

Berland Sub-regional Plan

Access management

The plan takes a coordinated approach to road development, supporting economic resource development while prioritizing the removal of roads no longer needed to reduce impact to natural values.

Key components of the plan

Long-term road network

- The plan establishes a network of primary roads that coordinates long-term/permanent access to resources and important areas. Allows new primary roads to be identified as future access needs arise.

Restoration of transitional roads

- The plan phases out on-going use of industry roads when the activity the road supports has been completed.

Flexibility in the Go Zone

- The plan allows for a transitional road to support a new activity if no new footprint is created by the road or new activity.

Temporary road exemptions

- Temporary roads that will be restored after a few years are not affected by the access management requirements.

Appended Development

- Concentrates new development along primary roads and minimizes land disturbance.

Access management facts

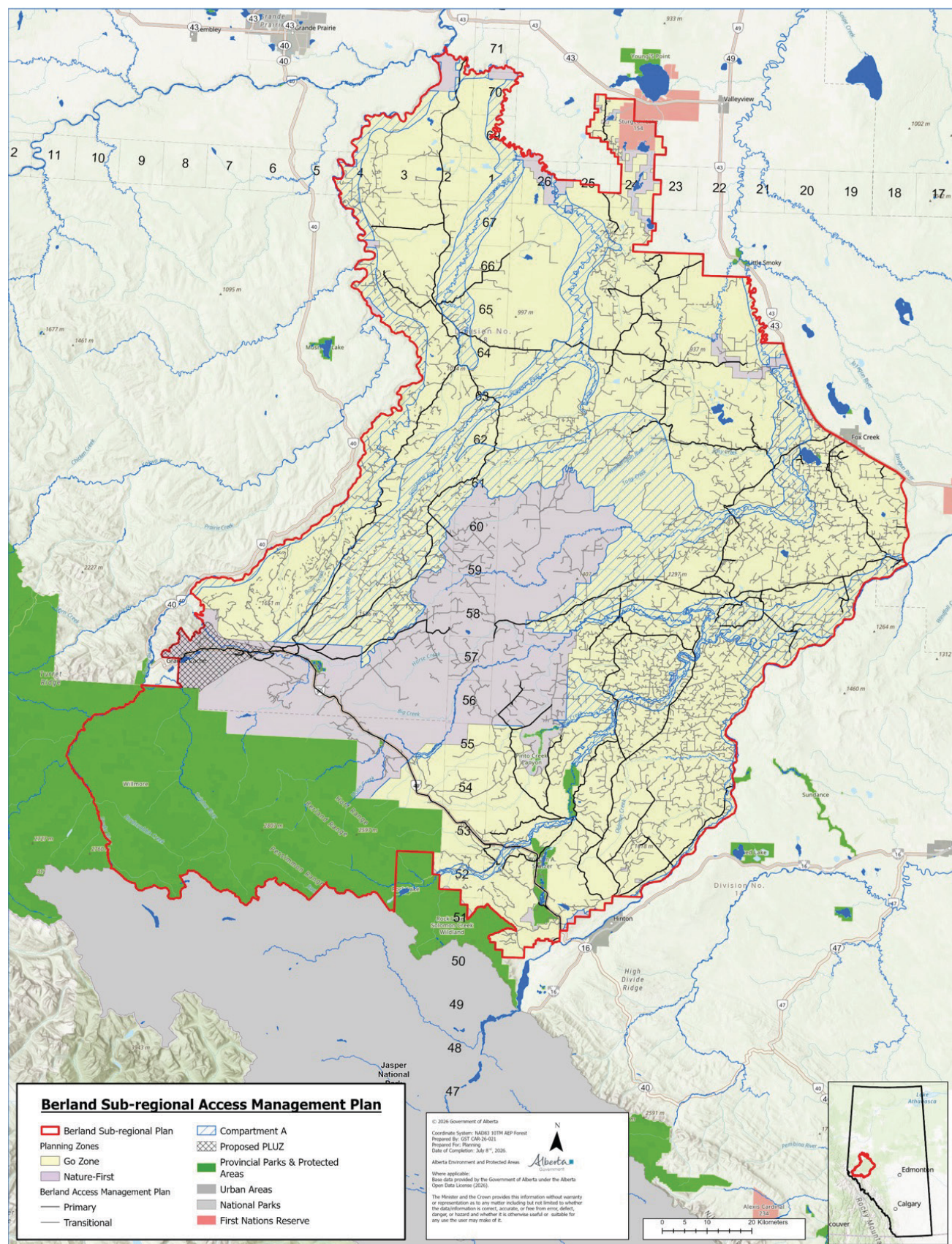
In this sub-region:

- In the two zones (Go Zone, including Compartment A, and Nature-first), there are roughly 9,565 km of roads.
- In the two zones, roughly 1,150 km of existing roads are identified as part of the long-term road network (i.e. primary roads).

Did you know...

- The access management requirements only apply to roads approved as formal dispositions under the *Public Lands Act*.
- A formal disposition for a road can be issued for up to 25 years.
- Temporary roads (such as those under temporary field authorization or annual operating roads under the *Forest Act*) are not affected by the plan
- The access management approach gradually creates larger areas of intact landscape.

Figure 1: . Map of the access management plan for the Berland sub-region



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