

DISTRICT OF NEW HAZELTON
REGULAR MEETING OF COUNCIL

Monday, June 1, 2020
Erwin Stege Community Center - Conference Room

Regular Meeting – 7:00 pm

(1) CALL TO ORDER:

(2) MINUTES:

- a) Accept minutes of the May 11, 2020 regular meeting.

(3) PETITIONS & DELEGATIONS:

- a) RCMP Update – Staff Sargent Darren Durnin

(4) UNFINISHED BUSINESS:

- a) New Municipal Hall Cost Estimates – John Hemsworth
- b) UBCM Evacuation Route Planning Grant - Request for Support/Collaboration – Village of Hazelton
- c) Hazelton Transit Ridership – Terrace Route Statistics - RDKS

(5) CORRESPONDENCE:

- a) Suskwa Bridge Replacement Location

(6) REPORTS: None

(7) BYLAWS: None

(8) NEW BUSINESS:

- a) Council Schedule:
 - July 6 Regular Council Meeting
 - August 10 Regular Council Meeting
 - September 14 Regular Council Meeting
 - September 22-24 UBCM Virtual Conference
- b) Confidentiality and Privacy Policy
- c) COVID 19 Update
- d) Meeting Center & Erwin Stege Community Center Potential Opening

In Camera Session, Section 90.1 (c) Community Charter Act, regarding personnel matters.

Adjournment

DISTRICT OF NEW HAZELTON
REGULAR COUNCIL MEETING
MAY 11, 2020
ERWIN STEGE COMMUNITY CENTER – CONFERENCE ROOM

1) CALL TO ORDER: Meeting called to order at 7:10 pm

PRESENT: Mayor G. Lowry
Councillor R. Sturney
Councillor G. Burns
Councillor A. Berg
Councillor B. Henwood
Councillor J. Hobenshield
Councillor M. Weeber (left at 7:24 pm)

STAFF PRESENT: W. Hunt
R. Carlé
R. Smith

2) MINUTES:

RESOLUTION 7943/20

MOVED & SECONDED

That, the minutes of the March 2, 2020 regular meeting be accepted as circulated.

CARRIED

3) PETITIONS & DELEGATIONS:

a) MNP LLP – Ryan Hales & Alyssa Bjorgaard

Presented the District of New Hazelton 2019 Audited Financial Statements.

b) Hemsworth Architecture – John Hemsworth

Presented the options for costing the proposed municipal office prior to obtaining construction drawings. This will give Mayor and Council a concrete estimate in order to decide if they want to proceed with starting to build this fiscal year.

4) UNFINISHED BUSINESS:

a) Municipal Office Project Costing

RESOLUTION 7944/20

MOVED & SECONDED

That, the District of New Hazelton proceed with obtaining a Class C Estimate and a Quantity Survey for the new municipal office as presented by John Hemsworth.

CARRIED

5) CORRESPONDENCE:

- a) Village of Hazelton UBCM Community Emergency Preparedness Fund Letter of Support

RESOLUTION 7945/20

MOVED & SECONDED

That, the District of New Hazelton write a letter of support for the Village of Hazelton's application to the UBCM Community Emergency Preparedness Fund Evacuation Route Planning Stream.

CARRIED

6) REPORTS: None

7) BYLAWS: None

8) NEW BUSINESS:

- a) Community Center Policy Update

RESOLUTION 7946/20

MOVED & SECONDED

That, the District of New Hazelton adopt the updated Community Center Policy with the recommended additions.

CARRIED

- b) MIABC Associate Membership – Allan Berg

RESOLUTION 7947/20

MOVED & SECONDED

That, the District of New Hazelton approve Allan Berg, as an Associate Member with the Municipal Insurance Association of BC and approve the completion of the Service Provider Agreement to provide liability insurance for the purposes of building inspection. All associated costs of the membership and liability coverage will be the responsibility of the District of New Hazelton. The effective date of coverage will be May 1, 2020.

CARRIED

c) UBCM Asset Management Planning Grant

RESOLUTION 7948/20

MOVED & SECONDED

That, Council directs Administration to apply to the Union of British Columbia Municipalities' Asset Management Planning Program to assess the municipality's wastewater system and that, the District will manage the grant and cover any cost overruns.

CARRIED

d) FCM Asset Management Program Grant

RESOLUTION 7949/20

MOVED & SECONDED

That, Council directs Administration to apply to the Federation of Canadian Municipalities' Municipal Asset Management Program to assess the municipality's wastewater system and that, the District will manage the grant and cover any cost overruns.

CARRIED

e) Audited Financial Statements

RESOLUTION 7950/20

MOVED & SECONDED

That, the District of New Hazelton accept the annual financial statements as presented.

CARRIED

f) Auditor Appointment

RESOLUTION 7951/20

MOVED & SECONDED

That, the District of New Hazelton appoint MNP LLP as the District auditors for 2020.

CARRIED

9) CLOSED SESSION (8:21 pm):

RESOLUTION 7952/20

MOVED & SECONDED

That, the public be excluded from the meeting pursuant to Section 90.2 (c) of the Community Charter, regarding personnel matters.

CARRIED

8:48 pm – Meeting reopened to the public.

10) ADJOURNMENT:

RESOLUTION 7952/20

MOVED & SECONDED

That, the meeting be adjourned 8:49 pm.

CARRIED

CERTIFIED CORRECT THIS

DAY OF

, 2020

CHIEF ADMINISTRATIVE OFFICER

MAYOR

Village of Hazelton

COUNCIL REPORT

Date: April 14, 2020

File: 1855-05

From: Lina Gasser, Chief Administrative Officer

SUBJECT: Community Emergency Preparedness Fund- Evacuation Route Planning

RECOMMENDATION:

That Council directs administration to apply to the Community Emergency Preparedness Fund-Evacuation Route Planning Stream for a regional project to complete and Evacuation Route Plan with the District of New Hazelton, and that the Village will manage the grant and cover any cost overruns.

REASON FOR REPORT:

To provide Council with an overview of the application for an Evacuation Route Plan.

DISCUSSION & ANALYSIS:

Administration undertook a revision of the Emergency Plan in 2019. During this process Administration realized there was no Evacuation Route Plan in place for the Village of Hazelton. An evacuation route was identified, but there was no in-depth study or alternative routes.

Administration has prepared an application for the Community Emergency Preparedness Fund-Evacuation Route Planning Stream. In an effort to attain a higher level of funding the Village asked neighbouring communities to partner. Gitanmaax did not respond to my inquiry, Gitxsan Government Commission has offered to provide a letter of support and New Hazelton is willing to pass a resolution to partner with us.

FINACIAL IMPLICATION

This grant covers up to 100% of the costs of developing a plan up to \$50,000. We will keep the project within this budget. If we are unsuccessful, we can reapply next year.

CONCLUSION:

Having a detailed Evacuation Route Plan is important for the Village to complement the Emergency Plan and also Emergency Operations in the event main accesses are compromised.

Lina Gasser
Chief Administrative Officer

Hi Wendy,

Below is a month by month comparison of ridership for route 164 Hazeltons/Terrace for April 2018 – March 2019 and April 2019 – March 2020.

Ridership has remained relatively consistent, with an anticipated decrease in March due to COVID 19.

	April'18	May	June	July	August	September	October	November	December	January	February	March	Total
ssengers ute 164	193	237	164	194	185	199	200	330	287	250	269	359	2867
	April'19	May	June	July	August	September	October	November	December	January	February	March	Total
ssengers ute 164	271	264	226	228	164	155	218	314	317	291	359	178	2985

Let me know if you need any more details,

Marc Schibli, CPA, BA

Deputy Chief Financial Officer

Office: 250-615-6100 Toll Free: 1-800-663-3208 Fax: 250-635-9222

Email: mschibli@rdfs.bc.ca

VIA EMAIL ONLY

Kelly & Jack Mattson
Jim & Brenda Forsyth
c/o 3161 Edward Street
Hazelton, BC V0J 1Y1

May 29, 2020

Mayor and Council, District of New Hazelton
3026 Bowser Street, New Hazelton, BC V0J 2J0

Mayor and Council, Village of Hazelton
4310 Field Street, Hazelton, BC V0J 1Y0

Dean Paranych, Electoral Area B Rep, Regional District Kitimat Stikine
300-4545 Lazelle Avenue, Terrace, BC V8G 4E1

Dear Mayors, Councils and Area B Representative:

Access to the Suskwa – Bridge Replacement Location

I am writing this letter to request your support for Option 2 in a report attached to this email from the Ministry of Forests, Lands and Natural Resource Operations (FLNRO) Smithers Office that would see the replacement of the current bridge to the Suskwa. The bridge is well over 50 years old and is in need of replacement. This replacement project has been ongoing for over four years and the Ministry has just recently sent an updated report to Suskwa residents which recommends Option 3 to build a new Bulkley River crossing approximately 9km upstream of the current bridge location. To accommodate this Option, seven kilometers of new road would need to be constructed in addition to the new bridge. Option 2, on the other hand, shows a new Bulkley River bridge crossing at almost the same location as the current bridge with upgrades to Mud Creek bridge and the Highway 16 junction.

Over 27 residents and interested parties (territorial chiefs, grazing tenure holders, tenants and landowners) met 4 years ago with Ministry staff who presented an Engineering Report with two options recommending Option 3. At that time the majority of the attendees stated that they were NOT in favour of the recommended Option 3, and agreed that more information should be requested before any decision should be made. A letter requesting such was sent on September 14, 2016, to FLNRO. Now four years later on May 13, 2020, a few residents received an email from the FLNRO requesting that the completion of the attached survey to obtain feedback. The response date has now been changed from May 27, 2020 to June 10, 2020.

The results of the survey will not be known until after June 10, 2020. It is known, however, that the majority of Suskwa residents told the Ministry four years ago that they are NOT in favour of Option 3 for the following reasons that are still valid today:

- The Report does NOT explain nor take into consideration the agricultural, financial, recreational, economical, or social effects of either option on residents and users of the Suskwa area. This should have been obtained by the Engineers and included in the report prior to any recommendation being made. To do otherwise makes the recommendation a foregone conclusion that must now be eradicated to allow for a fair and just decision making process where residents and users' input in welcome and more importantly considered
- Increased response time for ambulance and police to attend incidents could be life threatening, i.e., estimated 1.5 hours round trip for ambulance response
- Cell service sketchy or non-existent from 5km on Moricetown SFR to Highway 16 (if vehicle breaks down, accident or get stuck on road could be walking several kilometers in remote wilderness to get help). No cell service for at least 10km west or east at new proposed Highway 16 junction
- Additional time and money expended by all users – estimated 40 additional minutes round trip to and from New Hazelton in good driving conditions which adds \$15-20 per trip to fuel costs, increased vehicle emissions and increased vehicle wear
- Road Construction: Uncertain if all costs included in the report for the additional 6-7km of new road to be built i.e., fencing, cattle guards, and signage for existing grazing tenures



- Road Maintenance: Uncertain if all future maintenance costs included for the additional 6-7km of road-plowing, sanding, grading, calcium spraying, bridges, fences, brushing, etc.
- Community Identity: most Suskwa residents and businesses consider themselves a part of the Hazeltons NOT Smithers which will lead to a decrease in economic activity for the Hazeltons and their businesses (banking, shopping, medical/dental appointments, regional government in Terrace)
- Will affect market value of properties near beginning and end of the road from the new bridge location

Jack Mattson, Jim Forsyth, Brenda Forsyth and I had a teleconference with Doug Donaldson, Minister of Forestry, Lands and Resource Operations, on May 22, 2020, to express our concerns. He has now been updated on the project and suggested we advise our local governments about this project and ask them to provide their feedback on the potential impacts to the Hazeltons if Option 3 is chosen.

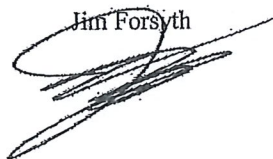
In conclusion, the majority of Suskwa residents and area users do not want to have to backtrack down the Moricetown FSR to remain part of the Hazeltons' community. We ask that your local government support us in our endeavor to keep the bridge in its current location (with some modifications yet to be decided) and forward a letter as such to Mr. Ron Donnelly, Tenures/Engineering Officer, Ministry of Forests Smithers Office (email: Ron.Donnelly@gov.bc.ca) supporting our position that the disadvantages of the recommended location significantly outweigh benefits either in the short term or the long term for all users and residents of the Suskwa.

Thank you in advance of your support as our livelihoods, quality of life and futures are at stake.


Sincerely,



Kelly Mattson Jack Mattson



Jim Forsyth



Brenda Forsyth

- c. VIA EMAIL ONLY:
Doug Donaldson, Minister of Forests, Lands and Natural Resources
R. Poole, CAO, Kitimat Stikine Regional District
L. Gasser, CAO, VOH
W. Hunt, CAO, DONH



Ministry of
Forests, Lands, Natural
Resource Operations
and Rural Development

**Suskwa FSR (Road Number 4985.01)
Bulkley River Bridge Crossing (R3-074)
Bridge Replacement Planning**

prepared for:

Ministry of Forest, Lands and Natural Resource Operations
Skeena Stikine District
Smithers, B.C.

by:

Colton Polsom, P.Eng.
Senior Area Engineer
FLNRORD
Prince George, B.C.

April 9, 2020

Revision Summary:

Date	Revision number	Author	Comments
December 18, 2019	0	Colton Polsom	Report Issued to District
April 9, 2020	1	Colton Polsom	Report Options Clarified

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Appendix C: Land Title Map (Alternate Location –Option 3)

1.0 INTRODUCTION

The Bulkley River Bridge at 1.8 km on the Suskwa FSR is at the end of its design life. The current structure is a 46m single span consisting of four glulam girders founded on concrete abutments. The bridge was installed in 1967 and is 53 years old. The bridge and road access rural residences with a population of less than 50 residents as well as a first nations community with a population of fewer than 100 people. The Madii Lii roadblock at 15 km on the road limits industrial activity in the area currently. There has been much discussion regarding the best path forward to repair or replace the structure since 1997.

1.1 Current Condition and Load Rating

The bridge has been inspected several times in recent years, including a close proximity inspection and timber coring completed in November 2019. These inspections have identified possible delamination and cracking of the area between the web and the flange of one of the outside girders, as well as a significant amount of rot in the bottom flange of one of the girders. The bridge is currently posted for highway legal loading of 64 tonnes Gross Vehicle Weight (GVW) and a maximum speed of 10 km/h. Timber fenders have been installed to narrow the lane of travel and force traffic to the side with the girders in better condition. The load rating is applicable until October 31 of 2020. At that time the bridge will need another detailed inspection, or it will be down rated to 33 tonnes. Inspections to extend the 64-tonne load rating will be the responsibility of any industrial users. It is possible that future evaluation will determine a load rating of less than 64 tonnes as the deterioration is expected to increase as the bridge continues to age.

1.2 Concerns with the current road alignment and crossing

The existing road alignment and crossing location has several significant issues. Firstly, the bridge site has a poor approach curve from the town side. Road users are required to make a sharp corner either going on or off the structure. See Figure 1 for a view from the road at the location.



Figure 1 – View looking across the bridge towards the west (town side)

Secondly, the junction between the FSR and the highway has less than ideal sight lines. The junction is located on both horizontal and vertical curves. There have been reports from MoTI of incidents at this location, but the information is not conclusive if the junction was a prime factor in those incidents. See Figures 2 and 3 for imagery at the junction location. The current posted speed limit is 100 km/h.



Figure 2 – Looking westbound at the highway and FSR junction



Figure 3 – Looking eastbound at the highway and FSR junction

Adjacent to the town side approach of the bridge is a large unstable slope above the road that has the tendency to deposit granular material and boulders onto the running surface of the road. This slope is below an active CN Rail line that FLNRO does not have authority to work near. Any improvements would need to be authorized by CN Rail. The material that is depositing down the slope continually narrows the road width at the location below the slope. There has been slope stability analysis on the hill that shows it may be prone to a failure in the future. See Figure 4 for an aerial view of the slope in question.

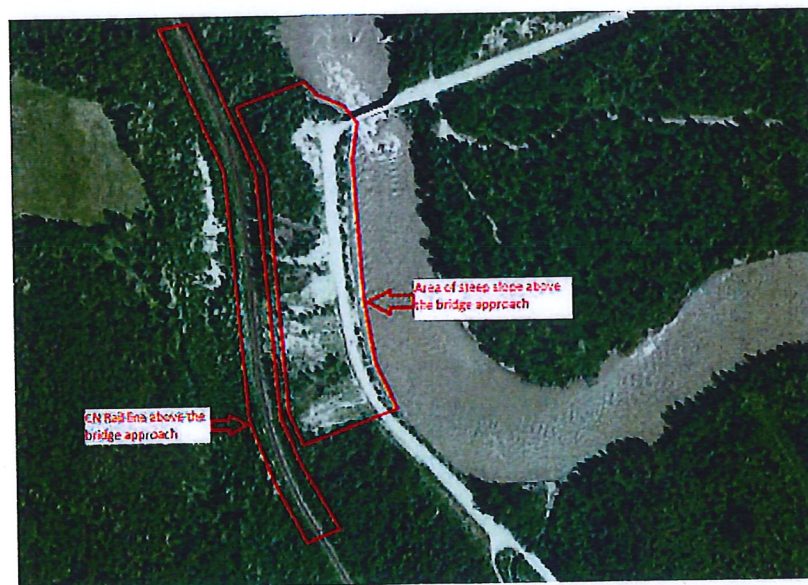


Figure 4 – Aerial view of crossing and slope below rail line

It has been observed that rocks and debris ravel down the slope, often caused by a passing train at the top of the slope. Vehicle traffic must avoid the rocks and boulders that land on the road during these events. bouncing boulders.

The slope below the road and above the river poses additional problems. The river has eroded the subgrade, which has reduced the 8m two-lane road to 6m, and will continue if there is no intervention. To maintain the existing road width in this location extensive erosion protection and reconstruction of the subgrade would be required. The construction has the possibility of interrupting the flow of traffic on the road while the work is completed.

1.3 Design and Selection Considerations

Some things need to be considered when determining the best solution for the crossing at site R3-074.

Access to the communities must be maintained during construction. Each of the options has a different solution, but ultimately access needs to remain, and delays are to be as minimal as possible.

Whichever option is selected, the bridge will need to maintain a minimum 45-year design life.

The road speeds need to be maintained at a minimum of 50 km/h.

2.0 TWO OPTIONS

There are currently 2 options that are being considered at this time. Each option is summarized in Table 1 but will be explained in detail as well.

Table 1 – Summary of options considered

Option Number	Option Name	Description
Option 2	Adjacent to Existing Bridge	Replacement of the bridge on new foundations upstream of the current location
Option 3	New Location	Replacement of the bridge at a new site located approximately 9 km to the south east

3.0 OPTION 2 – ADJACENT TO EXISTING BRIDGE

The new steel and concrete bridge would be located directly upstream of the existing structure, and would likely be a 90m two span bridge with center pier located on a rock pinnacle mid channel. Both abutments would be founded on rock.

3.1 Considerations

New bridge is expected to be at least 90m in length.

The old bridge would be used for public access during construction.

Road users would likely experience delays as the town side road would go through the construction site and is in a very confined area with no option for relocation.

If determined that delays are not acceptable a temporary crossing would be required which would greatly increase the costs of option 2.

A powerline approximately 7m upstream of the existing bridge may need to be relocated.

3.2 Risks

Likely traffic delays and temporary road closures.

Unstable slopes above and below road will need to be addressed to meet the design life of the project.

If no upgrades are done to the highway intersection there may be future incidents at that location.

3.3 Pros and Cons

PROS:

No detour or work bridge required;

No additional FSR to build or maintain;

Maintains existing district preferred route;

Improvements could be made to town side bridge approach alignment.

CONS:

Does not solve issues with slopes on the town side end of structure;

Potential traffic closures and delays in the future;

Maintains poor highway intersection.

4.0 OPTION 3 – NEW LOCATION

The site for the new steel and concrete bridge is approximately 9 km upstream of the existing bridge at the downstream end of a rock-controlled river channel.

4.1 Considerations

Bridge would be 2 spans and approximately 72m in total length with a 14m jump span and a 58m main span with a pier founded on bedrock within the channel. A full-length clear span could also be considered.

The new route adds another 20km (15 – 20 minutes) of travel for residents going west to Hazelton, but it would not adversely affect travel distance east to Smithers.

The new crossing would tie into Branch 2 of the Moricetown-Suskwa FSR. Branch 2 of the Moricetown-Suskwa FSR then ties into Branch 1 of the Suskwa FSR at 4.5 km.

This option would require construction of approximately 1.1 km of new road construction, 5km of road widening, and construction of a new highway junction.

R3-025 (Corduoy Creek) is a steel and timber structure that would fall on the new main Suskwa FSR road. The bridge would need some work to ensure it is capable of handling increased traffic. The expected work would be replacing the timber deck with concrete.

There does not appear to be any private land acquisition needed for this new location.

4.2 Risks

There do not appear to be any significant risks with this option aside from the typical risks that come with new road and bridge construction.

4.3 Pros and Cons

PROS:

- Safer highway intersection;
- Eliminates all slope issues at the existing crossing location;
- No detour or work bridge required.

CONS:

- Adds additional travel distance to users going west to Hazelton;
- Additional 7km of FSR to construct and/or maintain.

5.0 HIGHWAY INTERSECTION CONSIDERATIONS

The existing highway intersection poses several safety issues. An overview study was completed on the intersection and it was determined that the existing intersection does not meet the minimum MoTI stopping sight distance and intersection sight distance as the intersection currently exists. The Intersection for option 3 was shown to exceed all minimums and would provide a safer junction with Highway 16. If option 2 is selected it will likely be required that the existing intersection is upgraded try and meet the minimum safety standards. At this time a detailed design has not been done, but it may be possible that highways could participate in cost sharing the upgrade.

6.0 COSTS

Cost estimates have been completed for each of the two options. The estimates are based on preliminary designs and field reviews and are subject to changes as more detailed design is completed and more information is known. Some adjustments and changes should be expected with additional survey information and detailed design work that will be done on the selected route. For option 2 the estimate does not provide for costs of delays to the work that would likely be encountered to accommodate passage of local traffic.

Table 2 – Cost Break Down Summary

Option	Estimated Total Cost
2 – Adjacent to Existing Bridge	\$3,022,000
3 – New Location	\$2,925,000

7.0 CONCLUSION

Option 2 is a viable option, but the issues at the site do not make it the best solution. Even though a new bridge will be installed, there are expectations that more work will be required on the failing slope above the road, and on the lower slope where the river is encroaching on the road surface. The existing intersection is also in a poor location, and although some improvements can be completed, it would still be challenging to get this intersection in a condition to meet the minimal safety highway standards.

Option 3 does not follow the existing route. The capital cost is very similar to option 2. The new route eliminates the issues with the existing site and the existing intersection. The long-term improvements to safety and future maintenance make this option the ideal solution for this crossing.

8.0 RECOMMENDATION

The Engineering Branch recommends pursuing Option 3 as the ideal solution for crossing the Bulkley River on the Suskwa FSR. It provides the best long term solution to the crossing by avoiding the problematic issues at the existing location. The capital costs for Option 3 are very comparable to Option 2, but provides many more benefit for the dollars spent.

Prepared by:



Colton Polsom, P.Eng.
Senior Area Engineer
Northern Engineering Branch

Reviewed by:



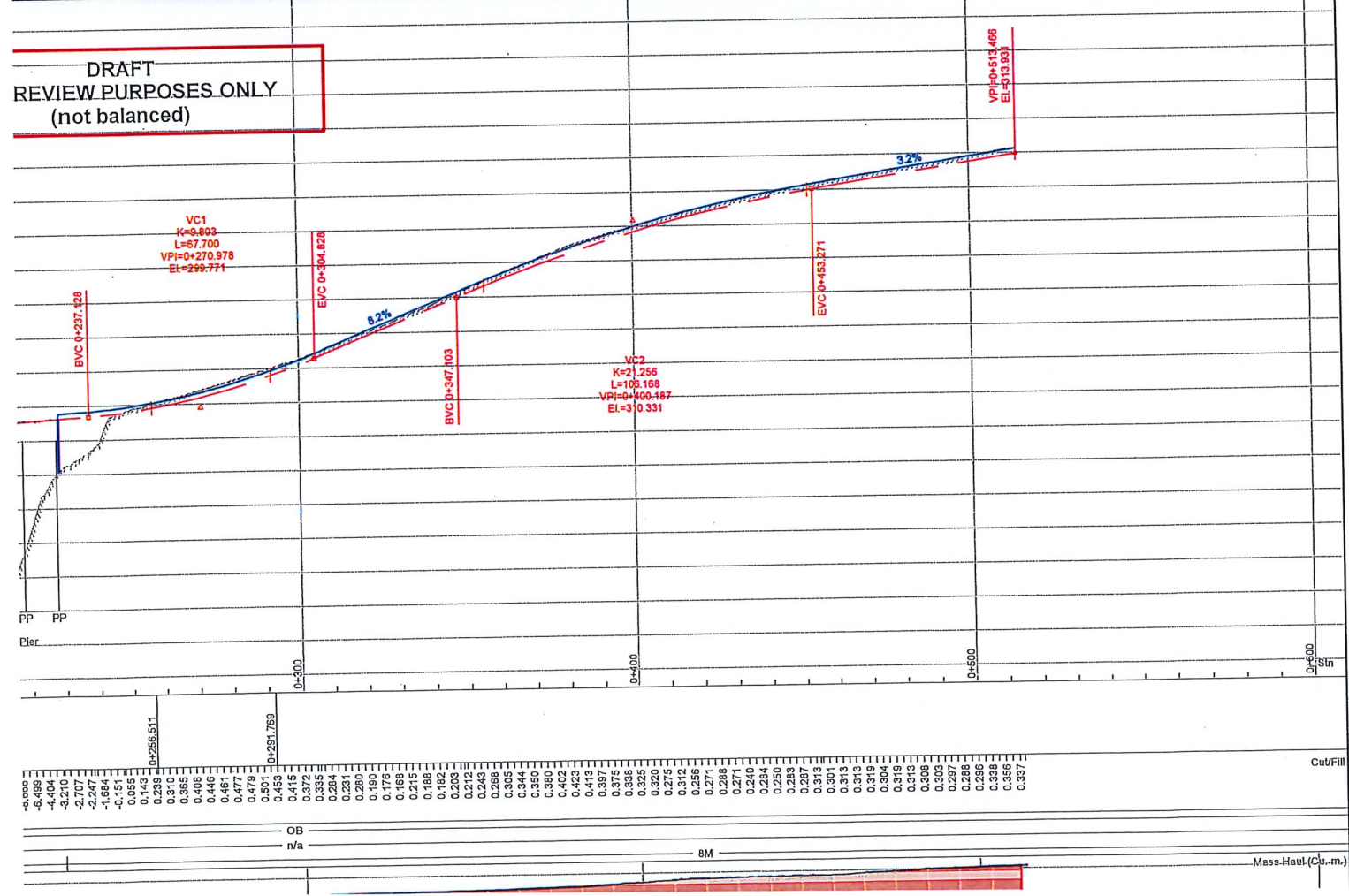
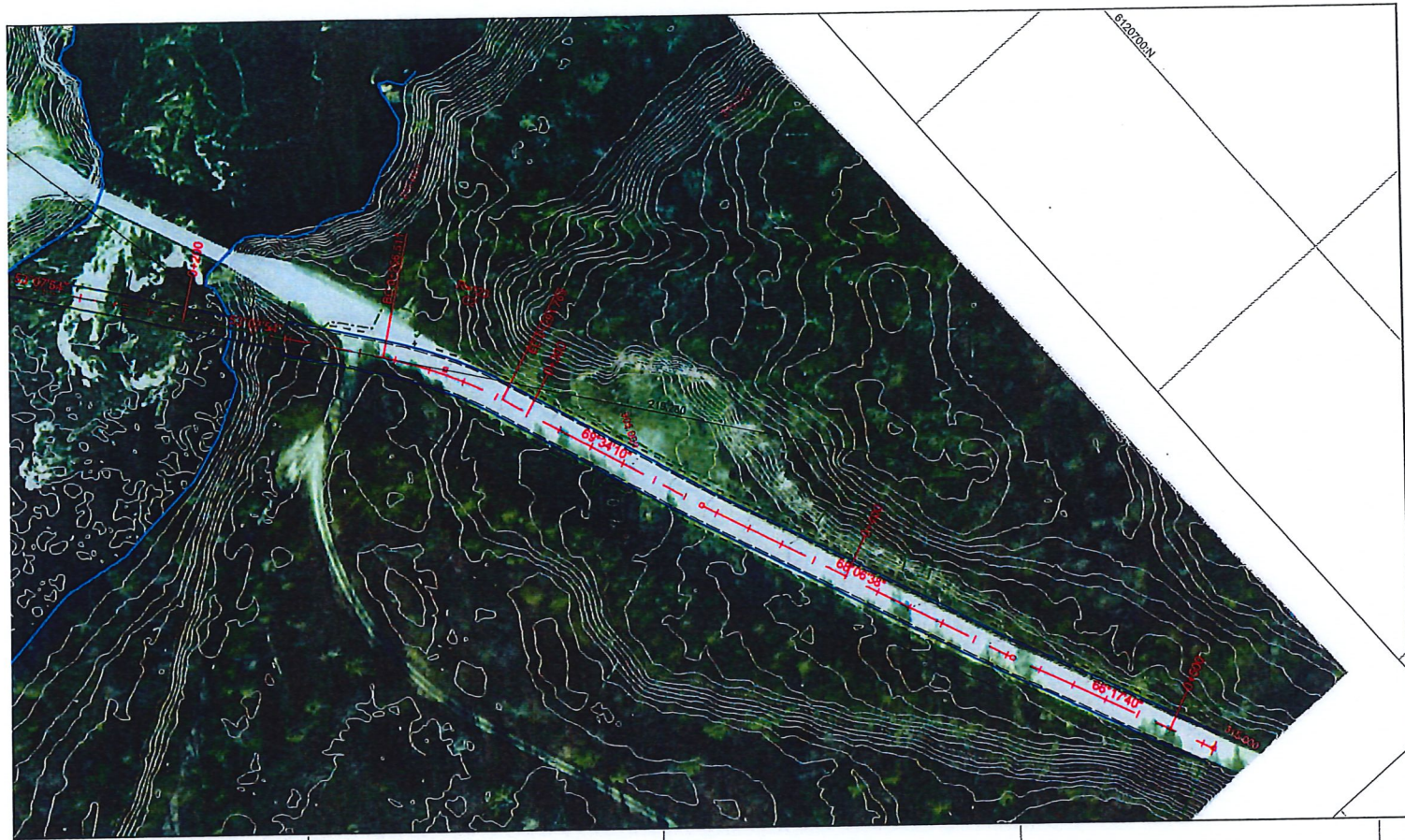
Jason Olmsted, P.Eng, RPF.
Engineering Group Lead
Northern Engineering Branch

Appendix A: Site Map



Appendix B: Plans

1. Existing Location – Option 2
2. Alternate Location – Option 3

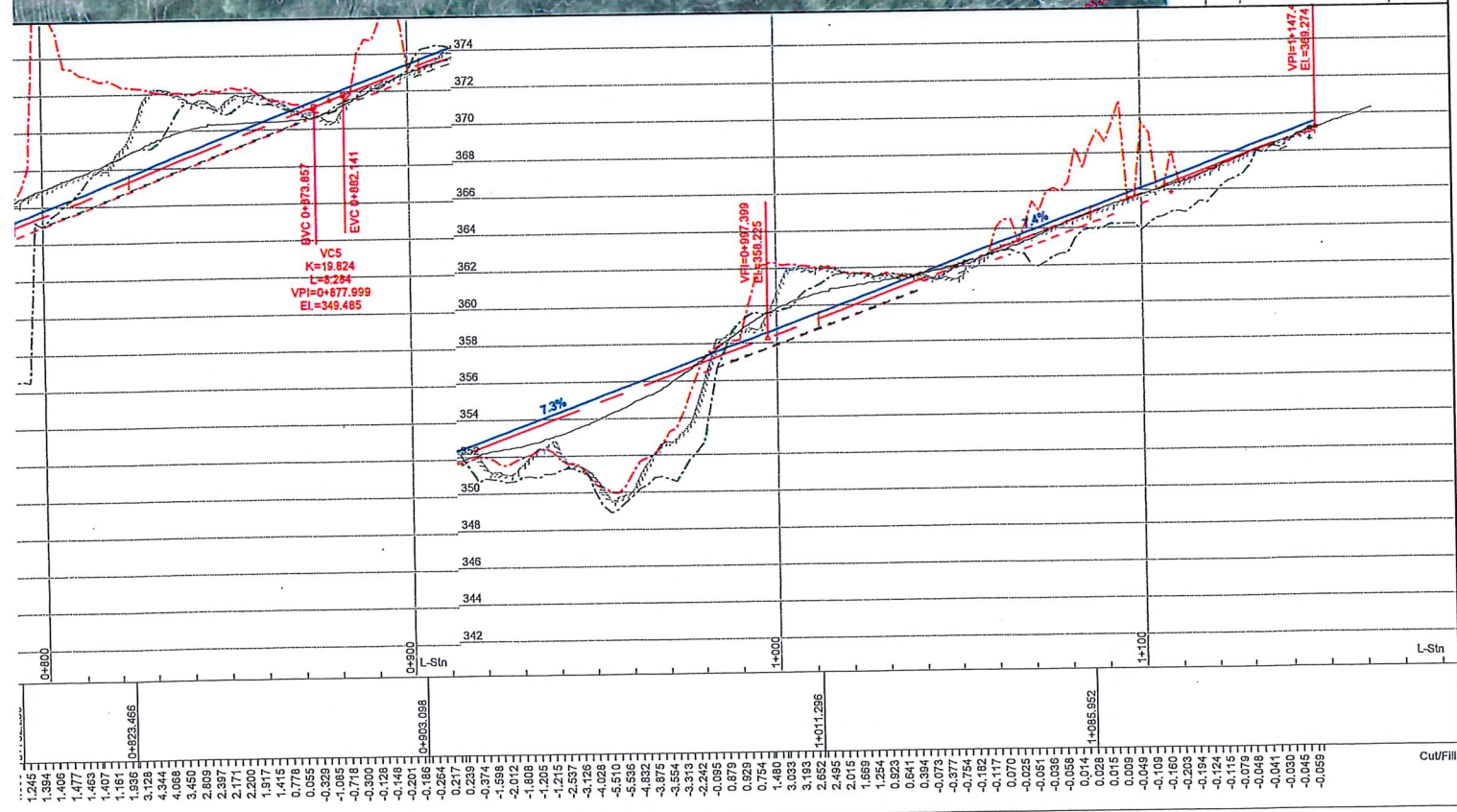




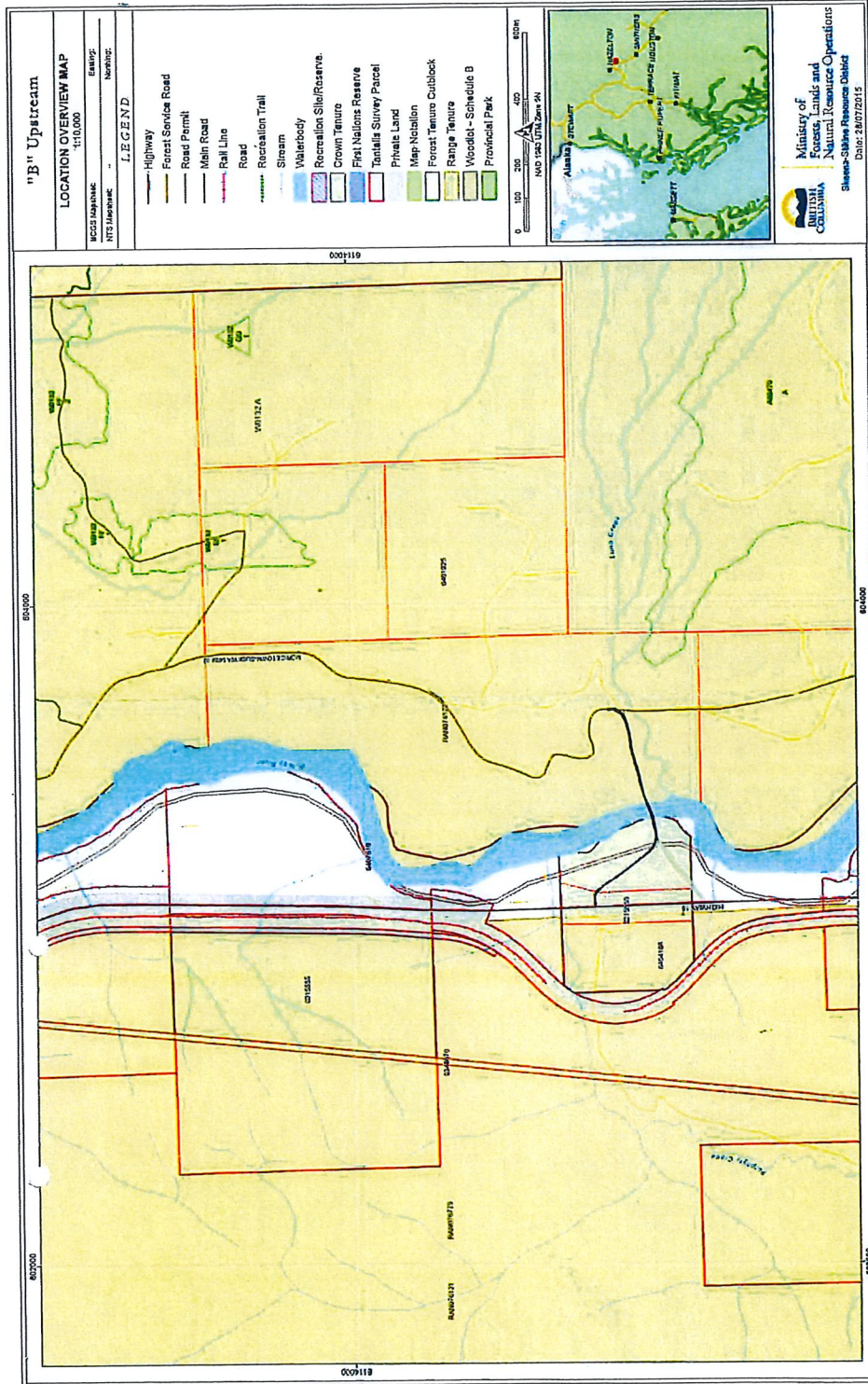


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FOR REVIEW PURPOSES ONLY
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Appendix C: Land Title Map (Alternate Location –Option 3)



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SUSKWA BRIDGE PETITION

[illegible]

Policy Manual

(Confidentiality and Privacy)

PREPARED BY:

Administration

AUTHORIZED BY:

Council

**DATE OF ISSUE OR
REVISION**

June 1, 2020
Resolution No.

District of New Hazelton employees are, by nature of their employment, often recipients of, or have access to confidential and/or sensitive materials or information. Without limiting the public's rights and freedom of access to information, certain information received or held by District employees must be treated in confidence.

To ensure that confidentiality is maintained by providing District employees with direction to identify and handle confidential or sensitive information:

All employees, as a condition of employment, must sign a Confidentiality Agreement as attached to this policy. This is a statement that they will not divulge or use to their advantage confidential information obtained as a result of employment with the District of New Hazelton. This Confidentiality Agreement covers the term of employment as well as after termination of employment.

Categories of information which must be treated as confidential include, but are not limited to the following categories:

- Matters discussed at, or actions arising out of, Closed Council or Committee meetings are confidential until they have been acted on at a regular public meeting of Council or authorized for release by Council resolution;
- Any matters in litigation or under review by District solicitors for possible litigation;
- Property purchase details while in negotiations;
- Personnel records in relation to employee pay rates, job performance, sickness, personal problems, job interview details, application status or resume. This does not limit recommendations being made regarding employees' suitability of employment with another employer;
- Names or other personal information of persons making formal complaints to the District;
- Tenders/quotations until they have been formally adopted by Council, or in the case where they fall under the purchasing authority of staff, until the results have been released by the staff person responsible;
- Personal or financial information about employees, citizens or businesses;

- Any materials that Mayor and Council have deemed to be confidential, even though there has not been a Closed meeting;
- Any materials required to be confidential under the Community Charter or Local Government Act, or any other relevant government act; and
- Certain types of personal information may be disclosed under certain conditions, including but not limited to the following:
 - Information required for tax searches by qualified solicitors, notaries, registry services or mortgage companies;
 - Information required by another government agency or company for the effective provisions of a municipal service;
 - Information required by third parties with the consent of the employee, citizen or business;
 - Any information where disclosure is required by law, following the District's current Freedom of Information practices; and
 - Personnel records required for benefits administration.

Failure to comply with the terms of this policy may result in disciplinary actions.

Attachment: Confidentiality Agreement

**DISTRICT OF NEW HAZELTON
CONFIDENTIALITY AGREEMENT**

IN CONSIDERATION of my employment with the District of New Hazelton, I hereby solemnly promise, covenant and agree as follows:

1. I will honestly and faithfully conduct myself and diligently perform all the duties delegated to me while in the employ of the District of New Hazelton;
2. I will observe the strictest confidentiality with regard to all the business and affairs of the District and of its officers which shall be disclosed to me or which may come to my knowledge, and I will not divulge any information concerning the same unless expressly authorized to do so by the Chief Administrative Officer or Designate pursuant to applicable statutes, regulations, bylaws and/or policy and, without restricting the generality of the foregoing, I will not, either during or after termination of my employment with the District, use or disclose any person, form or corporation any information relating to any transactions of the District whether with its customers, correspondents, elected officials, employees or otherwise.

RATIFICATION

Being of the Age of Majority under the laws of the jurisdiction referred to below where I reside and am employed by the District, **I HEREBY RATIFY AND CONFIRM** the above Confidentiality Agreement and declare the same to be binding on me.

RECEIPT of a copy of this Agreement is hereby acknowledged.

Date at the District of New Hazelton, British Columbia

This ____ day of _____, 20____

Employee Name: _____

Signature: _____

Witness Name: _____

Witness Signature: _____