

GOVERNMENT SCREENINGS

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THE PUBLICATION OF THE BRITISH COLUMBIA STONE, SAND & GRAVEL ASSOCIATION



BCSSGA Mission Statement

TO ENCOURAGE the formulation of government policies that support investment in the sustainable development of British Columbia's aggregate resource.

TO PROVIDE a network for the effective exchange of information within the aggregate industry throughout British Columbia.

TO COMMUNICATE the economic importance and environmentally responsible nature of the aggregate industry to the public and to government.

TO PROMOTE the exchange of information between the various mining-related associations throughout Canada.

DEAR MEMBERS, HAPPY SPRING!

Great news—we survived another cold BC winter and we are ready to tackle the year 2013 with enthusiasm and vitality.

This issue of Screenings is devoted to **SAFETY**. We hope to impart some useful information to all of you with the goal of supporting you through a safe and productive year.

Sincerely,
BCSSGA

Need Safety Training?

Did you know WorkSafeBC offers a comprehensive province-wide online directory for one-stop safety training information? The site has been designed to assist persons and organizations in locating service providers for Occupational Health and Safety Training needs.

Check it out at www.ohstrainingbc.com



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News in Brief...

2013 Meeting Dates

May 16: AGM at Coast Hotel Langley—If you have a local politician you would like to invite, please send their names to Paul Allard and he will ensure they receive an invitation.

July 18: Nanaimo – 12:00PM

September 17: Kelowna – 12:00PM

November 14: Coast Hotel Langley

Call for Submissions

Our upcoming deadlines for contributions of articles to Screenings are **August 15th** and **November 30th, 2013**.

We would like to hear from you if you have something to contribute to the editorial section of the newsletter. Tell us about your successes in the aggregate industry, promote one of your customers, or tell us about yourself. Everything and anything is welcome. We don't guarantee it will be published but we do guarantee that your submissions will be reviewed.

Thank you for your support of the newsletter and the aggregate industry.

51st Annual Mine Safety Award Winners

Congratulations to the following winners:

Allard Contractors Ltd.
AuRico Gold Inc.
Kemess Mine
Butler Brothers Supplies Ltd.
Butler Brothers Supplies Ltd.
Certain Teed Gypsum Canada Inc.
Fraser Pacific Enterprises Inc.
Jack Cewe Ltd.
Lafarge Canada Inc.
Lehigh Materials
Nya'star
Plateau Construction Ltd.
Quinsam Coal Corporation
Summit Crushing
Teck Coal Ltd.
Teck Resources Ltd.
Thompson Creek Metals

Highlights from BCSSGA's January 2013 General Meeting

Transitioning to PST—Presentation by David Robertson and Deidre Feist of Ernst & Young

AS OF APRIL 1, 2013

PST will now apply:

- on sales of aggregate to end users (where not for re-use or resale)
- on purchases of new and used equipment
- on freight if ownership changes other than at your site. (The trigger for the PST is where/when the title transfers – this is not necessarily the FOB point.)
- on purchases not directly related to production (office equipment, safety equipment, software, phone systems, legal services, power generation, bases and foundations, catwalks, etc.)

PST will NOT apply on:

- aggregates sold to processors or sales depots
- aggregates sold outside of BC
- aggregates sold onto First Nations lands
- production equipment used at the mine site for 50% or more production purposes

Surrey Soil Removal Bylaw

At issue is the size of the increase in the fee. The provincial government has not yet approved the proposed bylaw due to opposition to the fee by producers. BCSSGA representatives have met with the manager at Surrey and had a good discussion with him. The provincial ministry representatives have tried to make contact without success, so the bylaw will continue to sit there without the necessary approval.

Possible Change in Government

We need to concentrate on getting the current government to make the legislation changes we've been promoting for years. We also need a plan to deal with a possible election of the NDP. Informally, members should speak with their MLA's, no matter what party, to brief them on our industry issues now, when they are less busy.

That's Just Common Sense

WRITTEN BY MICHAEL MARKS (MIKEMARKSCANADA@GMAIL.COM)

How often do you hear the term, “That’s just common sense”, when it comes to a health or safety issue? Maybe that is a term you use as a description of what you think your workers should know or believe they know. The question that I want you to consider in regards to common sense as a description of your health and safety program is: What do you mean, or think you mean, when you say, “That’s just common sense”?

What are the ingredients of common sense that you look for in a worker or supervisor?

Common sense is defined by Merriam-Webster as, “sound and prudent judgment based on a simple perception of the situation or facts.” Thus, “common sense” (in this view) equates to the knowledge and experience which most people already have, or which the person using the term believes that they do or should have.

But is this really what many of us think common sense is? Is it the combination of knowledge and experience that leads to sound judgment calls on your work site, or just a mental reflex?

The term “common sense” can be misleading in different ways when it comes to Occupational Health and Safety and even production issues.

- **Worker training**—You believe the worker is well trained because they seem to have a lot of common sense
- **Background equals common sense**—A worker comes from the right background so you assume they have the right common sense to go along with it

- **Age equals common sense**—The older a worker is, the more common sense they have
- **Good production people have common sense**—A worker really knows how to produce your product so you assume they have good common sense about your safety program as well
- **You view safety as just good common sense**—“That’s just common sense; anyone should know that.”

Worker Training

The Health, Safety and Reclamation Code for Mines in British Columbia (HSRC) is clear on who is responsible for safety of all personnel working on a mine site

Training 1.11.1 The manager shall ensure that:

- (1) workers are adequately trained to do their job or are working under the guidance of someone who has competency both in the job and in giving instruction, and
- (2) ensure that all employees receive thorough orientation and basic instruction in safe work practices.

Ensure means to make certain or guarantee—the manager must guarantee the workers in the mine are trained; a manager cannot just assume they have common sense.

Background Equals Common Sense

A worker comes from the right background so you assume they have the right common sense to go along with it.

The urban dictionary interprets common sense this way:

“Common sense is what I think others should know” or we unknowingly depend on, “A mythical force that is supposed to bestow knowledge of the obvious. Unfortunately, humankind has proven, time and time again, that there is no such thing as common sense.”

Age Equals Common Sense

When you look at key statistics from WorkSafeBC for 2011, the injury breakdown looks like this:

Young workers (age 15–24) accounted for 6,690 or 13% of the injuries.

Older workers (age 55 and over) had 9,015 or 17% of the injuries.

The average age of workers injured was 41 years old (in 2008 it was 38).

If older workers really have more common sense than younger workers then these statistics would reflect that, instead there is a rise in the age of personnel getting injured.

Good Production People Have Common Sense

Are the smart people we put in charge as smart as we think?

“A study published in the Journal of Personality and Social Psychology gave logic problems to people to solve and found that smart people tended to make more mistakes than those of average intellect, because smart people were more likely to take shortcuts or make assumptions due to overconfidence. This is called the bias blind spot.”

(CONT'D ON PAGE 10)

Ministry of Forests, Lands and Natural Resource Operations (MOFL&NRO) Site Visits

A very serious issue regarding entry onto an aggregate mine site was recently raised at the BC Stone, Sand & Gravel Association meeting on December 5th, 2012, by a Director of the BCSSGA. This was a private conversation that Ministry of Energy and Mines has now decided merits distribution to our BCSSGA membership.

The issue involved accessing the mine site by Ministry of Forests, Lands and Natural Resource Operations (MOFL&NRO) staff to complete a mandate on crown lands (ILMB), working on catching up with a number of aggregate operations in relation to revenue and property boundaries. They must undertake this work for two very good reasons:

- 1) Is the crown getting the appropriate revenue for the material (royalty)?
- 2) Are the pits within their original LOO or lease areas?

The MEM regional office is supporting this action.

However there have been some issues arise as a result of this initiative. One was raised at the BC Stone, Sand & Gravel Association meeting on December 5th, 2012, regarding a misunderstanding of the MOFL&NRO representatives' motives for being on site.

Eddy Taje has provided the following guidance to MOFL&NRO staff and it would be appreciated if you could ensure it is addressed with your teams.

To ensure we are all on the same page, and to not create some misunderstanding on the part of the aggregate operator, primarily on roles and responsibilities, please advise the appropriate persons in crown lands of the following procedure:

- Only an inspector, or a person authorized by the Manager may enter a mine site.
- The permit condition that allows C&E staff access to a mine when they are assisting MEM does not apply in this case. In fact it is spelled out clearly in the condition.

Therefore the following only applies to crown lands related work:

- The C&E officer must sign in at the sign in location and identify himself/herself to the manager or supervisor on shift. He/she must receive permission to enter the mine, and if granted must follow all safety provisions in the code, and those that are established by the manager for the site as may be required by the code.
- They are limited to only doing the work necessary to meet the objectives of crown lands.
- They must be precise in explaining the purpose of their visit to the manager or supervisor.
- Under no circumstances are they to refer to the visit as a "Mine Inspection". That is a legal term that applies only to Mines Inspectors.

As MEM fully supports this Crown Lands initiative, if a manager does not grant access, C&E staff should leave. Then let MEM know and MEM will work with them to get the work done.

One additional thing: C&E staff can let MEM know when and if they do not get some sort of orientation to the site (safety) or if there is no sign in sheet or book.

Money-Saving Opportunity!

The City of Vancouver is offering a 50% discount for residual waste with demolition-deconstruction permit and an advanced permit to promote deconstruction and keep building materials out of landfill. The deconstruction permit offers the following benefits to contractors who commit to diverting 75% of materials from landfill:

- Receive your demolition-deconstruction permit at least two weeks in advance of your building/development permit
- Access a 50% discount at the Vancouver landfill for residual waste (up to 10 tonnes)

The permit applies to single family homes only. For more information, see: <http://vancouver.ca/home-property-development/demolition-deconstruction-permit.aspx>

Mainland Sand and Gravel Ltd Swiftwater Rescue Team 2012

SUBMITTED BY MAINLAND SAND AND GRAVEL

In September 2012, Mainland Sand and Gravel added a whole new set of tools and skills to their safety tool box.

Mainland's unique waterfront load out facility upstream of the Mission bridge is a busy, working port. Loading up to eight barges a day generates a lot of tug traffic and means maintenance in, around, and over the river. The quarry also offers the only south shore boat launch from Chilliwack to the Mission bridge—a fact that hasn't escaped the attention of Fraser Valley Search and Rescue, who keep it on their maps "just in case". To add to the challenge, the operation runs 24 hours a day, and for as long into the swift waters of the freshet as they can get barges to the berth.

Because of the work at hand and the distance to help, Mainland decided to take the initiative and form their own swift water rescue team.

THE TEAM is comprised of 10 trained mine rescue responders.

THE TOOLS include a fast-response Zodiac, equipped with everything you would need to get an injured or drowning person to shore—a back board, radios, ropes, a 50 horse outboard and water entry gear including dry suits, fins and flotation.

THE TRAINING was intense, with two days spent off site learning from an ex-military diver, First Responders and North Shore SAR experts—in the pool and then a day practicing in full gear, in the middle of the Fraser, in September.

What do the employees think of all this?

"It's encouraging to see my employer make such an investment in this kind of top notch rescue equipment and training"

— Colin Herbert, Maintenance Foreman,
Mine Rescue and Swiftwater Rescue team
member, Cox Quarry

Mainland now stands ready to help in a river emergency—be it their own, contract tugs, or fishermen in distress. They can be pleased with and proud of their team—they look after each other and everyone around them.



LEFT TO RIGHT: CHRIS ROWAN, ROB BUCHANAN, DUMMY, PROGRAM TRAINER, BRYAN ROMAN, COLIN HERBERT



LEFT TO RIGHT: AARON LAROCQUE, LEE COUTTS, CHRIS ROWAN



AARON LAROCQUE WITH DUMMY IN THE RIVER

Highlights from BCSSGA's December 2012 Board Meeting

BC Construction Safety Alliance

- Funded by the Construction Sector and the BC Stone, Sand & Gravel Association (Aggregate Producers) and BC Ready-Mixed Concrete Association
- Provides services to members through regional safety co-ordinators in the field
- COR certification will help members control WorkSafeBC costs as WorkSafeBC moves to implement changes in their surcharge/credit policy to reflect what is standard in other industries (caps are being removed). COR Certification will generate a 10% saving in WCB premiums; Return to Work program can generate another 5%.
- BCCSA has experts to assist with return to work to reduce claim costs, as well as H&S courses which are free to members
- BCCSA is taking over the Certified Safety Officer training and certification and will work toward having this designation recognized outside BC as well
- Bio-diesel attracts water out of the air, so condensation is more of a problem. Monitor your fuel storage for water using only the new water paste, which is suitable for Bio-diesel.
- Use bio-diesel compatible filters
- Using bio-diesel for the first time in a tank that formerly had regular diesel will strip any coating or contamination from the tank walls and cause filter problems until it is all removed
- Since sulphur is no longer allowed in it, diesel now has only the minimum recommended lubricity. Bio-diesel adds some lubricity but may also reduce the flash point

BCSSGA Proposed Resolution: Loud Pipes on Gravel Trucks

Each year the members of the BC Sand Stone and Gravel Association deal with local, regional and provincial government authorities regarding the ongoing operations in gravel pits and quarries. The issues that arise are wide ranging, but almost without exception include concerns and reactions to complaints over truck traffic. When permitting new sites, truck traffic is consistently a primary concern raised by neighbours and all levels of government. Truck traffic concerns include all aspects: noise, speed, tarps, use of engine brakes, etc.

We are fully aware that there are many types of trucks on the highways, but our industry is particularly vulnerable through the ongoing permitting processes and other scrutiny from government. Regulators may face a lack of resources to provide more enforcement on public roads. Because the gravel trucks can be followed to our place of work, regulators wish to increase the responsibilities of the seller.

In recent months there has been an increase in the number of trucks with particularly loud pipes, which are often specifically ordered at extra cost to meet the owner's tastes. While we respect their choice of individuality, these loud pipes are noticeably and distinctively adding to a difficult situation.

BCSSGA Recommends the Following:

- Truck owner operators refrain from truck accessories that increase noise levels
- Truck weigh scale staff maintain an unofficial list of the loudest trucks, and that this list be provided to their site supervisor
- The site supervisor choose a convenient time to speak with the owner operator with loud pipes, and relay the concerns noted above
- BCSSGA members consider noise levels for individual trucks when hiring
- BCSSGA members consider including this resolution in mass mailings, with the intention of curbing the appetite of others contemplating the purchase of loud pipes

Coastal Mountain Fuels

- Coastal Mountain Fuels is the Petro Canada distributor on Vancouver Island and the Lower Mainland
- Bio-diesel is now mandated by the Province. Typically 5% animal fats and oils are blended into the fuel ("B5"). Some customers need higher percentages and, while available, these are custom blends and may create warranty issues.
- Bio-diesel has a higher cloud point, which can be a problem in cold weather
- Bio-diesel has a recommended maximum storage life of 4-6 months

Chief Inspector's Directive

Al Hoffman sent out a Directive on November 29 regarding a change to the requirements for safely transporting caps and explosives together. The barrier may now be laminate, if it complies with the requirements of the Federal Explosives Act and Regulations. This has been allowed elsewhere in BC and now is allowable on a mine site. Please see the directive on the adjoining page.



November 29, 2012

Chief Inspector's Directive

Detonator Transportation – Barrier Laminate

Objective:

Update with respect to current federal regulations: Section 8.4.3 of the Health, Safety and Reclamation Code (Code) for Mines in BC

The Code states:

- 1) *A vehicle used to transport explosive material at a mine shall only carry detonators when the detonators are separated from the other explosives by a solid partition of wood 15 centimeters thick and extending at least 15 centimeters above the highest level to which explosives are packed in the vehicle.*

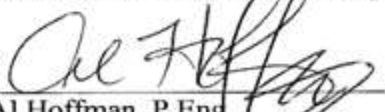
Background:

The Health, Safety and Reclamation Code for Mines in British Columbia (Code) section 8.4.3, requires the use of a wood partition between detonators and explosives in a vehicle used to transport these products on a mine site. The Ministry will also allow the use of a laminate barrier between the detonators and explosives.

A review of the Federal Explosives Act and Regulations Part VI, Transportation by Road and Private Railway, Section 65 (f) (iii) and Schedule IV, allows the use of a laminate barrier and states the compartment construction standard. Part 8.4.3 shall be varied to the following:

Detonators may also be transported with explosives if they are contained within a laminate barrier compartment, constructed to the Explosives Act and Regulations standard.

At the next rewrite of the Code, I propose to include the content of this directive.


Al Hoffman, P.Eng.
Chief Inspector of Mines

Ministry of
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Natural Gas

Mines and Mineral
Resources Division

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A New Direction

B.C. Association Changes Brand to Make Aggregates a Known Commodity

WRITTEN BY PETER CAULFIELD

(THIS ARTICLE ORIGINALLY APPEARED IN AGGREGATES AND ROADBUILDING MAGAZINE)



The Aggregate Producers Association of British Columbia last year changed its name to the British Columbia Stone, Sand and Gravel Association (BCSSGA).

BCSSGA executive director Paul Allard says the purpose of the name change, which took place in June 2012, was to improve communication with people and organizations outside the aggregate industry.

"We thought a new name would identify us better to anyone who didn't know what 'aggregate' meant, such as people in government, as well as the general public," he says.

Allard says the association got the idea for the change when some of its senior officials met with B.C. civil servants in Victoria, and the meeting began with the government people asking their industry counterparts to explain what aggregate was.

Another reason for the switch was to align the B.C. association with the National Stone, Sand and Gravel Association in the United States and the Ontario Stone, Sand and Gravel Association.

Founded in 1957, the former Aggregate Producers Association of Ontario changed its name in the fall of 2006.

OSSGA CEO Moreen Miller says the 279-member association decided to take on a new name in order to be more specific about what it does.

"We did a market survey in the early 2000s that found that 'aggregate' is not widely understood by the general public," Miller says. "Because of land use pressures, our industry has been coming more and more into contact with the general public, and it is important that we have a clear identity."

Allard says most of the interaction that BCSSGA members have with the public is confrontational. He cites as an example the Fraser Valley Aggregate Pilot Project (APP). The APP was established by the B.C. Ministry of State for Mines in 2004 in response to persistent and intense conflicts with the public involving aggregate operations in the Fraser Valley Regional District (FVRD), a fast-growing rural and semi-rural area east of Greater

Vancouver. Because the FVRD is a narrow area sandwiched between water and mountains to the north and the U.S. border to the south, there are often conflicts between residents and businesses over land use.

The purpose of the APP is to develop a set of recommendations to industry, local governments and the provincial government for new approaches that reduce land use conflicts and encourage the development of a long-term, economic and stable supply of aggregate.

One of the goals of the project is to put in place a simple, colour-coded method for permitting aggregate operations, including identifying lands as either suitable or not suitable for aggregate uses.

But good intentions and high hopes notwithstanding, the project has stalled and it looks unlikely that it will get in gear again soon.

"There were continuing complaints from the public about noise, dust and truck traffic," Allard says.

"As a result, the industry wanted to better inform the public of its activities. One of the purposes of the project was to make everyone aware of where aggregate is located in B.C. But that didn't lead anywhere and there's been no advancement on the project for several years."

Allard says there will probably continue to be conflicts between the public and aggregate producers in B.C. in the future.

"Many of the current mine locations in B.C. have been there for years, and housing has been gradually encroaching on the mines, which has led to friction with residents," he says.

Allard says that, after dealing with the public, the BCSSGA's biggest challenge has been the fact that aggregate is not a provincial resource in British Columbia.

"In B.C., there is divided responsibility between provincial and municipal jurisdictions, which has proven to be problematic for our industry," Allard says. "The Province issues the mining permits, but the municipal level of government is responsible for making and enforcing land use bylaws," he says. "The Province allows you to mine, but it's the municipality that says whether you can or cannot crush and screen. If aggregate were a provincial resource, there wouldn't be a problem."

Allard says the BCSSGA has been trying to have aggregate declared a provincial resource for about 10 years.

"Although most municipal governments in B.C. are friendly to the aggregate industry, they don't have the expertise or the resources to deal

with land use questions related to the mining and processing of aggregate," he says.

Allard doesn't expect the matter will be resolved if the B.C. New Democratic Party succeeds the free-enterprise B.C. Liberal Party as the governing party after the May 2013 election, as polls suggest it will.

"When we started our quest to have aggregate declared a provincial resource, the NDP was in power," Allard says. "The Liberals have had the ball for 12 years, and yet we do not feel we are any further ahead than we were before they came to power. Our relationship with the government is much better than it was, but if we had to measure our successes in tangibles, we would probably come to the same conclusion: We have been spinning our wheels for 10 years. We do not expect that the potential change in government will have a dramatic effect on the aggregate industry in B.C."

Looking ahead, the main concern of the BCSSGA in the future is the return of the B.C. Provincial Sales Tax (PST). Effective April 1, 2013, the current 12 per cent Harmonized Sales Tax will be decoupled into the five per cent federal GST and the seven per cent PST.

As a result of the change, according to a report by Michael Willis, Lafarge Canada Inc. director of indirect taxes, the B.C. aggregate industry will face higher costs on delivery conveyances, material depot costs, scales, electricity and general business administrative costs.

"The return of the PST is of great concern to the association and its members," says Allard. "It's a loony way to do business and it will create havoc. We greatly preferred the HST, which streamlined our business, especially the tax collection component. It's much easier to collect one tax than it is to collect two."

BCCSA Can Help With All Your Safety Needs



SUBMITTED BY BC CONSTRUCTION SAFETY ALLIANCE

If you're looking for safety help, ideas and gear, look no further than the BC Construction Safety Alliance's website. Through your WorkSafeBC premiums, you help fund the BCCSA and its myriad of programs to boost your safety and productivity.

If you haven't yet used their free Regional Safety Adviser service then contact one today. Contact information is on their website at www.bccsa.ca/safety-consultation.html

Also, the BCCSA recently posted a pair of new documents that can help you with your safety programs:

- The employee assessment report, which can be used to assess the health and safety knowledge of new hires or returning workers who have been away from the job for more than 6 weeks; and
- The Worksite Close Call/near miss incident report, which can be made into easy-carry, pocket-sized booklets for reporting close calls or near misses workers see on site.

In addition, the BCCSA has a variety of products available for on-line purchase, including TCP reflective hard hat strips, COR Certified hard hat stickers, occupational first aid kits, and more.

Specialty items available include their own Level 2 enhanced first aid kits, which have been developed especially for the construction industry and feature many items not found in most other first aid kits, including steel scissors, sterile adhesive dressing in assorted sizes, sterile gauze dressings, and full-size blankets.

Other popular items are Vital ID tags, which adhere to a worker's hard hat and contain important medical information required in an emergency.

BCCSA also offers a discounted rate for the "Handi-Guide to British Columbia's OHS Regulation" (2012 Edition), a convenient guide to BC's Occupational Health and Safety regulations. A great safety resource for supervisors and workers! You can check out the gear and more on the products page of their website at www.bccsa.ca.

(THAT'S JUST COMMON SENSE: CONT'D FROM PAGE 3)

Safety may be seen as common sense, but common sense is also the reason behind shortcuts that can lead to serious consequences. (Look at the Darwin Awards for the effects of common sense www.darwinawards.com/darwin/darwin2013-01.html)

How Do You Evaluate Common Sense?

Should it be left to a "mythical force that is supposed to bestow knowledge of the obvious"?

Or is it the combination of knowledge, experience and prudent judgment that guides a worker to make sound decisions when it comes to their health and safety as well as those around them? Be careful you don't just shrug off your safety to common sense. Make a commitment to observe your workforce and ask yourself the question, "Are they really doing this the safest way?" Watch for shortcuts that jeopardize the health and safety of your workforce which are often justified by the misconceptions of common sense. Make common sense a group effort. Why? Because if we work as a collective maybe we will have enough knowledge and experience to recognize our blind spots and avoid those

costly mistakes in OH&S that all the money, time, and effort in the world cannot undo.

Safety anticipates, identifies and controls risk. It should never be left to a concept of fly-by-the-seat-of-your-pants and "let's see what happens if we try our luck". Seek the evidence and arguments that build your interpretation of common sense one issue at a time. Ask yourself, "Is my interpretation of common sense a mental reflex ('that's just common sense') or is there substance to it?"

Remember, it's not that the concept, "that's just common sense", is wrong. It's misleading when we do not define it correctly and shrug off our responsibilities without thinking about the potential consequences.

Michael Marks has worked in 4 major industries in his career: agriculture, forestry, construction and mining. In the last 5 years he has been the safety coordinator for a major aggregate producer in the Lower Mainland. Currently, he is in his 3rd year of part-time studies in the BCIT OH&S certificate program and is available for OH&S consultations, training, incident investigations and safety program analysis.

BCB Mining & Aggregate Group



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B.C. Gravel Industry Pulls Out of FVRD Gravel Removal Plan

THIS ARTICLE WAS WRITTEN BY ROBERT FREEMAN AND WAS ORIGINALLY PUBLISHED IN THE CHILLIWACK PROGRESS PAPER ON JANUARY 16, 2013



A regional gravel removal plan may be on its last legs after the BC Stone, Sand & Gravel Association pulled out of a proposed pilot program at the Fraser Valley Regional District.

But FVRD officials and Abbotsford/Mission MLA Randy Hawes believe they can still salvage the tripartite agreement that was 10 years in the making. Paul Allard, the gravel association's executive director, confirmed Wednesday that "due to lack of progress" in implementing the plan, the association has formally withdrawn from the Fraser Valley Aggregate Pilot Project (APP).

"We thought the plan was a pretty simple solution," he said, to the gravel industry's need for a stable supply of gravel, the concerns of homeowners who feared the opening of gravel

pits in their backyards and the legal quagmire facing the FVRD in court.

The APP designated areas where gravel mining would be permitted, where it would not be permitted, and where it might be permitted under certain conditions. Currently, gravel operations can open up a quarry anywhere, as long as they have the approval of the B.C. mines inspector.

Allard said the APP "has grown into a monster" instead, and he doesn't see any way the plan can be resurrected, "not at this point." But MLA Randy Hawes said the "delay lies with the government" and "I am working to get this back on track, and I believe it can happen."

Yale area director Dennis Adamson, a vocal critic of the APP, agreed the plan is not dead - but he wished it was. "I hope it does die, but I fear removal of the gravel industry (from the APP) isn't going to end it," he said.

FVRD chair Sharon Gaetz said the fate of the APP is now in the hands of the B.C. government, but she also believes the project will continue "We are not throwing up our hands and walking away," she said, just because the industry has withdrawn from the process. Officials at the Forests, Mines and Lands ministry were not available to comment on the status of the APP by Wednesday's deadline.

BC Stone, Sand & Gravel Association

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