

Procedure for modifying Resource Road (RR) mobile radio channel assignments in the field

This document provides a procedure for modifying Resource Road (RR) Channel assignments for temporary or long term application.

A standard set of RR mobile radio channels (35 road channels, 5 loading channels), has been assigned by Innovation, Science and Economic Development Canada (ISED), for the purpose of communicating location and direction when travelling on resource roads in British Columbia. Channels are assigned for use in specific areas and on specific roads to avoid conflicts between channels. The assignment of the standard channels must be carefully and judiciously managed to avoid conflicts with existing and future channel assignments as there are no additional RR channels anticipated to be provided for resource road mobile radio communications going forward.

The standard bank of RR channels has been assigned to the Ministry of Forests, Lands and Natural Resource Operations and Rural Development (MFLNRORD) by ISED, to be managed and administered in conjunction with ISED. MFLNRORD will be responsible for administering, tracking and application of channels assignments in the field.

It is recommended that proponents for modifying channels assignments or seeking temporary channel assignments discuss and consult with other stakeholders that may be impacted. In particular engagement and consultation with road user groups (where they exist) should be undertaken. Diligence must be used to avoid mobile radio communication conflicts, ensure safe implementation and use, and promote long term sustainability of the RR channel network.

In order to effectively and efficiently manage the RR channels, the following procedure has been established for modifying RR channel assignments in the field:

1. Proponents should submit a request for a channel assignment or change requests, with rationale for the request, to MFLNRORD district office, attention Engineering Officer.
The rationale should include:
 - a map showing the geographic area with proposed change
 - anticipated time that change would be required (eg short term temporary use versus long term or permanent change)
 - proposed channel for implementation
 - results from consultation with affected stakeholders
 - steps that will be undertaken for implementation and decommissioning in the case of temporary use including:
 - ☐ further consultation and communications to be undertaken
 - ☐ signage to be implemented and decommissioned (in the case of temporary use)
2. Engineering Officer will evaluate the request and assess its feasibility. If feasible, the Engineering Officer will:
 - determine whether further consultation with other stakeholders, particularly road user groups, is needed.
 - Request further consultation or directly consult with stakeholders as may be appropriate. Consultation should include discussions on implementation roles and responsibilities (e.g.,

identify who will be responsible for communications and for new or changed signage), potential for the change to create radio interference, and plans for other radio channel changes.

3. MFLNRORD Engineering Officer completes consultation and evaluation of the request including proposed or changed channel(s) to be implemented.
4. If MFLNRORD Engineering Officer agrees with moving forward with the request, they will forward to ISED for their review.
5. ISED would then review for potential conflicts & approve and/or make recommendations as may be appropriate.
6. If approved by ISED, the MFLNRO Engineering Officer would ensure coordination of implementation is addressed with proponent(s) including:
 - communications of change
 - signage changes
 - modification of district mobile radio channel maps and website are updated
 - where temporary use has been applied, that decommissioning of signage subsequent to use has occurred.
7. If MFLNRORD Engineering Officer does not agree with moving forward with the request, they will inform the stakeholder that the request has been rejected and why.

Pre-approval of Temporary Channel Assignments

Channel assignments can be pre-identified for temporary use in a specified geographic area in order to address operational requirements for planned, short duration intensified industrial resource road traffic. The intent would be to pre-approve specified RR channels for temporary use within a specified geographic area. Pre-approved temporary RR channels can be managed at the local level without seeking further approvals.

Loading (LD) Channels are not to be used for resource road travel communications.

Loading (LD) channels have been specifically identified for use on loading, landing, and pad sites in order to provide for communications between local equipment and transient trucks while on those sites. The intent of the LD channels is to avoid having the local onsite communications interfere with road channel communications. LD channels are not intended to be used for communicating location and direction when travelling on a resource road.

Appendix – RR Channel Assignment Limitations

The following table list geographic limitations for use of various RR Channels

RR Channel	Frequency	Frequency Offset	Assignment Limitations
1	150.08		
2	150.11	30	Do not use South East VI, Lower mainland & Sunshine coast
3	150.14	30	
4	150.185	45	
5	150.2	15	
6	150.245	45	
7	150.26	15	
8	150.32	60	
9	150.365	45	Do not use Limit Southern Vancouver Island
10	150.41	45	Do not use Limit Southern Vancouver Island
11	150.44	30	Do not use Limit Southern Vancouver Island
12	150.5	60	
13	150.53	30	
14	150.545	15	
15	150.56	15	
16	150.59	30	
17	150.68	90	
18	150.71	30	
19	150.77	60	

20	150.83	60	Do not use available within 64 KM of Alaska boarder
21	151.01	180	Do not use within 64 km of all US boarder
22	151.13	120	Do not use within 64 km of all US boarder
23	151.19	60	Do not use within 64 km of all US boarder
24	151.22	30	Do not use within 64 km of all US boarder
25	151.31	90	Do not use within 64 km of all US boarder
26	151.34	30	Do not use within 64 km of all US boarder
27	151.37	30	Do not use within 64 km of all US boarder
28	151.43	60	Do not use within 64 km of Alaska border
29	151.46	30	Do not use within 64 km of US border to the south
30	151.49	30	Do not use within 64 km of all US boarders
31	151.52	30	Do not use within 64 km of all US boarders
32	151.58	60	Do not use within 64 km of all US boarders
33	151.61	30	OK
34	151.64	30	Do not use within 64 km of Washington boarder
35	151.67	30	Do not use within 110 km of Washington border west of Princeton
LD-1	151.7	30	ok
LD-2	151.745	45	Do not use within 64 KM of southern boarder with US; within 50 KM of Prince Rupert; or 200 KM of Juneau Alaska

LD-3	151.79	45	Do not use within 20 km of Victoria
LD-4	151.805	15	Do not use within 64 km of all US boarder
LD-5	151.85	45	Do not use witin in the Stikine River watershed