radio"/>	No <input type="radio"/>
4. I am currently an employee, director, officer or executive ² of British Columbia Ferry Services Inc.	Yes <input type="radio"/>	No <input type="radio"/>

¹ Your personal information is collected under Part 2, Division 1 of the Coastal Ferry Act and section 26 of the Freedom of Information and Protection of Privacy Act.

² "Executive" means an individual who is the Chief Executive Officer or an Executive Vice President or Vice President of British Columbia Ferry Services Inc. (BC Ferries) or who is, despite his or her title, acting in a similar capacity or performing similar functions to a Chief Executive Officer or Executive Vice President or Vice President of BC Ferries.



Part II: Education

1. Educational Background

Name & Location of School or Institution	Course, Program, Major field	Credits, Diploma, Degree attained	Year Completed
Special Courses	Course Content, Duration, etc.		Year Completed

2. Membership in Professional Organizations (List):

Part III: Employment History (List in chronological order starting with your most recent employment)

Part IV: Please describe why you are interested in being a director of B.C. Ferry Authority

Part V: Key Skills and Experience

The board of B.C. Ferry Authority has determined that, as a whole, it should possess skills and experience in the following five key areas (See "*Key Skills and Experience*" in the Profile attached as Schedule A to this form). An individual director is not expected to have skills and experience in each of the key areas, but should have them in more than one. Please describe your skills and indicate your job and/or volunteer experience as they relate to each of the following five areas:

1. Leadership - experience at a senior level managing the operations of a large or complex commercial or not-for-profit entity.

2. Business - experience in operating a business in British Columbia.

3. Board Experience - experience as a member of a board of directors of a commercial or not-for-profit entity.

4. Accounting and Finance - accounting or financial expertise or financial literacy, including the ability to read and interpret financial statements.

5. Legal - a law degree or experience in managing legal issues of a complex commercial nature.

Part VI: Integrity and Accountability**1. To be a director of B.C. Ferry Authority, a potential nominee must satisfy the requirements of section 124 of the *Business Corporations Act (British Columbia)*.**

i. Are you under the age of 18 years?	Yes <input type="radio"/>	No <input type="radio"/>
ii. Have you been found by a court, in Canada or elsewhere, to be incapable of managing your own affairs?	Yes <input type="radio"/>	No <input type="radio"/>
iii. Are you an undischarged bankrupt?	Yes <input type="radio"/>	No <input type="radio"/>
iv. Have you been convicted in or out of British Columbia of an offence in connection with the promotion, formation or management of a corporation or unincorporated business, or of an offence involving fraud?	Yes <input type="radio"/>	No <input type="radio"/>
If yes, Unless the court has ordered otherwise (please specify)		
1. Has five years elapsed since the last to occur of: A. The expiration of the period set for suspension of the passing of sentence without a sentence having been passed; B. The imposition of a fine; C. The conclusion of the term of any imprisonment; and D. The conclusion of the term of any probation imposed?	Yes <input type="radio"/>	No <input type="radio"/>
or 2. Has a pardon been granted or issued under the Criminal Records Act (Canada)?	Yes <input type="radio"/>	No <input type="radio"/>

2. In your current or previous employment, business or personal affairs have you, or your company in which you have a direct or indirect controlling interest, in British Columbia or elsewhere:

i. Been convicted of an offence under the Criminal Code of Canada?	Yes <input type="radio"/>	No <input type="radio"/>
ii. Been convicted of an offence under any other federal statutes or regulations?	Yes <input type="radio"/>	No <input type="radio"/>
iii. Been convicted of any offence under any provincial statutes or regulations?	Yes <input type="radio"/>	No <input type="radio"/>
iv. Been disciplined by any professional association or body?	Yes <input type="radio"/>	No <input type="radio"/>
v. Been involved in any issue or controversy that has gone or is now likely to go to litigation or public review?	Yes <input type="radio"/>	No <input type="radio"/>

If you have answered yes to any of questions (i) to (v) in this section, please provide details below:

<p>3. Generally, are you aware of any facts or matters which, if publicly disclosed, could cause B.C. Ferry Authority embarrassment or hinder the performance of your duties as a Board member?</p>	<p>Yes <input type="radio"/></p>	<p>No <input type="radio"/></p>
<p>If yes, please describe:</p>		
<p>4. A director of B.C. Ferry Authority must not be in a position of conflict of interest as described in section 8 of the Coastal Ferry Act (British Columbia). Do you have, either directly or indirectly:</p>		
<p>a. a beneficial interest in a share, stock, bond, debenture, or other security of British Columbia Ferry Services Inc.;</p>	<p>Yes <input type="radio"/></p>	<p>No <input type="radio"/></p>
<p>b. a significant beneficial interest in a device, appliance, machine, article, patent or patented process, or part of it, that is required or used by British Columbia Ferry Services Inc. for the purpose of British Columbia Ferry Services Inc.'s equipment or service;</p>	<p>Yes <input type="radio"/></p>	<p>No <input type="radio"/></p>
<p>c. a significant beneficial interest in a contract for the construction of works or the provision of a service for or by British Columbia Ferry Services Inc.; or</p>	<p>Yes <input type="radio"/></p>	<p>No <input type="radio"/></p>
<p>d. a significant beneficial interest in a corporation or other person competing with British Columbia Ferry Services Inc. for marine transportation business, other than a beneficial interest (if any) in a publicly held mutual fund or pension fund that contains any of the investments referred to in paragraphs 4(a) to 4(d) above, where such investment makes up 30% or less of the total mutual fund or pension fund holdings.</p>	<p>Yes <input type="radio"/></p>	<p>No <input type="radio"/></p>
<p>Note: An affirmative answer to any of the questions in this section does not automatically disqualify a nominee from appointment to the board. Before being appointed to the board, a director who is in a position of conflict described in subsection (a) to (d) must disclose the nature and extent of the interest. A director who is in a position of conflict described in subsections (a) or (d) must eliminate such a conflict in order to serve on the board. Please provide details of the conflict below.</p>		

Part VII: References

All nominees MUST provide a minimum of three references.

Please note that the information provided to B.C. Ferry Authority by references will be treated confidentially and will not be shared with nominees.

Name:	Occupation:
Address:	Business Telephone:
Home Telephone:	Cell Telephone:

Name:	Occupation:
Address:	Business Telephone:
Home Telephone:	Cell Telephone:

Name:	Occupation:
Address:	Business Telephone:
Home Telephone:	Cell Telephone:

ATTESTATION AND CONSENT

I, _____ (print name) attest to the veracity of the information provided by me in this form.

I understand that B.C. Ferry Authority has a requirement to verify information with respect to all potential appointees, including me, to evaluate their suitability for appointment to the board of B.C. Ferry Authority.

By signing below, I consent to the B.C. Ferry Authority and its Officers obtaining any personal information about me, either from me directly or from others, for purposes related to assessing this expression of interest. The references that I may provide may be contacted and the information provided by me in relation to my request to be considered for appointment to the board of B.C. Ferry Authority will be verified. I also consent to the disclosure of my personal information in this form to any individuals or organizations where such disclosure is necessary to obtain the information required to evaluate my suitability.

Signature

Date

**B.C. FERRY AUTHORITY
SKILLS AND EXPERIENCE PROFILE
Schedule A**

Appointments to the board of directors (the "board") of the B.C. Ferry Authority (the "Authority") will be guided by the following selection criteria.

Statutory Qualifications:

A person appointed to the Authority board must be a "qualified Authority candidate" as defined in the *Coastal Ferry Act* (the "Act"). Specifically, this means an individual who:

- does not hold elected public office of any type;
- is not an employee, steward, officer, director, elected official or member of any union representing employees of British Columbia Ferry Services Inc. (BCFS);
- is not an employee of a municipality, regional district, trust council or greater board within the appointment area; and
- is not an employee, director, officer or executive¹ of BCFS.

As well, all appointments to the Authority board must comply with the provisions related to director qualifications and conflicts addressed in sections 8 and 9 of the Act.

Personal Attributes:

All directors should possess the following personal attributes:

1. high ethical standards and integrity in professional and personal dealings;
2. ability and willingness to raise potentially controversial issues in a manner that encourages dialogue;
3. flexibility, responsiveness and willingness to consider change;
4. ability and willingness to listen to others;
5. capability for a wide perspective on issues; and
6. ability to work as a team member.

Core Competencies:

All directors should possess the following core competencies:

1. well-developed faculty for critical analysis;
2. financial literacy, including an ability to read financial statements and ability to understand the use of financial ratios and other indices to measure performance;
3. appreciation of the unique role of the Authority as the shareholder of BCFS as set out in the Act;
4. thorough knowledge of the responsibilities and duties of a director; and
5. ability to distinguish corporate governance from management.

¹ "executive" means an individual who is the chief executive officer or an executive vice president or vice president of BCFS or who is, despite his or her title, acting in a similar capacity or performing similar functions to a chief executive officer or executive vice president or vice president of BCFS.

Representation:

The Authority board should, in its composition, reflect the diversity of the people served by coastal ferry services in British Columbia.

Key Skills and Experience:

The Authority board, as a whole, should possess the following skills and experience, while individual directors must possess more than one.

1. **Leadership** - experience at a senior level managing the operations of a large or complex commercial or non-profit entity.
2. **Business** - experience in operating a business in British Columbia.
3. **Board Experience** - previous experience as a member of a board of directors of a commercial or non-profit entity.
4. **Accounting and Finance** - accounting or financial expertise.
5. **Legal** - a law degree or experience in managing legal issues of a complex commercial nature.



Reference:258076

September 14, 2020

Hello All

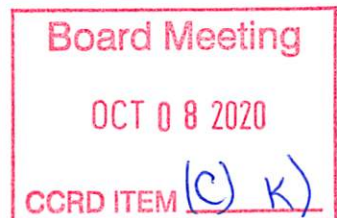
The Forest Enhancement Society of BC (the society) has been delivering projects that support the province's key commitments to British Columbians to deliver forest stewardship projects across the province. I am very pleased that the society shares the same forest stewardship focus as the province, to protect communities from wildfire risks, addressing climate change by supporting the use of fibre from damaged and low-value forest, and by reducing the amount of slash pile burning through fibre utilization projects. The society is a key contributor to the provincial tree planting program that rehabilitates areas devastated by wildfires and mountain pine beetle, ensuring forest and ecosystem health is given a healthy boost after being impacted by these large natural disturbances. Their work advances environmental stewardship and contributes to provincial and national climate goals.

I want to thank the Forest Enhancement Society of BC for working alongside Indigenous nations, and with companies that help to ensure Indigenous communities share in the economic and environmental benefits of forest carbon projects, demonstrating a progressive path forward for reconciliation.

Sincerely,

Diane Nicholls, RPF
ADM Chief Forester
Office of the Chief Forester

pc: Honourable Doug Donaldson, Minister of Forests, Lands, Natural Resource
Operations and Rural Development.





Forest Enhancement
Society of British Columbia

119

September 15, 2020

Samuel Schooner
Central Coast (Regional District)
626 Cliff Street PO Box 186
Bella Coola, BC V0T 1C0

Re: Forest Enhancement Society of BC's 2020 Accomplishments Report

Dear Samuel Schooner and Central Coast (Regional District) Directors,

British Columbians are concerned about climate change along with other environmental, safety, and economic concerns. They want to know specifically what their governments are doing to protect communities from wildfire risk, improve wildlife habitat, fight climate change, expand the bio-economy, and enhance B.C.'s forests. The enclosed Forest Enhancement Society of BC (FESBC) Accomplishments Report showcases over 250 projects in communities across rural British Columbia. Citizens and governments alike will be pleased to see real-life projects happening close to where they live.

FESBC achieves this work by granting and coordinating funds provided by the Province of British Columbia and the Government of Canada to third parties who implement projects and treatments on the land base. We are pleased to partner with a range of proponents in delivering these projects, from community forests to municipalities to government agencies, and others. Thirty one percent of the funded projects have First Nations participation and, in many cases, it is a First Nation who is the lead agency that envisions, plans, and delivers these projects.

Look in the report for the projects taking place in and around your community being delivered by people who live in your local area. When the opportunity arises, please thank these people and our governments for assisting B.C. and Canada in achieving our shared vision of enhanced forest resilience for the lasting benefit of British Columbia's environment, wildlife, forest health, and communities. If you are one of the local governments who are directly involved in delivering projects in your area, please accept our gratitude.

If you or your fellow Directors are interested in further information, please visit our website www.fesbc.ca, send an email, or give me a call.

Steven F Kozuki, RPF
Executive Director, FESBC
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Email: skozuki@fesbc.ca

(001) RD - 7

From:
Sent: July-23-20 11:39 AM
To:
Cc:
Subject: AGENDA FW: Webform submission from: Contact

From: Central Coast Regional District <no-reply@ccrd.ca>
Sent: 7/22/20 5:49 PM
To:
Subject: Webform submission from: Contact
Webform submission from: Contact

Submitted on Wed, 07/22/2020 - 17:51

Submitted by: Anonymous

Submitted values are:

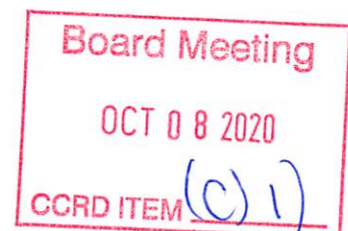
Name
Ben Pires

Email

Address

Phone Number

Message
Dear Regional District Chair and Board Members:



I would like to request council to urge the provincial government, through a council resolution, to proclaim a new INCLUSIVE name for our province and adopt a new flag and coat-of-arms on the 150th anniversary of the province's entry into the Canadian confederation on July 20, 2021.

The intent is not to revise our history but to greatly expand its limited focus under the province's current name and symbols. It will create new economic activity, post COVID-19, and will generate world-wide attention [new world maps, atlases] and recognition that our province is inclusive of all its peoples. It will be a boon to tourism, particularly in an interest in our indigenous cultures.

The government should consult with our indigenous communities on a new name that will reflect the province's more than 10,000 years of indigenous history, its awesome grandeur, diverse bio-geoclimatic zones and mosaic of multi cultures.

The new name should be short and easily pronounceable and spelled.

Today, it has become a practice, before a public event, to have an indigenous land acknowledgement. Is this mere tokenism, under the guise of Truth and Reconciliation, even when our province continues to have a COLONIAL name, flag and coat-of-arms?

Queen Victoria, a monarch who never set foot in these parts, chose the name "British Columbia" on July 24, 1858, by. Her decision, though said to be hesitant, was unilateral. She did not consult with the mostly indigenous people who lived here.

Vancouver Island was a British colony for just 22 years. The mainland was a colony for 13 years. British rule ended in 1871. Yet we cling to the "British" moniker while ignoring [a] the more than 10,000 years that indigenous communities inhabited these lands, and [b] our 149 years in the Canadian confederation.

Some will argue that a name change will dishonour British roots and heritage, and, oh yes, tradition. They conveniently forget the roots, heritage and traditions of our indigenous communities, who have lived here for more than 10,000 years, and those of us who are not of British [today a minority] ancestry.

We are not British. And Columbus never came here. It is meaningless name, particularly when abbreviated to BC, and confusing [there is a Colombia country and BC is mostly commonly interpreted as "Before Christ" or, tongue in cheek, "British Colonists"]. We have laboured under this colonial pretension for too long.

There were many Canadians who had their knickers in a knot when Prime Minister Lester B. Pearson proposed a new flag on June 15, 1964, that was inaugurated on February 15, 1965, a mere eight months later. Was this a mistake? Should we have kept the old Canadian Red Ensign with the Union Jack and coat of arms on a red background so that we could continue to show our gratitude to the British?

Today the Maple Leaf is the pride of all Canadians.

When can we take pride in our province's name, flag and coat-of-arms?

A new name, flag and coat of arms would be in accordance with Premier John Horgan's recent challenge of "thinking outside the box" in the "new normal" after the COVID-19 pandemic.

It will demonstrate solid confidence in our selves as a province that is inclusive of all its residents, rather than clinging to coattails of British colonists.

The name, of course, cannot be fully changed overnight because it is a complex matter. However, many countries had the fortitude to make a start and go through a liberating process of choosing a new name [i.e. Ghana, Indonesia, Sri Lanka, Zambia, Mali, etc.] and implementing it fast.

If we keep the status quo, we are only confirming that many in our midst still have the "colonizers' supremacy culture" and all their talk about reconciliation with our indigenous peoples and being a multicultural province is only tokenism and not full and respectful inclusion.

Sincerely

Ben Pires