

# Community Wildfire Protection Plan

Fort Liard



## Table of Contents

1.	Introduction .....	2
2.	Planning Area and Stakeholders.....	4
3.	Hazard & Risk Assessment .....	5
3.1	Wildfire Ignition Potential .....	5
3.2	Wildfire Behaviour Potential .....	7
3.2.1	Wildland Fuel Types.....	7
3.3	FireSmart Hazard Assessments .....	8
4.	Vegetation Management Options .....	11
4.1	Existing Vegetation Management .....	11
4.2	Proposed Vegetation Management .....	12
4.2.1	Zone 1a (0-1.5 metres).....	15
4.2.2	Zone 1 (1.5-10 metres).....	16
4.2.3	Zone 2-3 (10-30metres and 30-100metres).....	16
5.	Development Options .....	17
5.1	Structural Options.....	17
5.2	Infrastructure Options .....	17
5.2.1	Access.....	21
5.2.2	Water Supply.....	21
5.2.3	Franchised Utilities.....	21
6.	Public Education Options .....	20
7.	Inter-Agency Cooperation and Cross-Training Options .....	22
8.	Emergency Planning Options .....	23
9.	Recommendations Summary .....	24

## 1. Introduction

In 2011, a Community Wildfire Protection Plan (CWPP) was developed for the Hamlet of Fort Liard to address the hazard and the risk to the community from wildfire. . The CWPP was developed to provide practical and operational wildland /urban interface (WUI) risk mitigation strategies to reduce the threat from wildfire to the community.

The original CWPP was developed by Montane Forest Management Ltd in cooperation with the Government of the Northwest Territories (GNWT) and the community of Fort Liard.

In 2018 the GNWT, Department of Environment and Natural Resources (ENR) updated the Fort Liard CWPP by using the most recent information, science and expertise available. This included using standardized FireSmart assessment protocols and mitigative measures were developed based on the 7 disciplines of FireSmart.

1. Vegetation Management
2. Development
3. Legislation
4. Public Education and Engagement
5. Inter-Agency Cooperation
6. Cross Training
7. Emergency Planning

The update included:

- The FireSmart mitigation efforts completed around the community
- The change in hazard around the community.
- New recommendations or modification to existing recommendations

Fort Liard, in cooperation with ENR, implemented some of the original recommendations, but there is still work to do.

The update includes recommendations to assist in setting priorities to reduce the threat from wildfire. It is important to note that while implementing these recommendations will reduce the threat from wildfire to structures, it will never completely remove the threat.

This plan should be reviewed regularly to ensure that it remains a priority to the Hamlet and its residents.

## 2. Planning Area and Stakeholders

The planning area includes all lands within the Hamlet of Fort Liard municipal boundary and a two-kilometre buffer surrounding the Hamlet (Map 1).

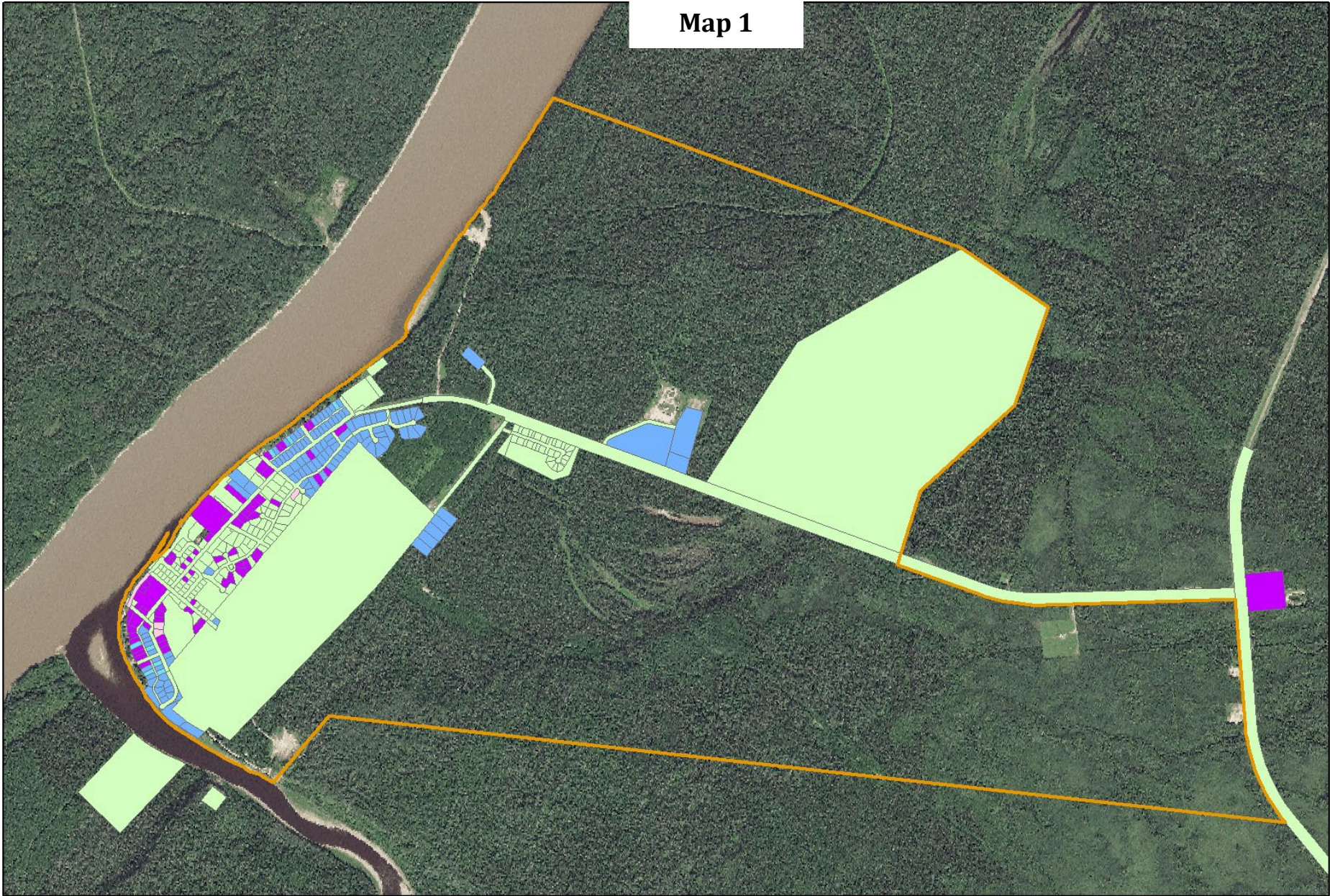
Stakeholders involved in the planning process included:

- Government of the Northwest Territories, Environment and Natural Resource
- Hamlet of Fort Liard
- Acho Dene Koe First Nations

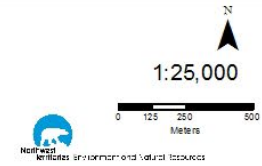
Land status authority is varied and is represented by the following (Map 1)

- Commissioners
- Indian Affairs Branch
- Mixed
- Private
- Territorial

Map 1



# Fort Liard Land Status Authority



### 3. Hazard & Risk Assessment

In the original 2011 CWPP a hazard and risk assessment was undertaken to determine the potential impact wildfire could have on the community. This was based on an analysis of the historical wildfire ignition sources, fire incidence and the wildfire potential of the forest surrounding the community.

#### 3.1 Wildfire Ignition Potential

The assessment of recent fire incidence was completed using historical fire data from ENR for the nine year period from 2009 to 2018.

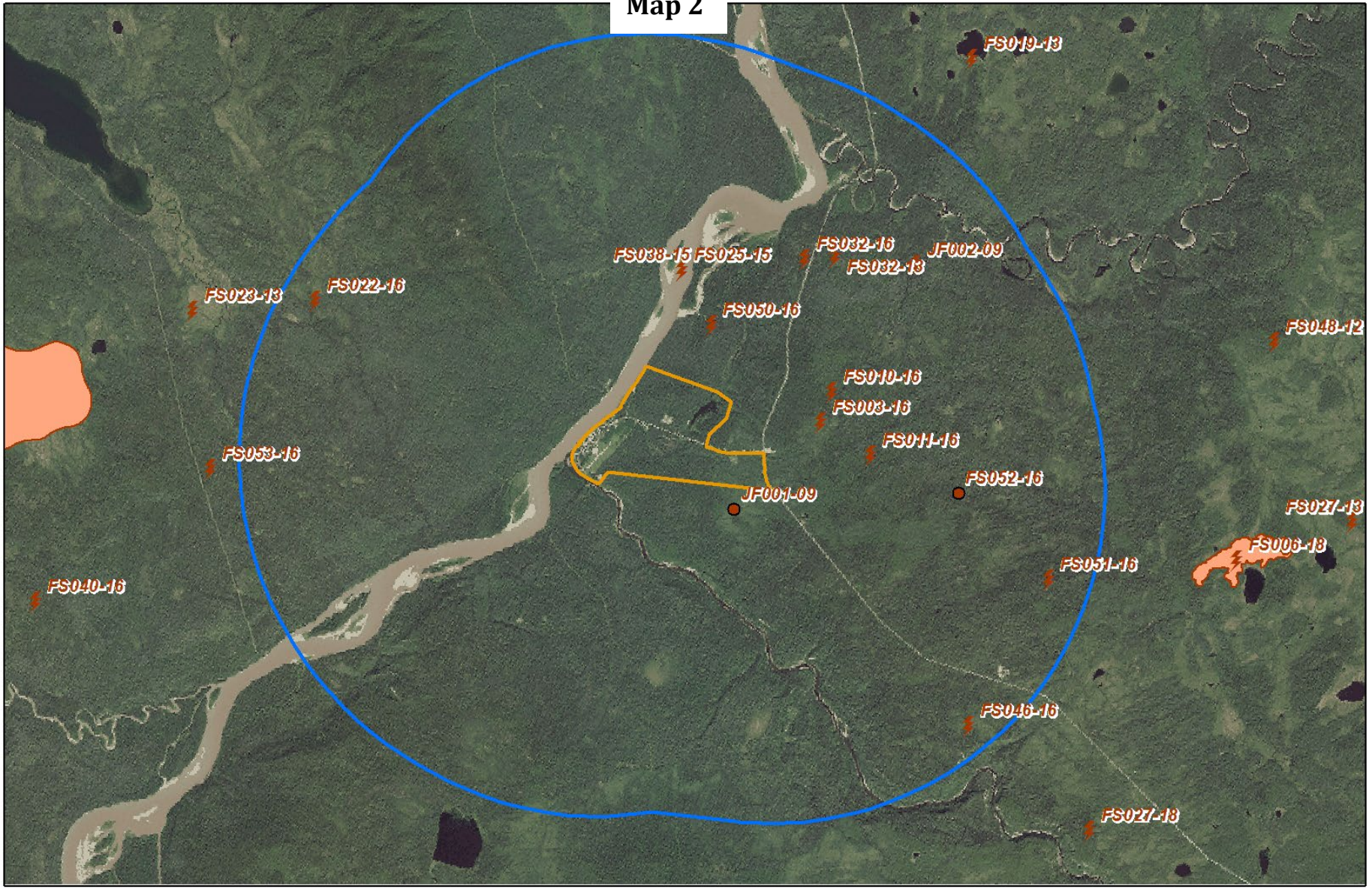
Data within a 10 kilometre radius of the planning area boundary indicates that the risk of wildfire is present. Fire incidence data indicates that fire agencies responded to 14 wildfires within the planning area (Map 2).

**Table 1: Fire Incidence by Cause (2009 - 2018)**







<b>General Cause</b>	<b>Number of Fires</b>	<b>Percent of Total</b>
Human-Caused	2	14
Lightning-Caused	12	86
<b>Totals</b>	<b>14</b>	<b>100.0</b>

**The risk of wildfire in the planning area exists and is predominantly caused by lightning.**


Map 2




# Fort Liard Ten Year Fire History

-  Planning Area 10km Buffer
-  Planning Area
-  Large Fire History
-  Lightning
-  Human Caused
-  Unknown


Northwest Territories Environment and Natural Resources



1:150,000



0 1,250 2,500 5,000  
Meters



## 3.2 Wildfire Behaviour Potential

### 3.2.1 Forest Fuel Types

Fire Behaviour Prediction (FBP) fuel types (Taylor, 1997) were used to analyze the fuel types and fire behaviour potential within and adjacent to Fort Liard.

The planning area is dominated with deciduous (D-1) and mixed wood (M-1) with patches of boreal spruce (C-2), mature pine (C-3), and cured-grass (O1) fuel types. Each of these fuel types can present hazard to interface structures based on fuel moisture conditions and time of year. The access road into the community and the airstrip provide a good break from the fuel types to the south and east. The unmaintained native grass (O1) fuels on the airstrip present significant spring and fall hazard to structures on the edge of the airstrip.

**Forest fuel types and fire weather data indicates that the predominant potential for wildfire exists in M-1 and C-2/C-3 fuel types to the northeast of Ft. Liard or in M-1 fuel types immediately adjacent to developed areas.**



### 3.3 FireSmart Hazard Assessments

FireSmart hazard assessments (P.I.P., 2003) were conducted on developments and adjacent forest fuel types within the planning area. The FireSmart hazard assessment process evaluates wildland and structural fuel types, structural features, and topography within and adjacent to the development area to consistently quantify the wildland/urban interface hazards within the planning area and to help set priorities for mitigative options.

The development at the highest risk to wildfire is the new sub-division on the east-side of the main hamlet (Table 2). All other developments are at Low to Moderate hazard.

Hazard factor's for each of the development zones is discussed below.

**Table 2: FireSmart Hazard Assessments**

Development Zone	Structure/Site Hazard (0 - 30m)
Ft. Liard Hamlet	Moderate
New Subdivision	Moderate - High
Beaver Camp	Moderate
Bertrend/Deneron Cabins - Hwy 7	Moderate
Beaver Enterprises - Hwy 7	High
Lomen Cabins - Hwy 7	Moderate

#### **Ft. Liard Hamlet**

The hamlet area consists of the main townsite and the airport. It primarily consists of non-fuel, deciduous and cured-grass fuel types. Exterior structure materials are primarily asphalt shingle or metal roofing and hardi-plank or wood siding. Access roads are primarily all-weather loop-roads with some dead-end cul-de-sac roads. FireSmart hazard is rated as **Moderate** for the hamlet area due to the spring cured-grass threat to perimeter structures and the mixedwood fuel types to the northeast of the Hamlet.





### **New Subdivision**

The new subdivision is currently under development. Structures presently onsite are constructed with asphalt shingle roofing and hardi-plank or vinyl siding materials. Surrounding fuel types are primarily mixedwood with a 20 metre wide fuels reduction strip around the perimeter. FireSmart hazard is presently rated as **Moderate-High** due to the mixed wood fuel type but significant clearing around the

present dwellings and the existing 20 metre wide fuel modification.

### **Beaver Camp**

Beaver Camp consists of an Atco trailer open camp, small mill site, and an industrial storage yard. All structures consist of metal roofing and siding materials. Surrounding fuel types are primarily mixedwood and deciduous. FireSmart hazard is rated as **Moderate** based on the M-1 fuel type and flammable material piles scattered throughout the site.



### **Bertrand/Deneron Cabins**

These two cabin sites, located on the west-side of Hwy 7, south of Ft. Liard access, are located within or adjacent to D-1 fuels with native grass surrounding. FireSmart

hazard is rated as **Moderate** due to the spring cured-grass hazard.

**Beaver Enterprises - Hwy 7**

The Beaver Enterprises yard on Hwy 7 is an industrial storage yard with several above-ground fuel tanks. Surrounding fuel types are primarily deciduous and mixedwood and structures have significant clearance from the fuels while the fuel tanks are relatively close. FireSmart hazard is rated as Low for the structures and High for the fuel tanks.



**Lomen Cabins - Hwy 7**

This site contains several cabins/outbuildings with adequate Zone 1a and Zone 1 defensible space and surrounded by mixedwood fuels. FireSmart hazard is rated as Moderate due to the adjacent M-1 fuels.

**The threat of significant structure loss from wildfire in Fort Liard is predominantly Low to Moderate. FireSmart hazard is Moderate-High for the new subdivision development and High for the Beaver Enterprises Hwy 7 bulk fuel-tank site.**

## 4. Vegetation Management Options

The goal of vegetation management is to create a clear space between the community and the forest to reduce the intensity and rate of spread of wildfire approaching or leaving the community. Vegetation management options are proposed at the appropriate scale, based on hazard and risk, to reduce the threat of wildfire to developed areas. While fuel modification projects reduce the threat of wildfire to developments, they do not ensure structure survival under all hazard conditions.

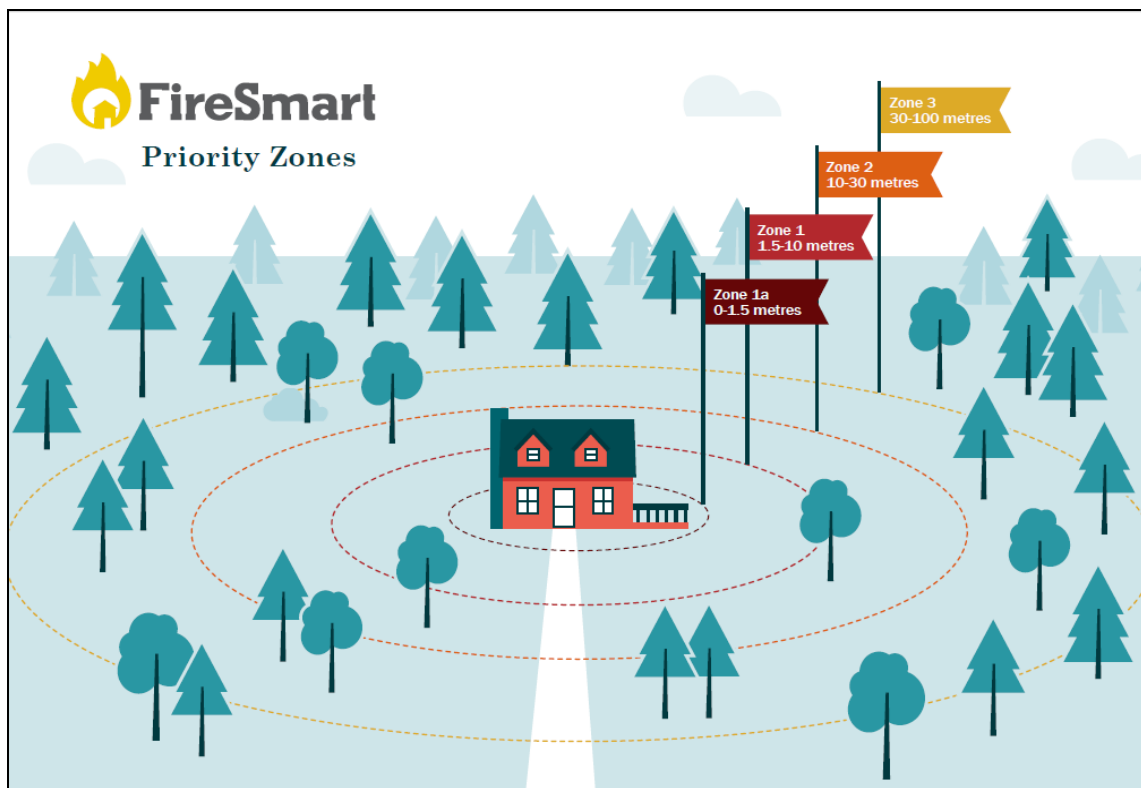
Vegetation management consists of one or any combination of the following options:

- Fuel removal (remove trees)
- Fuel reduction (thin and prune trees)
- Species conversion (plant less flammable trees)

Complete descriptions of the methods included in each of the above options are included in the link:

<https://www.firesmartcanada.ca/mdocs-posts/firesmart-priority-zones-2017/>

*FireSmart* standards refer to the interface priority zones with vegetation management for interface structures recommended in Zones 1 and 1a, 2 at a minimum and in Zone 3 based on hazard and risk.



**Figure 1 – Interface Priority Zones (PIP, 2017)**

## 4.1 Existing Vegetation Management

Fuels removal and reduction projects have been completed within the planning area by the GNWT (Table 3 & Map 3).

**Table 3: Existing Vegetation Management Areas**

Name	Area (ha)	Year	Agency	Comments
New Subdivision	4.6	2010	GNWT	Widen to 75–100m width

The new subdivision fuel modification commenced in 2010 by ENR and consisted of hand-crew fuels reduction work around the perimeter of the development for approximately 25 metres in width. The project area should be widened to a minimum of 75-100 metres in width for the entire area surrounding the development.



## 4.2 Proposed Vegetation Management

### 4.2.1 Zone 1a (0-1.5 metres)

Zone 1a vegetation management is **inadequate** for some structures due to encroachment of native grass fuels.

FireSmart Zone 1a vegetation management options include:

- Creating a noncombustible zone around structures by clearing vegetation and combustible material down to mineral soil within 1.5 metres of structures.
- Use noncombustible materials in this critical zone of 1.5 metres directly adjacent to your home such as gravel, bricks or concrete.
- Woody shrubs, trees or tree branches should be avoided in this area and any that are present should be properly mitigated.

#### 4.2.2 Zone 1 (1.5-10 metres)

Zone 1 vegetation management is predominantly adequate throughout the except for scattered structures with lack adequate Zone 1 defensible space from native grass fuels (O1).

FireSmart Zone 1 vegetation management options include:

- Removal of flammable forest vegetation within 10 metres of structures.
- Removal of all coniferous ladder fuels (limbs) to a minimum height of 2 metres from ground level on residual overstory trees.
- Removal of all dead and down forest vegetation from the forest floor.
- Increased maintenance to ensure that all combustible needles, leaves, and native grass are removed from on and around structures.
- Establishment and maintenance of a non-combustible surface cover around the structure including the use of FireSmart landscaping species.
- Removal of all combustible material piles (firewood, lumber, etc) within 10 metres of the structure.

For more information on FireSmart Zone 1 standards refer to *FireSmart – Protecting Your Community from Wildfire* (PIP 2003).



area  
of

**Recommendation 1:** Encourage residents to establish adequate Zone 1a and Zone 1 defensible space around their structures.

#### 4.2.3 Zone 2-3 (10-30metres and 30-100metres)

Five priority areas are recommended for Zone 2-3 fuels management based on hazard and risk and the need to progressively complete areas (Table 4 & Map 3). Proposed fuels management areas are conceptual at this time and will require detailed fuels reduction planning to identify fuels management prescription, unit boundaries, and operational constraints.

**Table 4: Priority Fuel Modification Areas**

<b>Priority</b>	<b>Area (Ha)</b>	<b>Proposed Fuel Modification Standards</b>	<b>Land Status Authority</b>
1 New Subdivision	7.2	<ul style="list-style-type: none"> <li>▪ Fuels reduction to widen existing fuel mod area by spacing spruce to 2-3 m crown spacing for a minimum 75m wide fuel modification behind homes</li> <li>▪ Remove all dead standing and dead &amp; down coniferous and deciduous</li> <li>▪ Retain deciduous overstory stems</li> <li>▪ Prune limbs to 2 metres</li> <li>▪ Dispose of debris by piling and burning onsite</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hamlet of Fort Liard</li> </ul>
2 Petitot River	3.4	<ul style="list-style-type: none"> <li>▪ Fuels reduction by spacing spruce to 2-3 m crown spacing immediately adjacent to homes</li> <li>▪ Remove all dead standing and dead &amp; down coniferous and deciduous</li> <li>▪ Retain deciduous overstory stems</li> <li>▪ Prune limbs to 2 metres</li> <li>▪ Dispose of debris by piling and burning onsite</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hamlet of Fort Liard</li> </ul>
3 NorthEast	11.4	<ul style="list-style-type: none"> <li>▪ Fuels reduction to space spruce to 2-3 m crown spacing for a minimum 75m wide fuel modification behind ENR office</li> <li>▪ Remove all dead standing and dead &amp; down coniferous and deciduous</li> <li>▪ Retain deciduous overstory stems</li> <li>▪ Prune limbs to 2 metres</li> <li>▪ Dispose of debris by piling and burning onsite</li> </ul>	<ul style="list-style-type: none"> <li>▪ GNWT</li> </ul>
4 Airport	20.8	<ul style="list-style-type: none"> <li>▪ Dispose of old debris piles (buried in tall grass) from Airport construction by burning</li> <li>▪ Annually mow grass on north-side of airport to reduce potential of spring/fall cured-grass fires adjacent to community</li> </ul>	<ul style="list-style-type: none"> <li>▪ GNWT</li> </ul>
5 Log Decks	2.4	<ul style="list-style-type: none"> <li>▪ Dispose of old log decks by piling and burning to reduce fuel loads adjacent to community</li> </ul>	<ul style="list-style-type: none"> <li>▪ Hamlet of Fort Liard</li> </ul>
<b>Total</b>	<b>45.2</b>		

**Recommendation 2:** Zone 2-3 fuels reduction and maintenance is the responsibility of the Land Status Authority holder(s) and should be implemented based on the priorities identified in this plan.



***Fuel Modification Priority 4 –  
Airport Debris Piles and Unmaintained Grass Fuels***



***Fuel Modification Priority 5 – Log Decks***

#### **4.3 Vegetation Management Maintenance**

Fuel modification area maintenance schedules depend on many factors including fuel type, soil and moisture conditions, and specific weather events. It is suggested that land managers provide periodic inspections of their fuel modification project areas and complete maintenance as required. It is projected that fuel modification maintenance will be required at least each five-year period.

**Recommendation 3:** Ensure that all existing fuel modification projects are inspected on a regular basis and maintained as necessary to ensure fuel modification effectiveness. Maintenance should be the responsibility of the land manager or landowner.



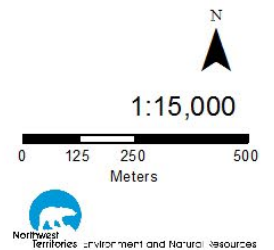
Map 3



# Fort Liard Fuel Modifications Completed and Proposed

## Fuel Modifications

-  Completed
-  In Progress
-  Proposed



## 5. Development Options

Consideration of wildfire at the planning stage of new development is encouraged to ensure that wildfire hazard and appropriate mitigation measures are developed and implemented prior to development.

New developments may overlap or conflict with existing fuel modification resulting in a reduction in fuelbreak effectiveness and an increase in wildfire threat to the new or existing development in the area.

**Recommendation 4:** If a new development removes or reduces the effectiveness of any existing or proposed FireSmart mitigation measures or introduces new wildfire hazards, the area must be assessed and measures implemented to maintain the community protection standards.

### 5.1 Structural Options

Structural characteristics that contribute to a structure's ability to withstand wildfire ignition include type of roofing and siding material, structure siting with respect to steeper forested slopes, and proper construction and maintenance of eaves, vents, and openings that can accumulate flammable debris and allow wildfire to gain entry to the structure.



The most common roofing materials in the planning area are asphalt shingle and metal with dwellings in the Hamlet with combustible wood-shake roofing materials, putting these structures at higher threat to airborne firebrand ignition.

Siding materials vary between non-combustible hardi-plank and metal to combustible vinyl, wood, and log.

Many structures have combustible debris piles (firewood, lumber, etc) immediately adjacent to the structure, increasing the threat of wildfire to the structure.

### 5.2 Infrastructure Options

Infrastructure options include provision of adequate access standards to ensure quick and safe ingress and egress for residents and emergency responders during a wildfire, adequate and accessible water supply for structure protection and suppression, and utility

installation standards that do not increase risk to emergency responders during a wildfire emergency.

### 5.2.1 Access

Access road standards throughout the planning area are mainly adequate for an interface community. Most access roads are all-weather loop-road design and cul-de-sacs have adequate turnaround dimensions for fire apparatus.

### 5.2.2 Water Supply

Fort Liard area does not have municipal hydrant water-supply. All development areas rely on water-tender supply for structure protection activities. Each home is equipped with an in-house water tank (3100 – 5400 litres).

### 5.2.3 Franchised Utilities

Franchised utilities affected by an interface fire include electrical power and gas. Proper installation and maintenance of these services can minimize the risk to residents and emergency services personnel.

#### Electrical Power

Power distribution and residential service is provided through above-ground distribution lines. Some overhead distribution and service lines in the area are at risk to hazard trees which could result in wildfire ignition or downed lines during a wildfire.

#### Heating Fuel

Gas distribution is provided by heating oil or propane. Several propane and fuel tanks have inadequate defensible space from wildland fuels including the fuel tanks at the Beaver Enterprises yard on Hwy 7.

#### Infrastructure Construction

The Hamlet of Fort Liard had several areas cleared for infrastructure. Debris from the clearing was piled but not disposed of resulting in numerous flammable debris piles within the Hamlet. These debris piles require disposal by burning or chipping.



**Recommendation 5:** Dispose of all debris piles from infrastructure construction and other projects by burning or chipping.

## 6. Public Education Options

Public education plays a key role in promoting and implementing FireSmart principles and projects. Residents, landowners, municipal administration, and elected officials all need to be aware of the risk of wildfires and the solutions to minimizing the risk, and need to become a partner in implementation of the solutions in their communities. If stakeholders understand the issues relating to wildland/urban interface hazard they will be more likely to take action on their own property or to support actions taken by other authorities.

Residents and stakeholders can refer to the GNWT ENR, Forest Management Division website at: <https://www.enr.gov.nt.ca/en/services/be-firesmart> for further information on the GNWT FireSmart program, current wildfire updates, and other wildfire management related information.

### Key Messages

FireSmart hazard assessments identified the need for the following key messages to target audiences in the planning area.

#### Homeowners

Homeowners can increase resiliency of homes and make them less vulnerable to wildfire by development and maintenance of the FireSmart Non-Combustible Zone 1a (0-1.5 metres) and Zone 1 (1.5-10 metres) defensible space surrounding the home, by:

- Clearing vegetation and combustible material down to mineral soil within 1.5 metres of structures.
- Using noncombustible materials in this critical zone of 1.5 metres directly adjacent to your home such as gravel, bricks or concrete.
- Woody shrubs, trees or tree branches should be avoided in this area and any that are present should be properly mitigated.
- Storing firewood and other combustible materials more than 10 metres away from the home.
- Keeping roof and eaves clear of leaves and other combustible debris.
- Creating propane and fuel-tank FireSmart defensible space.
- Creating a non-combustible zone for underneath and around any trailers/vehicles and mitigate sheds and other structures to the same standards as those of your home.
- If possible and/or applicable maintain Zone 2 (10-30 metres) and Zone 3 (30-100 metres) recommendations, and work with neighbors in any overlapping Priority Zones.

## Communities

Communities can reduce wildfire risk and adopting FireSmart principles by:

- Holding a FireSmart Wildfire Community Preparedness Day or workshop.
- Using local government websites, social media and newsletters to promote FireSmart principles.
- Asking ENR staff what educational and/or promotional resources they have available, such as: wildfire information pamphlets, posters, educational resources, videos etc.
- Applying for the FireSmart Community Recognition Program. For more information visit: [www.firesmartcanada.ca/firesmart-communities/firesmart-canada-community-recognition-program/](http://www.firesmartcanada.ca/firesmart-communities/firesmart-canada-community-recognition-program/).

**Recommendation 6:** Public education on acceptable FireSmart Zone 1a and Zone 1 standards is recommended for all Fort Liard residents.

## 7. Inter-Agency Cooperation and Cross-Training Options

Interagency cooperation and cross-training between all stakeholders is necessary to ensure cooperative and effective implementation of wildland/urban interface mitigation options and to coordinate an effective response to a wildland/urban interface fire.

Interagency stakeholders within the planning area include:

- Hamlet of Fort Liard
- Acho Dene Koe First Nations
- GNWT

**Recommendation 7:** Establish interagency cooperation, consisting of all relevant stakeholders, to coordinate and lead the FireSmart program for the area.

Cross-training for Fort Liard Fire Department and ENR wildfire suppression personnel should include basic wildfire, wildland/urban interface fire, and incident command system training courses.

The following cross-training courses are available.

### **Wildland Fire**

- Wildland Firefighter (NFPA 1051 Level I, S-100, or equivalent)

### **Wildland/Urban Interface Fire**

- Structure and Site Preparation Workshop (S-115)

### **Incident Command System**

- ICS Orientation (I-100)
- Basic ICS (I-200)
- Intermediate ICS (I-300)

**Recommendation 8:** Hamlet of Fort Liard Fire Department and the GNWT should partner on cross-training initiatives to ensure emergency responders are cross-trained to the following minimum standards:

- Wildland Firefighter
- Structure and Site Preparation Workshop (S-115)
- Incident Command System (I-100 to I-300) as applicable

## 8. Emergency Planning Options

Emergency preparedness is an important part of any disaster planning. The need for organization, clear chain of command, and an understanding of job responsibilities during an interface fire are of paramount importance.

The Fort Liard Emergency Response Plan is used to provide authority and direction during an emergency. At present Fort Liard does not have a wildfire pre-plan to provide emergency responders with detailed tactical information with respect to values at risk and operational strategies and tactics to minimize losses during a wildland/urban interface fire. A suggested outline is as follows:

- Planning Area Jurisdictional Authority
- Values at risk (life, structures, infrastructure)
- Fire operations plan (strategies/tactics, water sources, equipment, communications plan)

**Recommendation 9:** Develop a Community Wildfire Pre-Plan for the Hamlet of Fort Liard to provide greater operational detail to emergency responders during a wildland/urban interface incident.



## 9 Recommendations Summary

### Vegetation Management

Issue	Recommendation	Responsible Agency
<b>Zone 1a and Zone 1</b>	<b>Recommendation 1:</b> Encourage residents to establish adequate Zone 1a and Zone 1 defensible space around their structures.	Hamlet of Fort Liard
<b>Zone 2-3</b>	<b>Recommendation 2:</b> Zone 2-3 fuels reduction and maintenance is the responsibility of the Land Status Authority holder(s) and should be implemented based on the priorities identified in this plan.	Hamlet of Fort Liard
<b>Maintenance</b>	<b>Recommendation 3:</b> Ensure that all existing fuel modification projects are inspected on a regular basis and maintained as necessary to ensure fuel modification effectiveness. Maintenance should be the responsibility of the land manager or landowner.	Hamlet of Fort Liard

### Development

Issue	Recommendation	Responsible Agency
<b>FireSmart Development Planning</b>	<b>Recommendation 4:</b> If a new development removes or reduces the effectiveness of any existing or proposed FireSmart mitigation measures or introduces new wildfire hazards, the area must be assessed and measures implemented to maintain the community protection standards.	GNWT Hamlet of Fort Liard
<b>Infrastructure Debris Piles</b>	<b>Recommendation 5:</b> Dispose of all debris piles from satellite dish installation and other reasons by burning or chipping.	Hamlet of Ft. Liard

### Public Education

Issue	Recommendation	Responsible Agency
<b>Public Education Priorities</b>	<b>Recommendation 6:</b> Public education on acceptable FireSmart Zone 1a and Zone 1 standards is recommended for all Fort Liard residents.	GNWT & Hamlet of Ft. Liard

## Interagency Cooperation & Cross-Training

Issue	Recommendation	Responsible Agency
<b>Interagency Cooperation</b>	<b>Recommendation 7:</b> Establish Interagency Cooperation, consisting of all relevant stakeholders, to coordinate and lead the FireSmart program for the area.	GNWT Hamlet of Fort Liard, Acho Dene Koe First Nations
<b>Cross-Training</b>	<b>Recommendation 8:</b> Hamlet of Fort Liard Fire Department and the GNWT should partner on cross-training initiatives to ensure emergency responders are cross-trained to the following minimum standards: <ul style="list-style-type: none"> <li>▪ Wildland Firefighter</li> <li>▪ Structure and Site Preparation Workshop (S-115)</li> <li>▪ Incident Command System (I-100 to I-300) as applicable</li> </ul>	GNWT Hamlet of Fort Liard

## Emergency Planning

Issue	Recommendation	Responsible Agency
<b>Community Wildfire Pre- Planning</b>	<b>Recommendation 9:</b> Develop a Community Wildfire Pre-Plan for the Hamlet of Fort Liard to provide greater operational detail to emergency responders during a wildland/urban interface incident.	GNWT Hamlet of Fort Liard