**Ministry of Forests Minister’s Office** MEMORANDUM

File: ARCS-00195-25/70222F Ref: 274693

Date: June 30, 2023

To: Coast Regional Executive Directors

From: The Honourable Bruce Ralston, Minister of Forests

**Re: Amendment #4 to the *Coast Appraisal Manual***

The purpose of this amendment is to provide a quarterly update to the Tabular Salvage Stumpage Rates.

I hereby approve Amendment No. 4 to the *Coast Appraisal Manual,* to be effective on August 1, 2023.

Copies of the amended *Coast Appraisal Manual* are available at the following link: [https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-](https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/coast-timber-pricing/coast-appraisal-manual-and-amendments)

[pricing/coast-timber-pricing/coast-appraisal-manual](https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/coast-timber-pricing/coast-appraisal-manual-and-amendments)

Further amendments or revisions to this manual require my approval.

Bruce Ralston Minister of Forests

pc: Melissa Sanderson, Assistant Deputy Minister, Timber, Range, and Economics Division Allan Bennett, Director, Timber Pricing Branch

Randy Husband, Director, Pricing, Tenures & Admin Services, West Coast Region Fred von Westarp, Section Head, Pricing, West Coast Region

TIMBER PRICING BRANCH

Coast Appraisal Manual

**Effective January 1, 2023**

**Includes Amendments: Effective Date:**

**Amendment No.1 February 1, 2023**

**Amendment No. 2 May 1, 2023**

**Amendment No. 3 June 1, 2023**

**Amendment No. 4 August 1, 2023**



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# Coast Appraisal Manual Amendment No. 4 Highlights

The *Coast Appraisal Manual* Amendment No. 4 includes updates to the stumpage adjustment policy. By section, the significant changes are as follows:

|  |  |
| --- | --- |
| **Section** | **Comment** |
| 7.4 | Updated Table 7.3 Average Sawlog Rates for Salvage Timber |
|  |  |

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# Definitions and Interpretations

## Definitions and Interpretations

In this manual:

“**Act**” means *Forest Act*.

“**Accurate**” for the purposes of Section 105.1 of the Act as it applies to this manual means submitted in accordance with the requirements of this manual.

“**Anniversary date**” means the annual recurrence of the month and day when the term of the cutting authority began.

“**Appraisal Data Submission (ADS)**” means the information required by the person who determines the stumpage rate to determine the stumpage rate including a forest professional’s signed submission in the form required by the director and any other information required by the regional manager or district manager.

“**BCTS**” means BC Timber Sales.

“**BCTS licence**” means a timber sale licence entered under Section 20 of the Act or Section 21 as it was before it was repealed.

“**Bonus Bid**” means a bonus bid described in Section 103(1)(d) of the Act; “**Bonus Offer**” means a bonus offer described in Section 103(2) of the Act.

“**Changed Circumstance Certification**” means a Changed Circumstance Certification statement submitted in ECAS by a forest professional for cutting authorities appraised under a cutting authority issued between July 1, 2018 to March 31, 2019.

“**Coast Area**” means West Coast and South Coast forest regions or Coast Forest Region.

“**Coast Mountain Forest District**” means that part of the Coast Mountain forest district that is within the geographic boundaries of the Great Bear Rainforest North.

“**Coniferous cruise volume**” means that part of the total net cruise volume which is coniferous timber.

“**Controlled Recreation Area**” means controlled recreation area as defined in the *Resort Timber Administration Act*.

“**Cruise-based billing cutting authority**” means a cutting authority where under Section 106 of the Act the stumpage payable is calculated using information provided by a cruise of the timber conducted before the timber is cut.

“**Cutting authority**” means:

1. a cutting permit issued under a forest licence, a timber sale licence, a timber licence, tree farm licence, a community forest agreement, a community salvage licence, a woodlot licence, a master licence to cut, a forestry licence to cut, or First Nations woodland licence.
2. a timber sale licence that does not provide for the issuance of a cutting permit.
3. all other licences to cut, or
4. a road permit.

“**Cutting authority area**” means the area where timber may be harvested under authority of;

1. a cutting permit;
2. a timber sale licence that does not provide for the issuance of a cutting permit;
3. a licence to cut, or
4. a road permit;

“**Deciduous timber**” means timber that is any of the alder, birch, cottonwood and maple species;

“**Decked timber**” means timber that has been 100% decked at roadside;

“**Director**" means director of Timber Pricing Branch of the Ministry of Forests, or the Director’s designate;

“**District manager**” means:

1. except as provided in paragraph (b) of this definition, the district manager or district manager’s designate;
2. where the cutting authority area being appraised or reappraised is located in a controlled recreation area designated under the *Resort Timber Administration Act*, then district manager means an employee of the Ministry to whom the minister has delegated the minister’s powers and duties under Section 2 of the *Resort Timber Administration Act;*

“**Effective Date**” means, unless otherwise specified in the manual:

1. the date the upset stumpage rate is determined when required for advertising for competitive award, or
2. the effective date of the cutting authority when the stumpage rate is determined for a cutting permit or a direct award licence

“**Executive Director, BCTS**” means Executive Director, BCTS or Executive Director, BCTS’ designate;

“**Forest Professional**” means a Registered Professional Forester (RPF) or a Registered Forest Technologist (RFT) or a special permit holder acting within the scope of their permit, registered and in good standing with the Association of British Columbia Forest Professionals;

“**Fully Appraised**” means stand data (site specific or borrowed) that has been used by GAS to calculate a stumpage rate or has been included in an appraisal for a BCTS cutting authority;

“**Great Bear Rainforest North**” means all Crown land that is within the geographic boundaries of:

1. the Great Bear Rainforest North Timber Supply Area as prescribed by regulation; and
2. that part of the Tree Farm Licence No. 25 within the Coast Mountain and North –Island Central Coast Forest Districts; and
3. within Forest Licences A91438 and A94535 cutting authority areas;

“**Harvest Area**” means the area indicated for harvest on an appraisal map submitted by the licensee;

“**Helicopter Selection**” means the harvesting of single trees within standing residual timber that have been felled and then removed using a helicopter;

“**Hogged Tree Material**” means tree residues or by-products that have been shredded into smaller fragments by mechanical action and is made from post-harvest material where a waste assessment has been made. Where the post-harvest material is removed from an area that is or was a cruise-based billing cutting authority, a waste assessment is not required;

“**Immature coniferous timber**” means coniferous timber that is younger than 121 years old;

“**Initial Appraisal Data Submission (initial ADS)**” means the appraisal data submission effective on the same effective date as the fully appraised cutting authority;

“**Intact cutblock**” means 90% or more of a cutblock’s total net cruise volume approved under the cutting authority remains unharvested (standing, felled or decked);

“**Licensee**” means the holder of a cutting authority;

“**Low grade**” means grades ‘X’ and ‘Y’ of all species and ‘U’ grade hemlock and balsam;

“**Main Access Road**” means a long-term (i.e., in use for more than ten years) mainline road that is tributary to the appraised cutting authority area, or is used to transport bulk fuels, supplies, equipment or harvesting crews necessary to carry out day-to-day harvesting activities on that area, and has an average stabilized subgrade width greater than seven metres;

“**Manual**” means *Coast Appraisal Manual*;

“**Mature coniferous timber**” means coniferous timber that is 121 years old or older; “**Minister**” means Minister of Forests;

“**Ministry**” means Ministry of Forests (FOR);

“**Net cruise volume**” means the gross volume of the species balsam, cedar, cypress, Douglas fir, hemlock, lodgepole pine, white pine, Sitka spruce, Engelmann spruce plus alder, birch, cottonwood and maple in the cutting authority area minus the volume of decay, waste and breakage in that timber unless otherwise specified in the *Cruising Manual*;

“**Old growth coniferous timber**” means coniferous timber that is 141 years old or greater;

“**Partially Harvested Timber**” means timber that has been felled and/or bucked and not yet forwarded to roadside;

“**Post-Harvest Appraisal Data Submission (post-harvest ADS)**” means the appraisal data submission effective on the day after the effective date of the fully appraised cutting authority;

“**Primary Harvesting Activities**” means the cutting and removal of timber from a cutting authority area;

“**Regional Executive Director**” means regional executive director of the West Coast Region, South Coast Region or Skeena Region or the regional executive director’s designate;

“**Regional manager**” means regional executive director of the Ministry or except for Section 2.1.1(1)(a), regional executive director’s designate;

“**Regulations**” means regulations under the Act;

“**Remaining volume**” means the total net cruise volume of a cutting authority area minus the total volume of timber in the billing history record of the cutting authority area on the effective date of the reappraisal of the cutting authority area;

“**Road Permit**” means road permit or the timber mark for a road permit that is associated with the applicable tenure listed in Section 115(1) of the Act;

“**Scale-Based billing cutting authority**” means a cutting authority where under Part 6 of the Act, the stumpage payable is based on a scale of the timber harvested from the cutting authority area;

“**Second growth coniferous timber**” means coniferous timber that is less than 141 years old;

“**Skyline**” means any method of yarding where the logs are fully suspended above the ground by a short span, long span, or multi-span system using a carriage with standing or running lines;

“**Stand as a Whole (SAAW) Pricing**” means the stumpage payable is a single amount for the Total Net Cruise Volume of the cutting authority area that will be based on a cruise of the timber as authorized under Section 106 of the Act;

“**Stumpage Appraisal Parameters**” means the following as approved and published by the Director:

1. BC Consumer Price Index (CPI);
2. Total Coast Harvest;
3. Lumber Average Market Values for Cedar and Hemlock;
4. Statistics Canada Index Values for Cypress;
5. Lumber and Veneer Average Market Value for Fir; and
6. North American and Japanese Housing Starts;

“**Timber Pricing Branch**” means Timber Pricing Branch of the Ministry of Forests;

“**Timber Sales Manager**” means a timber sales manager appointed under the *Ministry of Forests and Range Act* for a BC Timber Sale business area, or the timber sales manager’s designate;

“**Total net cruise volume**” of a cutting authority area (tncv) is the product of the net cruise volume per hectare of the cutting authority area (ncv/ha) multiplied by the total merchantable timbered area to be harvested under the cutting authority (tmta). Expressed as an equation ;



“**Tributary cutting authority area**” means a cutting authority area from which timber must be transported over the road that is developed, or a cutting authority area to which bulk fuels, supplies, equipment and harvesting crews necessary to carry out the day-to- day harvesting activities on that area must be taken on a regular basis over the road that is developed;

“**Unit cost**” means costs expressed in dollars per cubic metre;

“**Woodchips**” means timber that has been cut into small pieces by a chipper and is made from post-harvest material where a waste assessment has been made. Where the post- harvest material is removed from an area that is or was a cruise-based billing cutting authority, a waste assessment is not required.

# Scope and Requirements

## Terms of Reference

Pursuant to Section 105 of the Act, the provisions of this manual are the policies and procedures to be used in the determination, redetermination and variance of stumpage rates for Crown timber harvested in the Coast Area (except Manning Park) and including all cutting authority areas within the Great Bear Rainforest North.

### Responsibility for Stumpage Determinations

* + - 1. The following employees are authorized to determine, redetermine and vary rates of stumpage:
         1. the director, and employees of the Timber Pricing Branch of the Ministry, and
         2. regional managers, regional appraisal coordinators and employees of the regional appraisal sections, of the Ministry.
      2. The employees of the Timber Administration Section, Resort Development Branch of the Ministry are authorized to determine or redetermine stumpage rates in accordance with Section 7.8(1) or (2).

### Market Pricing System Stumpage Appraisal Parameters

* + - 1. The Market Pricing System stumpage appraisal parameters are compiled, calculated and/or adopted by Timber Pricing Branch.
      2. Once approved by the director they become an integral part of this manual.
      3. The parameters are published by Timber Pricing Branch.
      4. Current and historical parameters may be found at the following web site:

[http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](http://www2.gov.bc.ca/gov/content?id=8A0B5A6CA51E461F9FDA6FB275FC745E) [industry/timber-pricing/coast-timber-pricing/coast-appraisal-parameters](http://www2.gov.bc.ca/gov/content?id=8A0B5A6CA51E461F9FDA6FB275FC745E)

### Minimum Stumpage Rate

A stumpage rate determined using this manual shall not be less than the prescribed minimum stumpage rate.

## Numbering System

The following exemplifies the numbering system that is used in this manual.

1. = Chapter

* 1. or 1.1.1.1 - Section

1.1.1.1(2) = Section with subsection

* + 1. (2)(a) = Section with subsection and paragraph Table 4-2 = Table 2 within Chapter 4

### Calculation Conventions

* + - 1. Every calculation required to be performed will be performed to the full capacity of a calculating machine with the results truncated at four places of decimals and rounded to two places.
      2. A result from 5 to 9 will be rounded upward and a result from 1 to 4 will be rounded downward.
      3. Each calculation of a tenure obligation adjustment or specified operation adjustment expressed in dollars per cubic metre will be rounded to the nearest cent.
      4. Where a value is specified as a limit, for example a constraint or a requirement for an equation,
         1. the value will be treated as an absolute value, and
         2. an actual measurement or record will not be rounded before use unlessotherwise specified in this manual.

### Cutblocks within a Cutting Authority Area

* + - 1. Except as provided in subsections 1(c) and (2) and Section 2.2.4, all cutblocks within a cutting authority area must:
         1. have each of their geographic centres within the same appraised point of origin area as identified in Section 4.2.6.2; and
         2. be fully contained within the same timber supply block, or in the case of a cutting authority area under a tree farm licence, be contained within the same forest district.
         3. For a cutting authority issued under Section 20 of the Act within the GBRN Timber Supply Area, all cutblocks within a cutting authority area must:

1. have each of their geographic centres within the same appraised point of origin area as identified in Section 4.2.6.2; and
2. be located and fully contained within only Timber Supply Blocks:

aa. 46A, 46B, 46C, 46D, 46E and or 46F; or

bb. 46G, 46H, 46I, 46J and or 46K.

* + - 1. The road right of way that provides access to and is sold as part of a BCTS licence, is exempt from the requirement to be located within the same timber supply block or tree farm licence as the BCTS licence.

### Fibre Recovery Zones`

* + - 1. In this section:
         1. “Fibre Recovery Zone” means fibre recovery zone as defined in the *Provincial Logging Residue and Waste Measurements Procedure Manual (the “Waste Manual”)*;
         2. “BCTS disposition agreement” means BCTS disposition agreement as defined in Section 22.2 of the Act; and
         3. “Reduced non-BCTS licence” means reduced non-BCTS licence as defined in Section 22.4 of the Act.
      2. Subject to subsection (4) of this section, if a fibre recovery zone waste rate as identified in the *Waste Manual* is applicable to any portion of a cutting authority in a fibre recovery zone, then the entire cutting authority must be a scale-based billing cutting authority.
      3. For an initial ADS, the fibre recovery zone boundaries effective on the effective date of the cutting authority, are used to estimate the initial FRZ fraction. The FRZ fraction effective on or after April 1, 2021, must reflect the fibre recovery zone adjustment factor as described in Section 4.2.
      4. The following are exempt from the requirements of this section:
         1. a timber sale licence that is:

1. disposed of under the terms of a BCTS disposition agreement,
2. disposed of under the terms of a reduced non-BCTS licence; or
3. a Stand as a Whole pricing timber sale licence for decked timber, partially harvested timber or a combination of both.

### Great Bear Rainforest North (GBRN)

* + - 1. This section does not apply to:
         1. cutting authorities entered into under Section 20 of the Act; and except for Section 7.10, to any cutting authority appraised in accordance with Chapter 7.
      2. A cutblock(s) within a cutting authority area other than within a cutting authority described in subsection 1 above, for the purposes of the GBRN:
         1. must be located and contained within the same forest district where the licensee is entitled to harvest under the licence that the cutting authority has been issued under; and
         2. must be located and fully contained within only:

1. Timber Supply Blocks:

aa. 46A, 46B, 46C, 46D, 46E and or 46F; or

bb. 46G, 46H, 46I, 46J and or 46K; or

1. that part of Tree Farm Licence No. 25 within the Coast Mountain and North Island-Central Coast Forest Districts; or
2. within Forest Licence A91438; or
3. within Forest Licence A94535.

## Appraisal Data Submission Requirements

### Cruise Information

* + - 1. Except as provided for under subsection 7, and unless otherwise specified by the director, cruise data must be gathered and compiled in accordance with the following Ministry publications and the coast timber merchantability specifications in Table 2- 1:
         1. *Cruising Manual*, at the following website: [http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](http://www2.gov.bc.ca/gov/content?id=268ED77AD1A148608989B2C1E4008E4F)

[industry/timber-pricing/timber-cruising/timber-cruising-manual,](http://www2.gov.bc.ca/gov/content?id=268ED77AD1A148608989B2C1E4008E4F)

* + - * 1. *Cruise Compilation Manual* at the following website: [http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](http://www2.gov.bc.ca/gov/content?id=4300CB8CF50A4C72A394A73AC3F36388)

[industry/timber-pricing/timber-cruising/cruise-compilation-manual](http://www2.gov.bc.ca/gov/content?id=4300CB8CF50A4C72A394A73AC3F36388)

### Table 2-1: Coast Timber Merchantability Specifications

|  |  |  |
| --- | --- | --- |
| **Description** |  |  |
| The following coast timber merchantability specifications must be used in all appraisals. | | |
|  | **Mature** | **Immature** |
| 1. Maximum stump height (measured from the top of the stump down to the highest ground level adjacent to the stump) | 30.0 cm | 30.0 cm |
| 2. Minimum slab thickness for cedar only | 15.0 cm | 10.0 cm |
| 3. Minimum top diameter (inside of the bark) | 15.0 cm | 10.0 cm |
| 4. Minimum length of a log or slab | 3.0 m | 3.0 m |

* + - 1. When cruise information is submitted to the district manager or the regional manager in order to determine a stumpage rate or an upset stumpage rate, that information must include:
         1. the cruise compilation reports, and
         2. the ASCII data files (i.e. .dat).
         3. the CSV (if applicable, also the percent reduction CSV file) for appraisals submitted on or after November 1, 2013, when the cruise was compiled using the 2013.00 (or newer) version of the approved cruise compilation program.
      2. When requested by the district manager, a copy of the original field data and traverse notes must be provided by the licensee.
      3. Cutting authority area:
         1. the cutting authority area will be appraised using the total net cruise volume of timber authorized for harvest in that area.
         2. the total area of merchantable timber in the cutting authority area is obtained from the appraisal summary report of the cruise compilation report.
      4. If the licensee or BCTS modifies its application for a cutting authority the applicant must recompile the cruise data when any of the compiled plots used in the cruise lie outside the boundaries of the proposed cutting authority area.
      5. a. Where a boundary of a cutting authority area has been changed after the initial ADS of the cutting authority area, the post-harvest ADS or reappraisal of the cutting authority area must use the total net cruise volume of the cutting authority area as it is after the boundary has changed, which may require a cruise recompilation.

b. If, after a cruise compilation or recompilation was used for an appraisal or reappraisal of a cutting authority area, with an effective date prior to April 1, 2019, the total of all additions or deletions of areas containing merchantable timber made to the cutting authority area exceeds fifteen hectares or fifteen percent of the area containing merchantable timber, whichever is less, the entire cruise must be recompiled.

* + - 1. The holders of the following types of agreements and cutting authorities are exempt from the requirement to provide a timber cruise:
         1. community forest agreements and woodlot licences under Section 7.2,
         2. salvage cutting authorities under Section 7.4,
         3. cutting authority areas with less than 2 500 m3 of timber volume that have been authorized under Section 7.5(1) to use tabular rates,
         4. decked timber under Section 7.6(1) and (2),
         5. linear tenures under Section 7.7 with not more than 2 500 m3 of timber volume, and
         6. controlled recreation areas under Section 7.8.
      2. The person who determines the stumpage rate may direct that cruise information be gathered and compiled fully or partially for linear tenures under Section 7.7 with more than 2 500 m3 of timber volume that have been authorized to use tabular rates.

### Appraisal Data Forms

* + - 1. Unless otherwise specified in paragraph (b) or (c) of this Section, the form of appraisal data submission required by the director for:
         1. the market pricing system is the Electronic Commerce Appraisal System (ECAS) which can be found at:

[http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/electronic-commerce-appraisal-system) [industry/timber-pricing/electronic-commerce-appraisal-system](http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/electronic-commerce-appraisal-system)

* + - * 1. Miscellaneous timber pricing policies is the Miscellaneous Appraisal Data Submission (MADS) which can be found at:

<http://www.for.gov.bc.ca/rco/revenue>

* + - * 1. Community forest agreements and woodlot licences is the Tabular Rate Form for Community Forest and Woodlot (Tab Rate Form), which can be found at:

<http://www.for.gov.bc.ca/rco/revenue/>

A submission under subsection c) is not required to be made by a forest professional.

### Appraisal Map

The appraisal map must be completed in accordance with the requirements of Appendix IV of this manual and must be submitted with the appraisal data submission in ECAS.

### Documentation

1. For each cutting authority approved on or after April 1, 2019, a licensee must keep adequate written documentation including any copies of advice, direction or approvals/acceptances as applicable, received from regional appraisal staff. This includes advice on eligibility of costs or provisions in this manual. If documentation is inadequate the costs or provisions may be disallowed.
2. A licensee must keep adequate documentation of all development projects (including those within development distribution agreements) and harvest completion status for each cutting authority, started on or after April 1, 2019 for each cutting authority effective on or after April 1, 2019.
   1. for non-tabular development cost projects less than $25,000, a licensee must keep evidence that the project occurred. If evidence is inadequate or unavailable the costs may be disallowed by the Ministry upon Ministry review of the post-harvest appraisal data submission.
   2. for non-tabular development cost projects greater than or equal to $25,000, full documentation of the project(s) is required. If documentation is inadequate or unavailable the costs may be disallowed by the Ministry upon Ministry review of the post-harvest appraisal data submission.
3. For the purpose of subsection (2),
   1. “Non-Tabular Development Cost Project (Project)” means a non-tabular development cost project as per subsections 5.3.1.1(4), 5.3.4(1), and subject to subsections 5.3(2) and 5.3(3).
   2. “Evidence” means on-site physical evidence. Where physical evidence may not be evident after the completion of primary harvesting activities a licensee must keep geo-referenced photos, contracts, invoices, journal entries, emails, or professional statements and record statement/and drawings (for bridges and major culverts) as documentation the project occurred.

In the case of a tendered contract, the licensee must be able to show the tender process and results.

* 1. “Full Documentation” means geo-referenced photos, contracts, invoices, journal entries, or emails of the project activities. Equipment type and hours worked, hours/or days in labour or professional services, materials and costs must all be clearly detailed for each project.

# Appraisals, Reappraisals and

**Stumpage Adjustments**

## Types of Determination

1. A stumpage rate is determined, redetermined or varied by:
   1. an appraisal, reappraisal or a stumpage adjustment,
   2. an Order-in-Council under Section 105 of the Act, or
   3. a procedure identified in Chapter 7 of this manual.

## Appraisal Process

1. In this section:
   1. “ADS” means, as applicable, the initial or the post-harvest appraisal data submission.
   2. “SDM” means the person who determines the stumpage rate.
   3. “Submitter” means a forest professional.
2. For fully appraised cutting authorities, an appraisal is a process used to determine a stumpage rate or an upset stumpage rate for a cutting authority area using the manual in effect on the effective date of the cutting authority.
3. The appraisal effective date for a fully appraised:
   1. Licensee cutting authority at the time of the:
      1. Initial ADS, is the same as the effective date of the fully appraised cutting authority.
      2. Post-Harvest ADS, is on the day after the effective date of the fully appraised cutting authority.
   2. BCTS cutting authority is the date used by the SDM for the upset stumpage rate.

### Initial Appraisal Data Submission Process

* + - 1. For fully appraised cutting authorities approved on or after April 1, 2019, an initial ADS (ADS) must be submitted in accordance with Section 2.3.2(1)(a) by a submitter on behalf of a licensee or BCTS to the district manager at the same time that the licensee makes an application for a cutting authority or BCTS makes a submission for an upset stumpage rate.
      2. The district manager must review the ADS from:
         1. a licensee, for:

1. errors and omissions regarding those provisions required under Sections 2.2.2 and 2.3.1;
2. errors and omissions regarding the selection of the correct management unit for the cutting authority area;
3. pursuant to and in accordance with subsections 4.1(1) to (3), the estimated stumpage rate calculation for both helicopter and cable/ground (conventional) methods of harvesting; and
4. an approved road use charge attachment (subsection 5.5(1)(c)(iii)), where applicable.
   * + - 1. BCTS, for any errors, omissions, or provisions of the manual that, in the opinion of the district manager, the submitter may not have considered.
       1. The submitter of an ADS may consider the information provided by the district manager to the submitter as a result of the review in subsection (2) and may revise the ADS.
       2. The district manager for an ADS from:

a. a licensee must provide any information under subsection (3) considered relevant to the cutting authority appraisal to the SDM.

b. BCTS, must provide any information under subsection (3) to the SDM, along with any other information considered relevant to the cutting authority appraisal.

* + - 1. For the ADS from a licensee the SDM:
         1. must review the information provided by the district manager under subsection (4)(a); and
         2. may, at the discretion of the SDM, review any other portion of the ADS.
      2. For the ADS from BCTS, the SDM may review the ADS for information provided by the district manager under subsection (4)(b) and any other portion of the ADS.
      3. The SDM may inform the submitter of any information from subsections (5) or (6) as applicable, that in the opinion of the SDM, the submitter may not have considered.
      4. The submitter may consider the information provided in subsection (7) and may revise the ADS.
      5. The SDM may consider:
         1. any new information provided by the submitter; and
         2. changing appraisal data element(s) of the ADS in ECAS.
      6. The SDM will, for a:
         1. licensee cutting authority:

determine the stumpage rate; and

provide details of the stumpage rate determination via Timber Pricing Branch’s General Appraisal System (GAS). The licensee representative will also be notified automatically.

* + - * 1. BCTS cutting authority, subject to Section 6.1:

determine the upset stumpage rate; and

provide details to the submitter via email of the upset stumpage rate calculation.

* + - 1. For BCTS only, immediately following the award of a timber sale licence:
         1. the submitter enters the sale information and resubmits the ADS (“second pass”) in accordance with the requirements of Section 2.3.2(1)(a);
         2. the SDM determines the stumpage rate; and
         3. details of the stumpage rate determination are provided via Timber Pricing Branch’s GAS. The licensee representative will also be notified automatically.
      2. To request automatic notifications of stumpage rate determinations in GAS, send an email request to Timber Pricing Branch at [forhvap.gashelp@gov.bc.ca.](mailto:forhvap.gashelp@gov.bc.ca)

### Post-Harvest Appraisal Data Submission Process

* + - 1. For fully appraised non-BCTS cutting authorities approved on or after April 1, 2019, a post-harvest ADS (ADS) must be submitted in accordance with Section 2.3.2(1)(a) by a submitter on behalf of a licensee no later than 180 days after the completion of primary harvesting activities, or the cutting authority expiry date, whichever comes first.
      2. The submitter must identify in the ADS:
         1. any changes to the appraised harvest method(s);
         2. any changes to the cutting authority harvest area;
         3. the actual reserve tree characteristics and wildlife tree retention area;
         4. any changes to tenure obligation adjustments;
         5. any changes to specified operations estimates and adjustments;
         6. pursuant to and in accordance with Section 3.2.2.1, any changes to account for an intact cutblock(s) that may remain on the cutting authority area;
         7. the actual FRZ fraction of the cutting authority area receiving FRZ waste billing rate(s); and
         8. any other information that may be required in the ADS.
      3. Notwithstanding Section 3.2(2), the ADS, for a cutting authority amended for one or both of the following reasons:

1. A **timber damaging event** where trees are damaged as a result of a major wind or ice storm (>20ha), wildfire or landslide; or
2. a licence holder voluntarily defers harvest area within the Old Growth Technical Advisory Panel - Priority Deferral Areas ([https://catalogue.data.gov.bc.ca/dataset/old-growth-technical-](https://catalogue.data.gov.bc.ca/dataset/old-growth-technical-advisory-panel-tap-priority-deferral-areas/resource/47333f4e-1c84-4bb5-b3fe-6031fa78de20)

[advisory-panel-tap-priority-deferral-areas/resource/47333f4e-1c84-](https://catalogue.data.gov.bc.ca/dataset/old-growth-technical-advisory-panel-tap-priority-deferral-areas/resource/47333f4e-1c84-4bb5-b3fe-6031fa78de20) [4bb5-b3fe-6031fa78de20](https://catalogue.data.gov.bc.ca/dataset/old-growth-technical-advisory-panel-tap-priority-deferral-areas/resource/47333f4e-1c84-4bb5-b3fe-6031fa78de20))

may include non-tributary development costs if construction of the projects started prior to the event or deferral, and they were included in the initial appraisal.

* + - * 1. This subsection does not apply if:

the timber damaging event is a wildfire and the licensee was responsible or failed to comply with the *Wildfire Act* or Wildfire Regulations, or

the timber damaging event is a landslide and the licensee’s activities contributed to the landslide.

* + - 1. The SDM may review the ADS.
      2. Licensee representatives will be notified of a cutting authority(s) selected for review no later than 60 days after the ADS has been received by the Ministry.
      3. The review of a selected cutting authority(s) by the Ministry will be completed within 12 months of the ADS being received by the Ministry.
      4. The SDM may inform the submitter of any information from subsection (6), that in the opinion of the SDM, the submitter may not have considered.
      5. The submitter may consider the information provided in subsection (7) and may revise the ADS.
      6. The SDM may consider:
         1. any new information provided by the submitter;
         2. any other available information relevant to the ADS; and or
         3. changing the appraisal data element(s) in ECAS.
      7. The SDM determines the stumpage rate.
      8. Details of the stumpage rate determination are provided via Timber Pricing Branch’s GAS. The licensee representative will also be notified automatically.

To request automatic notifications, send an email request to Timber Pricing Branch at [forhvap.gashelp@gov.bc.ca.](mailto:forhvap.gashelp@gov.bc.ca)

### Intact Cutblocks

* + - * 1. This section only applies to a fully appraised cutting authority that:

is scale-based;

has expired or been surrendered;

consists of two or more cutblocks, one or more of which is an intact cutblock(s); and

greater than fifteen percent of the cutting authority area remains unharvested.

* + - * 1. The submitter of a post-harvest ADS for a cutting authority that meets the requirements of subsection (1) must:

exclude all applicable appraisal information associated with the intact cutblock(s), provided that at least one cutblock in the cutting authority is not an intact cutblock; or

include all applicable appraisal information associated with the timber removed, provided that each cutblock in the cutting authority is an intact cutblock.

* + - * 1. Planned and existing road development costs associated with the intact cutblock(s) that is excluded from the cutting authority post-harvest ADS may be included in future appraisals or reappraisals.

### Miscellaneous Timber Pricing Policy Cutting Authorities Process

* + - 1. For miscellaneous timber pricing policy cutting authorities, an appraisal is a process used to determine a stumpage rate for a cutting authority area using the manual in effect on the effective date of the cutting authority.
      2. A Miscellaneous Appraisal Data Submission (MADS) must be submitted by the submitter on behalf of a licensee or BCTS to the district manager (refer to Section 2.3.2(1)(b)), at the same time that the licensee or BCTS makes an application for a cutting authority under Chapter 7.
      3. The district manager will review the MADS and may inform the submitter of any errors, omissions, or provisions of the manual that, in the opinion of the district manager, the submitter may not have considered.
      4. The submitter may consider the district manager’s information and may revise the MADS.
      5. The district manager must give any information supplied by the submitter under this section to the SDM with any other information that the district manager considers relevant to the cutting authority appraisal.
      6. The SDM may consider:
         1. any new information provided by the submitter;
         2. any other available information relevant to the MADS; and or
         3. changing the appraisal data element(s) in GAS.
      7. The SDM determines the stumpage rate.
      8. Details of the stumpage rate determination are provided via Timber Pricing Branch’s GAS. The licensee representative will also be notified automatically.

To request automatic notifications, send an email request to Timber Pricing Branch at [forhvap.gashelp@gov.bc.ca.](mailto:forhvap.gashelp@gov.bc.ca)

## Reappraisals

1. Except as provided in subsection (3) of this section, Section 3.3.1 to 3.3.8, or otherwise directed by the Minister under Section 3.3.9, a reappraisal is a complete reassessment of the cutting authority area at the time of the reappraisal by the person who determines the stumpage rate taking into account:
   1. a reappraisal data submission submitted by the licensee in accordance with this manual;
   2. information available to the person who determines the stumpage rate; and
   3. any bonus bid or bonus offer in existence prior to the reappraisal; which must not be changed and must remain in effect.
2. For fully appraised cutting authorities effective on or after April 1, 2019 and cutting authorities appraised using miscellaneous timber pricing policy:
   1. where these policies and procedures require a reappraisal to be performed, except as provided in Section 3.6, the stumpage rate must be redetermined in accordance with the relevant policies and procedures that are or were in effect, as the case may be, on the effective date of the reappraisal.
3. For fully appraised cutting authorities issued prior to April 1, 2019:
   1. where these policies and procedures require a reappraisal to be performed, the stumpage rate must be redetermined in accordance with Section 3.3 of the manual in effect on the date the cutting authority was issued.
   2. in addition to paragraph (a) of this subsection and if applicable; a changed circumstance reappraisal data submission is required for any changes in:
      1. barging transportation specified operation amount; or
      2. FRZ fraction
   3. the changed circumstance reappraisal data submission required in paragraph (b) of this subsection will apply only to timber scaled on or after December 15, 2020 and will be limited to barging transportation specified operation amount or FRZ fraction unless a reappraisal is also required under paragraph (a).

### Suddenly and Severely Damaged Timber

1. A licensee or BCTS representative may submit a reappraisal data submission for suddenly or severely damaged timber. Notwithstanding subsection 3.3 (1), the submission must be within 90 days of the date when the event that caused the sudden and severe damage stopped on the cutting authority area.
2. At least 15% of the total net cruise volume must be suddenly or severely damaged.
3. If a licensee was responsible or failed to comply with the *Wildfire Act* or Wildfire Regulations this section does not apply.
4. Only the standing timber remaining on the cutting authority area after the sudden and severe damage may be considered in the reappraisal data submission.
5. The effective date of the reappraisal is the first day of the month following the date when the event that caused the sudden and severe damage stopped on the cutting authority area.

### Annual Reappraisal of a Road Permit

1. Subject to Sections 3.3.7 and 7.3, a cutting authority area that is the subject of a road permit must be reappraised effective May 1st of every year.
2. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

### Annual Reappraisal of Salvage Logging Stumpage Rates

1. Except where a cutting authority requires the payment of a bonus bid or a bonus offer, where the stumpage rate for a cutting authority has been determined under Section 7.4, the cutting authority area authorized for harvest under that

cutting authority must be reappraised effective May 1st and November 1st of every year.

1. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

### Annual Reappraisal of Decked or Partially Harvested Timber Stumpage Rates

1. Except where a cutting authority requires the payment of a bonus bid or a bonus offer, where the stumpage rate for a cutting authority has been determined under Section 7.6, the cutting authority area authorized for harvest under that cutting authority must be reappraised effective May 1st and November 1st of every year.
2. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

*Coast Appraisal Manual Appraisals, Reappraisals and Stumpage Adjustments*

### Annual Reappraisal of a Linear Tenure

1. Subject to Section 7.7, a cutting authority area that is the subject of a linear tenure must be reappraised effective May 1st and November 1st of every year.
2. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

### Annual Reappraisal of a Cutting Authority in a Controlled Recreation Area

1. Subject to Section 7.8, a cutting authority area within a controlled recreation area must be reappraised annually, effective on the anniversary date of the cutting authority.
2. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

### Annual Reappraisal of a Cutting Authority with Stumpage Rates Determined Under Section 7.5

1. A cutting authority area with stumpage rates determined under Section 7.5 must be reappraised effective May 1st and November 1st of every year.
2. A stumpage rate determined under subsection (1) of this section will be a fixed stumpage rate until the cutting authority area is reappraised.

### Annual Reappraisal of a Cutting Authority in the Great Bear Rainforest North

1. Subject to Section 7.10, all road permits, and a cutting authority area with an effective date on or after June 15, 2016, located within the Great Bear Rainforest North must be reappraised effective May 1st and November 1st of every year.
2. Stumpage rates determined under subsection (1) of this section will be fixed stumpage rates until the cutting authority area is reappraised.

### Minister’s Direction

1. The Minister may direct:
   1. a determination, redetermination or variance of a stumpage rate at any time, and that
   2. the determined, redetermined or varied stumpage rate will be effective on any future date.

### Minister’s Direction Procedure

* + - * 1. If requested by the person responsible for stumpage determinations, the licensee shall submit to the district manager an appraisal data submission within forty- five days of the request.
        2. Thereafter, the procedure for determining, redetermining or varying a stumpage rate under Section 3.3.9 shall be the same procedure as that required in Section 3.2.1 or 3.2.2 as applicable except as may otherwise be directed by the minister.

### Minister Direction Effective Date

A Section 3.3.9 minister directed reappraisal after January 15, 2009, will not be considered an appraisal or reappraisal for the purpose of determining the effective date of the reappraisal.

## Stumpage Adjustments

* + 1. Unless a cutting authority, previous manual, or a provision of this manual specifies that the stumpage rates of a cutting authority are fixed, the stumpage rate of a cutting authority is adjusted monthly on the first day of each month.
    2. At the time of the monthly adjustment referred to in subsection (1), the stumpage rate will be recalculated using the following criteria that is effective on the month of the adjustment:
       1. the equation applicable for the appraisal effective date and the appraisal data submission which was used in the most recent appraisal or reappraisal; and
       2. the stumpage appraisal parameters effective for the month of the adjustment as approved by the Director; and
       3. all other data will remain unchanged.
    3. The procedure referred to in this subsection is conducted each month until the cutting authority area is reappraised or the cutting authority expires.

## Fixed Rates and Extensions of Term

### Timber Sale Licences

* + 1. A fixed stumpage rate for a timber sale licence means that the upset stumpage rate and bonus bid will not change during the term of the timber sale licence and all extensions, except where a reappraisal is done under:
       1. Section 3.3.1 due to sudden and severe damage, or
       2. Section 3.3.9 due to the Minister’s direction.
    2. Every timber sale licence entered into under Section 20 of the Act that was advertised on or after November 1, 2003 must have a fixed stumpage rate.
    3. Notwithstanding anything to the contrary in this manual, a fixed stumpage rate for a timber sale licence may not be corrected where there has been an error in the appraisal.

### Miscellaneous Stumpage Rates

1. Except where miscellaneous stumpage rates are otherwise specified in a cutting authority the miscellaneous stumpage rates applicable to timber under Section

7.9 are the rates that are in effect on the date that the timber is scaled.

## Correctable Errors

* + 1. In this section, a correctable error means:
       1. an error made by a Ministry employee in selecting or transcribing the correct log grade source, or
       2. a stumpage adjustment calculation that has not been made by using a stumpage appraisal parameter in effect on the effective date of the stumpage adjustment.
       3. The inclusion of billing data from cruise-based cutting authorities in the billing history record for cutting authorities with effective dates prior to October 1, 2012, is not a correctable error for purposes of subsection 1(a) of this section.
    2. Where a person believes that a correctable error has been made in a stumpage determination, that person shall give written notice of the correctable error as follows:
       1. in the case of an appraisal or a reappraisal, the notice shall be given to the regional manager, and in the case of a stumpage adjustment, the notice shall be given to the director, and
       2. the notice shall identify the stumpage determination, the correctable error, and the cause of the correctable error to the extent reasonably possible.
    3. The regional manager or the director, upon receipt of the notice shall determine whether or not a correctable error was made.
    4. Where the regional manager or the director determines that a correctable error has not been made, the person who determined the stumpage rate or director shall notify the person who gave the notice of the correctable error.
    5. Where the regional manager or the director determines that a correctable error has been made, then:
       1. the regional manager or the director will notify the person who gave the notice of the correctable error,
       2. the regional manager or the director will take reasonable steps to ensure that all licensees who may have been affected by a similar correctable error are informed of the decision, and
       3. i. where the regional manager determines that a correctable error has been made in an appraisal or a reappraisal the cutting authority area shall be reappraised to correct the error by the person who determined the stumpage rate, using the procedure under Sections 3.2.1(5) to (9) or 3.2.2 as applicable, and,
          1. the effective date of the reappraisal shall be the first day of the month following the date on which the notice of the correctable error was received by the regional manager; and
          2. the stumpage rate will be determined using the manual in effect on the effective date of the most recent appraisal or reappraisal prior to the correctable error reappraisal.
       4. i. where the director has determined that a correctable error has been made in the calculation of a stumpage adjustment, the adjustment must be

correctly recalculated unless the cutting authority, the appraisal manual or the application and tender for a timber sale licence specifies that the stumpage rate is fixed, and,

* + - * 1. the effective date of the redetermined rate shall be the first day of the month following the date on which the notice of the correctable error was received by the director.

## Redetermination of Stumpage Rate by Agreement

* + 1. If within 30 days of the date of determination or redetermination of a stumpage rate, (the “original stumpage rate”) the licensee and an employee of the ministry authorized under Section 2.1.1 (the “employee”) agree to a redetermination consistent with the version of the manual used for the original stumpage rate, the employee may redetermine the original stumpage rate.
    2. The stumpage rate redetermined under subsection (1) shall be effective on the same date as the original stumpage rate.
    3. The licensee and the employee may agree to extend the 30-day period referred to in subsection (1).

# Estimated Winning Bid

## Appraisal Methodology

1. Except as provided in Section 6.1 and Chapter 7, the licensee must submit an appraisal data submission for the cutting authority area that is capable of being used to produce the highest stumpage rate for the cutting authority area.
2. Except as provided in Section 6.1 and Chapter 7, the person who determines the stumpage rate must estimate the stumpage rate for a cutting authority area in a manner that will produce the highest stumpage rate for the cutting authority area.
3. For each part of the cutting authority area, the person who determines the stumpage rate must use the procedures in this manual that must be used for the harvest method that produces the highest stumpage rate other than a method that the district manager states is unsuitable for that part of the cutting authority area.
4. Regardless of the harvest method that the holder of a cutting authority uses or intends to use on the cutting authority area or a part of the cutting authority area, or any other fact or law pertaining to the harvest method to be used, the district manager when deciding whether a harvest method is unsuitable may only consider:
   1. the physical features and terrain stability of the cutting authority area and the areas through which access to the cutting authority area may be gained,
   2. the physical features of the areas outside of the cutting authority area that may be affected by the harvesting in or the transportation of the timber from the cutting authority area, and
   3. visual quality objectives.

## Estimated Winning Bid (EWB) Variables

In this section, the estimated winning bid (EWB) equation variables are described in the order that they appear in the applicable EWB equation(s) required to be used as described in Section 4.3. Note that components of an applicable, associated EWB variable are marked with an asterisk (\*). For example the component CPI is associated with the variable CPIF.

CPIF CPI divided by 171.63

\*CPI Monthly BC Consumer Price Index as published in the approved stumpage appraisal parameters.

HEMLOCK\_HGFR The fraction of coniferous cruise volume that is Western Hemlock and of log grades D to H inclusive.

HEMLOCK\_HGFR is in decimal form, rounded to 4 decimal places.

BALSAM\_HGFR The fraction of coniferous cruise volume that is Balsam and of log grades D to H inclusive.

BALSAM\_HGFR is in decimal form, rounded to 4 decimal places.

HEMLOCK\_MGFR The fraction of coniferous cruise volume that is Western Hemlock and of log grades I and J.

HEMLOCK\_MGFR is in decimal form, rounded to 4 decimal places.

BALSAM\_MGFR The fraction of coniferous cruise volume that is Balsam and of log grades I and J.

BALSAM\_MGFR is in decimal form, rounded to 4 decimal places.

HEMLBRAMV Hemlock Lumber average market value as published in the approved stumpage appraisal parameters.

CEDAR The fraction of the coniferous cruise volume that is cedar.

CEDAR is in decimal form.

CEDAR\_HG The fraction of CEDAR that is of log grades D to H inclusive. CEDAR\_HG is in decimal form, rounded to 4 decimal places.

CEDLBRAMV Cedar Lumber average market value as published in the approved stumpage appraisal parameters.

CEDAR\_MG The fraction of CEDAR that is of log grades I to U inclusive. CEDAR\_MG is in decimal form, rounded to 4 decimal places.

CYPRESS The fraction of the coniferous cruise volume that is cypress.

CYPRESS is in decimal form.

CYPRESS\_HG The fraction of CYPRESS that is of log grades D to H inclusive. CYPRESS\_HG is in decimal form, rounded to 4 decimal places.

CYPLBRSC Cypress Lumber index value as published in the approved stumpage appraisal parameters.

CYPRESS\_MG The fraction of CYPRESS that is of log grades I to U inclusive. CYPRESS\_MG is in decimal form, rounded to 4 decimal places.

FIR The fraction of the coniferous cruise volume that is Douglas fir.

FIR is in decimal form.

FIR\_HG The fraction of FIR that is of log grades B to H inclusive. FIR\_HG is in decimal form, rounded to 4 decimal places.

FIRLVAMV Fir Lumber and Veneer AMV as published in the approved stumpage appraisal parameters.

FIR\_MG The fraction of FIR that is of log grades I to U inclusive. FIR\_MG is in decimal form, rounded to 4 decimal places.

VPL *(for LF EWB)* The cruise coniferous net volume per 10 metre log. VPL is expressed in m3 and is rounded to 2 decimal places.

VPL *(for CGNF EWB)* The cruise coniferous net volume per log. VPL is expressed in m3 and is rounded to 2 decimal places.

OG\_FR The fraction of the coniferous cruise volume that is old growth. OG FR is in decimal form, rounded to 2 decimal places.

VPH [(1 – HS) \* NHSVPH] + [HS \* 260].

VPH is expressed in m3/ha and is rounded to 2 decimal places.

\*HS The fraction of the total net cruise volume, including deciduous volume, of timber in a cutting authority area that will be harvested by a helicopter selection method. HS is in decimal form, rounded to 2 decimal places.

\*NHSVPH Non-helicopter selection volume per hectare is the cruise volume of coniferous timber per hectare for that part of the cutting authority area that will not be harvested by a helicopter selection method.

NHSVPH is expressed in m3/ha and is rounded to 2 decimal places.

SLOPE The average side slope percentage for that part of the cutting authority area that will not be helicopter yarded.

HELI The fraction of the total net cruise volume, including deciduous volume, of timber in a cutting authority area that must be helicopter yarded or yarded by skyline where logs are fully suspended more than 600 m in a straight line to the centre of the closest possible landing.

This is calculated by dividing the total volume of timber that must be helicopter yarded or skyline yarded over 600 m by the total net cruise volume of the cutting authority area. HELI is in decimal form, rounded to 2 decimal places.

HELILAND The fraction of HELI that is not water dropped. HELIWATER The fraction of HELI that is water dropped.

LOCATION The net cruise volume weighted average straight line distance based on a BC Albers projection measured in kilometres between the geographic centre of each cutblock of a cutting authority area and the BC Albers Coordinate listed in Table 4-1 (which lists the major centres) that is closest to that part of the cutting authority area.

ISOLATED As applicable, an isolated cutting authority area or individual cut block(s) is one where all parts of the cutting authority area or individual cut block(s) are not connected, or the service landings used to support the yarding of timber from a cutting authority area or individual cut block(s) by helicopter are not connected, by a road suitable for motor vehicles to the centre of the nearest community.

The nearest community must be a city, district municipality, town or village and must have retail food and gasoline services located nearby. This includes all communities serviced by public ferry.

ISOLATED will be the fraction that results from dividing the net cruise volume of the individual cut block(s) that is/are ISOLATED, by the net cruise volume of the cutting authority.

LUMPSUM If the cutting authority is a cruise-based competitive timber sale with a stand-as-a-whole rate, then LUMPSUM = 1,

otherwise LUMPSUM = 0

NAJHS Rolling 12-month number of North American and Japanese Housing Starts, as published in the approved stumpage appraisal parameters.

TOTAL HARVEST Rolling 12-month total Coast harvest volume, as published in the approved stumpage appraisal parameters.

\*CEDARCYPRESS The fraction of the coniferous cruise volume that is cedar and cypress. CEDARCYPRESS is in decimal form, rounded to 2 decimal places.

DISTAVGNBID The average number of bidders for the forest district within which the cutting authority area is located is listed in Table 4-2.

VOL That part of the total net cruise volume in the cutting authority area that is coniferous timber except that where the cutting authority is a timber licence or is issued under a licence with an AAC greater than 10,000 m3, then VOL = 30,135. VOL is expressed in m3, rounded to the nearest whole number.

FRZ The fraction of the total waste assessed area in the cutting authority subject to Fibre Recovery Zone (FRZ) waste billing rates, as described in the *Provincial Logging Residue and Waste Measurements Procedure Manual*.

FRZ=0 for cruise-based cutting authorities and for scale-based cutting authorities with a fibre recovery zone adjustment factor of 1 as described in the *Waste Manual.*

**Table 4-1: BC Albers Coordinates**

|  |  |  |  |
| --- | --- | --- | --- |
| **BC Albers** | | **At or Near** | **Code** |
| **Northing** | **Easting** |
| 555,923 | 1,053,751 | Campbell River | CARV |
| 471,591 | 1,297,829 | Chilliwack | CHWK |
| 1,042,589 | 957,885 | Houston | HOUS |
| 580,589 | 1,373,908 | Merritt | MERR |
| 463,314 | 1,149,638 | Nanaimo | NANA |
| 1,041,636 | 719,914 | Prince Rupert | PRRU |
| 1,060,362 | 832,121 | Terrace | TERR |
| +476,584 | 1,211,198 | Vancouver | VANC |
| 381,554 | 1,196,533 | Victoria | VICT |

**Table 4-2: Average Number of Bidders by Forest District**

|  |  |
| --- | --- |
| **Forest District** | **Average Number of Bidders** |
| Chilliwack Forest District | 3.27 |
| Campbell River Forest District | 5.59 |
| Coast Mountain (North Coast) Forest District | 1.57 |
| North Island – Central Coast Forest District | 4.61 |
| Haida Gwaii Forest District | 2.94 |
| Sunshine Coast Forest District | 4.25 |
| South Island Forest District | 4.63 |
| Sea to Sky (Squamish) Forest District | 2.97 |

### Log Selling Prices

1. The Timber Pricing Branch shall
   1. compile invoiced free on-board log market values using prime, domestic, arm’s- length sales reported to the Timber Pricing Branch that have occurred in areas adjacent to:
      1. the Strait of Georgia;
      2. the Strait of Juan de Fuca;
      3. Alberni Inlet east of a line drawn south from Amphitrite Point;
      4. Quatsino Sound;
      5. Johnstone Strait; the Queen Charlotte Strait south of a line drawn west from Cape Caution; and
      6. Fraser River west of Hope.
   2. compile schedules of average domestic log market values by species and log grade using sales data for each one-month reporting period. The data shall be summarized into three-month schedules of average domestic log market values by species and log grade. These schedules can be found at:

[https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/coast-timber-pricing/coast-log-market-reports) [industry/timber-pricing/coast-timber-pricing/coast-log-market-reports](https://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/coast-timber-pricing/coast-log-market-reports)

### Volumes

1. The volume of old growth coniferous timber and the volume of second growth coniferous timber in a cutting authority area will each be compiled from the timber cruise of the cutting authority area on a tree by tree basis.

### Log Grade Percentages

1. The log grade percentage is the percentage by volume that a log grade is of the total net cruise volume for the species of timber being considered.
2. Where the regional executive director determines that timber in a cutting authority area is suddenly and severely damaged, then the log grade percentages for the cutting authority area being appraised or reappraised may be estimated from available site-specific information.

### Lumber Selling Prices

1. Published prices for hemlock, cedar and cypress lumber average market values and fir lumber and veneer average market values are used as stumpage appraisal parameters.

### Haul Distance

1. Haul distance must be determined and reported on the appraisal data submission and may contribute to the calculation of a stumpage rate as provided in Section 4.4.5.
2. The haul distance for a cutting authority area being appraised or reappraised shall be determined as follows:
   1. for each cutblock in the cutting authority area from which any timber may be removed by road from that cutblock:
      1. determine for that cutblock the point that is the closest point on a road to the geographical centre of the cutblock,
      2. determine the shortest distance by road for that cutblock, measured in kilometres (km) and rounded to the nearest 0.1 km from the point on the road determined in subparagraph (i) of this paragraph to:
         1. the appraisal log dump; and
         2. to the alternative appraisal log dump if applicable under paragraph 4.2.6.1(3)(b);
      3. weight for that cutblock the distance determined in subparagraph (ii) of this paragraph to the appraisal log dump by the net cruise volume of timber on the cutblock.
   2. determine the average weighted distance of all the cutblocks for which a weighted distance was determined in subparagraph (iii) of paragraph (a), rounded to the nearest 0.1 km.
   3. haul distance (HD) is the average weighted distance calculated in paragraph (b) of this subsection plus the re-haul distance in the case of inland water transportation as described in Section 4.4.1.
   4. where a re-haul is required for inland water transportation, the appraisal log dump is the final log dump at the end of the re-haul.

### Log Transportation

* + - 1. **Appraisal Log Dump**
         1. Except for those appraisal log dumps in Appendix V that are listed in more than one district, for subsections (2), (3), and (4) of this section, the appraisal log dump must be located in the same forest district as the cutting authority area.
         2. Except as provided in subsection 3 of this section, where any timber may be removed from any part of a cutblock by road, the appraisal log dump for that cutblock that must be used in the appraisal or reappraisal of the cutting authority area is the closest location by road listed in Appendix V to that cutblock.
         3. Where any timber may be removed from any part of a cutblock by road, and

a log dump exists or will exist during the removal of the timber from the cutblock at a location that is closer to the cutblock than any location listed in Appendix V, then that log dump location is the appraisal log dump for that cutblock that must be used in the appraisal or reappraisal of the cutting authority area.

a second log dump may be considered as the alternative appraisal log dump by the regional appraisal coordinator in the case of a body of water where changes in the flow or depth of the water have rendered log transportation unfeasible and have persisted for at least six months of each calendar year that the cutting authority was active, only as identified in the post-harvest appraisal data submission.

* + - * 1. a. When no timber may be removed from any part of a cutblock by road, and except as provided in paragraph (b) of this subsection, the appraisal log dump for that cutblock that must be used in the appraisal or reappraisal of a cutting authority area is the closest location to that cutblock listed in Appendix V to which logs may be yarded by helicopter or A-frame and placed in water.

b. If a location to which timber will be yarded by helicopter or A- frame from the cutblock and placed in water is closer to the cutblock than any location listed in Appendix V, then that location must be used as the appraisal log dump for that cutblock in the appraisal or reappraisal of the cutting authority area.

### Points of Origin Areas

* + - * 1. Table 4-3 lists the points of origin areas that are delineated in the Points of Origin Areas map approved by the Director and is available at the following website:

[https://www.gov.bc.ca/gov/content/industry/forestry/competitive-forest-](http://www2.gov.bc.ca/gov/content?id=816EDCC2090949DC8508719B07E017A2) [industry/timber-](http://www2.gov.bc.ca/gov/content?id=816EDCC2090949DC8508719B07E017A2) [pricing/coast-timber-pricing/points-of-origin](http://www2.gov.bc.ca/gov/content?id=816EDCC2090949DC8508719B07E017A2)

* + - * 1. The point of origin area must be reported in the appraisal data submission.

**Table 4-3: Points of Origin Areas**

|  |  |
| --- | --- |
| **Point of Origin Area** | **Code** |
|  |  |
| Barkley-Clayoquot | BKCL |
| Bute Inlet | BUTE |
| Chilliwack-Silverhope | CHSH |
| Courtenay-Comox | COCO |
| Dewdney | DEWD |
| Drury-Seymour | DRSE |
| Esperanza | ESPE |
| Gilford-Knight | GKIN |
| Graham Island | GRIS |
| Harrison | HARR |
| Jervis-Sechelt | JEIS |
| Juan de Fuca | JUDF |
| Kelsey-Adam | KEAD |
| Kokish | KOKI |
| Lower Mainland | LOMD |
| Menzies-Sayward Forest | MESF |
| Mid-Coast | MIDC |
| Nahatlatch | NAHT |
| Nootka Sound | NOSO |
| North Coast | NTHC |
| Pitt Meadows | PIME |
| Port McNeill-Hardy | POMH |
| Quatsino Sound | QUSO |
| Sloquet | SLOQ |
| Southeast Vancouver Island | SEVI |
| Sproat Lake | SPLK |
| Squamish-Pemberton | SQPM |
| Sunshine Coast | SUCO |
| Thurlow | THUR |

## Estimated Winning Bid (EWB) Equation

1. In this section, the equation that must be used in the calculation of the estimated winning bid (EWB) is determined as follows:
   1. for cutting authorities under Section 20 of the Act (BCTS), use the equation specified in Section 4.3.1;
   2. for non-BCTS cutting authorities, use the equation specified in:
      1. Section 4.3.1 where Loss Factor cruise information will be used; or
      2. Section 4.3.2 where Call Grade Net Factor cruise information[1](#_bookmark47) will be used for appraisal purposes.
2. The EWB shall be rounded to 2 decimal places.
3. Where the calculated EWB is less than $0.25, the EWB shall be $0.25.

1 Applies to cruise-based cutting authorities outside of GBRN only.

### EWB – Loss Factor Based

EWB ($/m3) = CPIF \* - 23.6986

+ 0.0506(HEMLOCK\_HGFR+BALSAM\_HGFR)\*(HEMLBRAMV/CPIF)

+ 0.0393(HEMLOCK\_MGFR+BALSAM\_MGFR)\*(HEMLBRAMV/CPIF)

+ 0.2270 ((CEDAR) \* (CEDAR\_HG) \* (CEDLBRAMV/CPIF))

+ 0.1237 ((CEDAR) \* (CEDAR\_MG) \* (CEDLBRAMV/CPIF))

+ 0.1763 ((CYPRESS) \* (CYPRESS\_HG) \* (CYPLBRSC/CPIF))

+ 0.1763 ((CYPRESS) \* (CYPRESS\_MG) \* (CYPLBRSC/CPIF))

+ 0.4839 ((FIR) \* (FIR\_HG) \* (FIRLVAMV/CPIF))

+ 0.4839 ((FIR) \* (FIR\_MG) \* (FIRLVAMV/CPIF))

+ 15.7570 [Ln(VPL)] \* OG\_FR

+ 24.9608 [Ln(VPH/1000)]

- 0.3870 (SLOPE \* (1-HELI))

* 59.5408 (HELILAND \* HELI)
* 59.2309 (HELIWATER \* HELI)
* 0.1240 (LOCATION)

- 14.5786 (ISOLATED)

- 4.3691 (LUMPSUM)

+ 0.015421 (NAJHS)

+ 1.4952 (TOTALHARVEST)

+ 3.1953 (DISTAVGNBID)

+ 1.3477 (Ln(VOL/1000))

- 4.8640 (FRZ\*(1-LUMPSUM)/CPIF)]

Note: Ln = natural logarithm

### EWB – Call Grade Net Factor Based

EWB ($/m3) = CPIF \*  

+ 0.1678 ((CEDAR) \* (CEDAR\_HG) \* (CEDLBRAMV/CPIF))

+ 0.0882 ((CEDAR) \* (CEDAR\_MG) \* (CEDLBRAMV/CPIF))

+ 0.1071 ((CYPRESS) \* (CYPRESS\_HG) \* (CYPLBRSC/CPIF))

+ 0.1071 ((CYPRESS) \* (CYPRESS\_MG) \* (CYPLBRSC/CPIF))

+ 0.3223 ((FIR) \* (FIR\_HG) \* (FIRLVAMV/CPIF))

+ 0.3223 ((FIR) \* (FIR\_MG) \* (FIRLVAMV/CPIF))

+ 24.6154 [Ln(VPL)] \* OG\_FR

+ 31.8071 [Ln(VPH/1000)]

- 0.5020 (SLOPE \* (1-HELI))

* 66.3202 (HELILAND \* HELI)
* 48.8349 (HELIWATER \* HELI)
* 0.1408 (LOCATION)

- 10.5419 (ISOLATED)

- 6.6624 (LUMPSUM)

+ 0.036292 (NAJHS)

+ 0.6006 (TOTALHARVEST)

+ 2.8908 (DISTAVGNBID)

+ 0.5575 (Ln(VOL/1000))]

Note: Ln = natural logarithm

## Specified Operations

1. The specified operations in this Section may be considered in an appraisal or a reappraisal.

### Inland Water Transportation

* + - 1. An inland water transportation adjustment will apply to that part of the cutting authority area where timber is towed on Great Central, Owikeno or Powell Lake or any other inland water authorized by the person that determines the stumpage rate.
      2. An inland water transportation adjustment will be determined based on the following criteria. For an appraisal or a reappraisal of a cutting authority area that is:
         1. entirely inland water transportation, the adjustment shall be $ 11.81/m3; or
         2. not inland water transportation, the adjustment shall be the product of

$11.81/m3 multiplied by

the fraction that results from dividing the net cruise volume portion of the cutting authority that is inland water transportation by the total net cruise volume of the entire cutting authority.

* + - 1. In the case of paragraph (b) above, the licensee must provide the prorated inland water transportation cost calculation in the appraisal data submission.

### Clayoquot Sound Operating Costs

* + - 1. The Clayoquot Sound operation adjustment may be considered in the appraisal of a cutting authority that lies within that part of the Coast Area when the licensee has an approved forest stewardship plan which conforms with the land use objectives made applicable under the order by the Ministry of Agriculture and Lands pursuant to Section 93.4(1) of the *Land Act* entitled:
         1. order Establishing Land Use Objectives for Clayoquot Sound, dated May 28, 2008.
      2. A Clayoquot Sound Operation adjustment will be determined based on the following criteria. For an appraisal or a reappraisal of a cutting authority area that is:
         1. located entirely within the Clayoquot Sound area, the adjustment shall be

$ 11.11/m3; or

* + - * 1. not located entirely within the Clayoquot Sound area, the adjustment shall be the product of

$11.11/m3 multiplied by

the fraction that results from dividing the net cruise volume portion of the cutting authority located within the Clayoquot Sound area by the total net cruise volume of the entire cutting authority.

* + - 1. In the case of paragraph (b) above, the licensee must provide the prorated Clayoquot operating cost calculation in the appraisal data submission.

### Tree Crown Modification

* + - 1. Where the protection of trees is deemed necessary by a forest professional to achieve forest management objectives, a tree crown modification adjustment may be considered in the appraisal or reappraisal.
      2. For the purposes of subsection (1), tree crown modification means the removal of 25% to 50% of the tree crown of standing trees by spiral pruning or tree topping.
      3. The adjustment is the sum of the costs for all of the trees that are modified divided by the total net cruise volume of the cutting authority area.
      4. The area requiring tree crown modification must be shown or described on the appraisal map and the calculations in support of the appraisal submission must be available for inspection upon request.
      5. The gross number of potential stems per hectare to treat will be based on the cruise stand table for the timber type that the treatment area is located within or is adjacent to. The potential stems exclude dead and deciduous trees.
      6. The rate for tree crown modification:
         1. for each old growth coniferous tree that is modified is $32.24 and
         2. for each second growth coniferous tree that is modified is $16.64.

### Ecosystem-Based Management Operating Costs

1. Except as provided in subsection (2) of this section, the ecosystem-based management adjustment may be considered in the appraisal of a cutting authority area that lies within that part of the Coast Area when the licensee has an approved forest stewardship plan which conforms with the objectives listed under the Land Use Order to which land use objectives have been made applicable by orders made by the Minister, pursuant to Section 93.4 of the *Land Act* entitled:
   1. Great Bear Rainforest Order, dated January 21, 2016; and
   2. Haida Gwaii Land Use Objectives Order, dated December 16, 2010, and as further amended pursuant to the *Haida Gwaii Reconciliation Act* and the *Haida Stewardship Law*, on April 2, 2014 and September 21, 2017.
2. The ecosystem-based management adjustment shall not be considered in the appraisal or reappraisal of a cutting authority area that is authorized for harvest under:
   1. a woodlot licence referred to in Section 1(2); or
   2. a community forest agreement or the non-replaceable forest licences that are referred to in Section 1(3) of the Great Bear Rainforest Order.
3. The Ecosystem-Based Management Operating Cost will be determined based on the following criteria. For an appraisal or a reappraisal of a cutting authority area that is:
   1. located wholly within that part of the Coast Area described in subsection (1) of this section, the adjustment shall be $13.20/m3; or
   2. not located wholly within the Coast Area described in subsection (1) of this section, the adjustment shall be the product of:
      1. $13.20/m3 multiplied by
      2. the fraction that results from dividing the net cruise volume portion of the cutting authority located within the Coast Area described in subsection (1) above by the total net cruise volume of the entire cutting authority.
4. In the case of paragraph (b) above, the licensee must provide the prorated Ecosystem-Based Management Operating Cost calculation in the appraisal data submission.

### Long Haul Cost

* + - 1. Where the haul distance (HD) determined under Section 4.2.5 is greater than 100 km, the long haul cost specified operations estimate (LHC), is calculated as follows:

LHC ($/m3) = (HD – 100) \* 0.160 If HD <100, LHC = 0

* + - 1. Subject to subsection (3) of this section, in the case of an alternative appraisal log dump authorized under Section 4.2.5.1(3)(b), a separate LHC will be calculated for the portion of the Total Net Cruise Volume that is transported to or beyond the alternative appraisal log dump.
      2. If applicable, the separate LHC calculated in subsection (2) of this section must be adjusted to account for the LHC calculated in subsection (1) of this section.

### High Development Cost

For BCTS timber sale licences only, where the development cost (DC) estimate determined under Chapter 5, is greater than $15.74/m3, the high development cost specified operations estimate (HDC) is calculated as follows:

HDC $/m3 = DC –9.38 If DC <=15.74, HDC =0

### Barging Transportation

* + - 1. A barging transportation adjustment will apply to that part of the cutting authority area where timber is barged.
      2. The barging transportation adjustment will be determined based on the following criteria. For an appraisal or reappraisal where:
         1. all of the timber is barged from the cutting authority area, the adjustment shall be, by Points of Origin Areas (PoOA):

|  |  |
| --- | --- |
| **PoOA Code** | **Adjustment ($/m3)** |
| GRIS | 14.01 |
| Non-GRIS | 10.43 |

* + - * 1. not all of the timber is barged from the cutting authority area, the adjustment shall be the product of:

the applicable adjustment in paragraph (a), multiplied by

the fraction that results from dividing the net cruise volume portion of the cutting authority that is barged, by the total net cruise volume of the entire cutting authority.

* + - 1. In the case of paragraph (2)(b) of this subsection, the licensee must provide the prorated Barging Transportation Adjustment cost calculation in the appraisal data submission.

## Final Estimated Winning Bid

1. Subject to subsection 3 of this section the Final Estimated Winning Bid (FEWB) is the difference between the estimated winning bid and the total of the specified operations adjustments that are applicable to the appraisal or reappraisal of the cutting authority.
2. Expressed as an equation:

FEWB = EWB - FSOA

where:

EWB = The Estimated Winning Bid determined under Section 4.3. FSOA = inflation adjusted SOA = SOA \* CPI / ACPI

SOA = The sum of specified operations adjustments in an appraisal or a reappraisal of a cutting authority area as may be calculated under Section 4.4 and expressed in $/m3.

CPI = Monthly Consumer Price Index (see Section 4.2) ACPI = the average CPI for the cost base year = 160.46

1. Where the FEWB calculated is less than $0.25/m3, then the FEWB shall be

$0.25/m3.

# Tenure Obligation Adjustments

## Tenure Obligation Adjustment

1. Except where a cutting authority area is the area authorized for harvest under a timber sale licence entered into under Section 20 of the Act and subject to subsection 2 ofthis section, the kinds of costs that may be used in the calculation of a tenure obligation adjustment in the appraisal or reappraisal of a cutting authority area are the:
   1. forest planning and administration costs,
   2. road development costs,
   3. road management costs,
   4. road use charges,
   5. basic silviculture costs, and
   6. low volume cost.
2. A cost may only be used in the appraisal or reappraisal of a cutting authority area if:
   1. except for the low volume cost, the holder of the cutting authority authorizing harvesting on the cutting authority area incurred or will incur that kind of cost:
3. when exercising an authority or carrying out an obligation under the cutting authority, or
4. subject to Section 5.3, when carrying out an activity on a road when acting under the authority of the Crown, a road permit holder, a road use permit holder, or a private road owner, or
   1. in the case of a low volume cost, where that cost may be calculated under Section

5.2.1 of this manual.

1. The tenure obligation adjustment is calculated under Section 5.10.

### Forest Enhancement Society of BC (FESBC)

* + - 1. For the purposes of this subsection, “stand restoration and/or rehabilitation” means the harvesting and/or reforestation of uneconomic stands of timber.
      2. A cutting authority issued with projects funded by the FESBC for the purpose of stand restoration and/or rehabilitation must have the stumpage rate determined by a full appraisal in accordance with this manual.
      3. The person determining the stumpage rate must ensure that all estimated and or incurred project costs for development, harvesting, transportation or other tenure obligations costs funded by the FESBC are excluded (or “backed out”) from the appraisal or reappraisal of a cutting authority area.
      4. The licensee must submit within the appraisal data submission a detailed list of the projects and estimated and or incurred costs approved for funding.

## Forest Planning and Administration Cost

1. Forest planning and administration costs are those costs directly related to supervision and administration required to manage the public forest on behalf of the province. They are the costs that the long-term licensee bears, but that a market logger does not.

The forest planning and administration costs do not include business related or discretionary costs such as certain legal fees, corporate aircraft, stumpage, directors’ fees and expenses, sales expenses, restructuring costs, etc., unless portions of these costs are directly attributable to the management of the forest.

1. The total forest planning and administration cost is $14.64/m3.

### Low Volume Cost

* + - 1. A low volume cost of $9.29/m3 may be included in the tenure obligation adjustment where:
         1. the cutting authority area being appraised or reappraised is the subject of cutting authority issued under either a licence or its parent licence prior to subdivision that provides for an allowable annual cut of not more than 10,000 m3 of Crown timber, and
         2. the total net cruise volume of the cutting authority area is not more than 10,000 m3.

## Road Development Cost

1. Except as provided in Section 5.3.2, where a road development provides access to Crown timber a road development cost may be used for new road construction, and road reconstruction.
2. Unless otherwise specified in the non-tabular development cost (NDC) procedures approved by the Director in subsection 5.3.4(1):
   1. drainage structures in subsection 5.3.4(1)(a) to (d) must not be combined and are considered as separate NDC project types;
   2. if a tabular road cost section is less than or equal to 100 metres in length and is located between NDC road project sections as described in subsections 5.3.4(1)(f) to (h), then the cost may be combined with the adjacent NDC project;
   3. if a tabular road cost section is less than or equal to 25 metres in length, is located at the start or end of a road, and is located adjacent to an NDC road project section as described in subsections 5.3.4(1)(f) to (h), then the cost may be combined with the adjacent NDC project;
   4. where an NDC project type is to be associated with an identical NDC project type as described in subsections 5.3.4(1)(e) to (o) and is separated by a distance less than or equal to 100 metres in length, then the cost is to be considered as one project.
3. Development projects that do not qualify for tabular, or do not fall under a specific non-tabular development cost project type in Section 5.3.4(1), may also be an eligible NDC project. A professional rationale statement must be provided for these unique situations.
4. a. except as provided in subsections (4)(b) and (4)(c) of this section the total net cruise volume is used to calculate the unit cost for new road construction and road reconstruction in an appraisal or reappraisal of a cutting authority area.
5. where a road development project was not taken into consideration in a prior appraisal or reappraisal of the cutting authority area, the remaining volume shall be used to calculate the road development unit cost for that project in the reappraisal of the cutting authority area.
6. where the reappraisal is because of sudden and severe damage the road development cost is calculated as follows:
   1. the road construction project costs prior to the sudden and severe damage reappraisal are totalled,
   2. the sum of those project costs is the total project cost,
   3. from the total project cost calculated in subsection (4)(c)(i) of this section is subtracted the product of the total project cost multiplied by the total volume of timber in the billing history record of the cutting authority area on the

effective date of the reappraisal, divided by the total net cruise volume of the cutting authority area,

* 1. the difference calculated in subsection (4)(c)(iii) of this section is then divided by the sum of the remaining volume plus the volume of timber that was suddenly and severely damaged,
  2. the calculation of the road development cost expressed as an algorithm is:

Road Development Cost  total project cost  (total project costs x volume in the billing history record) / total net cruise volume

remaining volume  *volume suddenly and severely damaged*

1. Except as further provided for in this manual the road development cost for a road development may only be used in the appraisal or reappraisal of a tributary cutting authority area.
2. In the case of non-tabular development costs, the costs may be shared between two or more licensees if:
   1. there is a verifiable written contract, and
   2. the costs are not included in an agreement under Section 5.3.2.2.
3. A road development cost may be distributed in accordance with Section 5.3.2.2.

### Road Development Cost Proration

* + - 1. The provisions of this section apply to each of the road development categories described in sections 5.3.1.1 and 5.3.1.2.
      2. Where a road development cost must be prorated under this section, only the Crown share of the road development cost may be used in the appraisal or reappraisal of the cutting authority area.
      3. a. where road development on Crown land provides access to both Crown timber and timber that is not Crown timber held by the licensee, or a company legally associated with the licensee then the development cost is prorated between Crown timber and timber that is not Crown timber in accordance with subsection (6) of this section.

b. where road development on private land provides access to both Crown timber and timber that is not Crown timber, then the development cost is prorated between Crown timber and timber that is not Crown timber in accordance with subsection (6) of this section.

* + - 1. Where a proration is required under subsections (3)(a) or (3)(b) of this section:

Crown Share of total cost = Total Cost x �

Crown Timber Volume

�

Total Timber Volume

where:

|  |  |
| --- | --- |
| Crown share of total cost | means the dollar amount to be used to determine a cost for the appraisal or reappraisal of the cutting authority being appraised. |
| Total Cost | means the total road development cost expressed in $. |
| Crown Timber Volume | means the volume of Crown timber that is under the control of the licensee or a company legally associated with the licensee that may be transported over that road. |
| Total Timber Volume | means the total volume of Crown and privately owned timber that is under the control of the licensee or a  company legally associated with the licensee and that may be transported over that road. |

* + - 1. In all cases, volumes are estimated from the latest approved operational or inventory cruise data and maps of the area within the drainage to the height of land.
      2. Appendix II illustrates the proration process.

### New Road Construction

* + - * 1. New Road Construction includes only subgrade construction, placement of additional stabilizing material, bridges, the construction and installation of drainage structures, and other necessary types of structures pertaining to the road that the regional manager authorizes to be used in the appraisal or reappraisal of a cutting authority area.
        2. New road construction costs:

may only be used in the appraisal or reappraisal of a tributary cutting authority except cutting authorities where all of the timber on the cutting authority area has stumpage rates determined under Chapter 7.

for the purposes of (a) above, road construction costs may only be used in an appraisal data submission for a tributary cutting authority with an effective date no later than five (5) years after completion of the new road construction.

* + - * 1. Tabular road costs:

where the physical dimensions and conditions of the new road construction fall within the tabular limits set out in Section 5.3.3, a tabular cost will be made using the applicable tables in this section of the manual.

each road section cost is determined using the appropriate tables in Section 5.3.3.

the tabular road unit cost is the sum of the unit costs of all of the road sections.

* + - * 1. Non-tabular road development costs:

Where the road cost cannot be made using the tabular road cost in subsection (3), a non-tabular road development cost must be calculated in accordance with Section 5.3.4, which may include the following kinds of new road construction:

construction and upgrading of main access roads,

road construction on uphill side slopes that are over 150 percent,

road construction on terrain with two or more gullies over 10 m deep at centreline in a 300 m section,

end haul construction requiring removal of excavated material to a spoil area,

overland construction to provide a road prism by trucking in material for extensive fill sections,

switchbacks with over 10 000 m3 excavation volume to complete the designed grade percent and horizontal alignment, and

bank height road sections with rock faces exceeding 7.50 metres in vertical height.

For new road end haul construction that is under a written road builder contract specifying that the road construction is reimbursed (paid) using bank height categories plus invoiced:

rock truck hours,

excavator hours, and or

equipment hours for spoil site management.

The appraised cost may include a combination of bank height category costs plus equipment hours as specified in the non-tabular development cost procedures.

The non-tabular development road unit cost is the sum of the non-tabular development road unit costs.

* + - * 1. Bridge Costs:

Subject to Sections 5.3.3.2.1 and 5.3.3.2.2, except where a bridge cost cannot be calculated using Table 5-2 or 5-3 each bridge cost must be determined using the appropriate table.

Where the bridge cost cannot be made using one of the appropriate tables, a non- tabular bridge cost may be calculated under Section 5.3.4.

Where bridge materials are reused by the original purchaser at a different site, the bridge cost may include the cost of dismantling the materials at the site where

they were previously used, and transportation to and installation at the different site, but may not include the initial materials cost and delivery costs.

Where used bridge materials are purchased by the licensee from a legally non- associated party, only the lowest possible cost of purchasing and shipping those materials may be included in the bridge cost.

The bridge unit cost is the sum of the bridge unit costs for all of the bridges.

* + - * 1. Culvert Costs:

Except where a culvert cost cannot be calculated using Column A of Table 5-4, each culvert cost must be determined using Column A of that table.

Pursuant to Section 5.3.4, Column B of Table 5-4 may be used to calculate the non- tabular culvert cost.

The culvert unit cost is the sum of the culvert unit cost for all of the culverts.

* + - * 1. The total of the unit costs for tabular roads, non-tabular roads, bridges and culverts is the total new road construction unit cost.

### Road Reconstruction

* + - * 1. Road reconstruction is the:

replacement of a bridge,

major structural repair of a bridge,

re-decking of an entire bridge,

reconstruction of a road,

resurfacing of a road required because of extensive wear and tear, with a minimum loose depth of 0.1 m over a continuous length of 0.5 km or greater, or

replacement of a pipe culvert on non-active roads,

additional resurfacing required because the road having been permanently deactivated, or a water or slope failure event.

* + - * 1. A road reconstruction cost may only be used in an appraisal or reappraisal of a cutting authority area when the regional executive director authorizes the use of that in that appraisal or reappraisal.
        2. A road reconstruction cost must be made in accordance with Section 5.3.4.
        3. Where road reconstruction projects are associated because of one natural event the reconstruction projects should be grouped into one project cost using a non- tabular cost form.
        4. That part of the cost to replace or repair a bridge on a forest service road that is paid for by the Crown, may not be considered in any appraisal or reappraisal.
        5. The reconstruction cost of a project may be used in the appraisal or reappraisal of one existing or proposed tributary cutting authority area. The licensee must identify that cutting authority area when the reconstruction cost is submitted in the appraisal data submission.
        6. Where bridge materials are reused by the original purchaser at a different site, the bridge reconstruction cost may include the cost of dismantling the materials at the site where they were previously used, and transportation to and installation at the different site, but may not include the initial materials cost and delivery costs.
        7. Where used bridge materials are purchased by the licensee from a legally non- associated party, only the lowest possible cost of purchasing and shipping those materials may be included in the bridge reconstruction cost.
        8. The total road reconstruction unit cost is the sum of all of the road reconstruction unit costs for all of the reconstruction projects.

### Total Road Development Cost

* + - * 1. The total road development cost is the sum of the total new road construction unit cost plus the total road reconstruction unit cost.

### Existing Roads

1. The following roads may not be considered in the appraisal or reappraisal of a cutting authority area:
   1. constructed road that has been previously included in an appraisal or reappraisal of another cutting authority area, unless a signed declaration to the regional appraisal coordinator provides that for the expired, surrendered or terminated cutting authority;
      1. no harvesting has occurred on the previous cutting authority area;
      2. the requirements of Section 3.2.2.1 have been met;
      3. the constructed road is not included in an agreement under Section 5.3(6);
      4. the constructed road is not included in an agreement under Section

5.3.2.2; and

* + 1. the constructed road will be used in a new cutting authority within two years of the expiry, surrender or termination of the previous cutting authority.
  1. a road previously constructed to access private timber, or
  2. a road previously constructed in whole or in part for a purpose unrelated to the harvesting of timber on the cutting authority area being appraised or reappraised.

### Extended Road Amortization

1. For extended road amortization agreements approved prior to April 1, 2018, use the manual in effect as of March 31, 2018.
2. All first and tributary cutting authorities identified in an extended road amortization agreement referred to in subsection (1) above will be appraised using the effective date of the cutting authority(s).

### Development Cost Distribution Agreement

1. For the purposes of this section:
   1. “agreement” means a written agreement under paragraph (2)(c) of this section;
   2. “authorized project” means a project that the person who determines the stumpage rate has accepted as consistent with this manual;
   3. “first cutting authority” means the cutting authority that the development costs were first included, which requires further distribution by the licensee;
   4. “receiving cutting authority” means the cutting authority(s) which receive(s) a portion of the distributed development costs from the first cutting authority;
   5. “same licensee” means the same licensee in all cases; and
   6. “unallocated amount” means the development costs under an agreement that has not been utilized in the first cutting authority or distributed to a receiving cutting authority.
2. Where the total development cost in an appraisal of the first cutting authority
   1. includes development costs for an authorized project(s) that the licensee requires to be distributed to one or more cutting authority areas within the same point of origin area, and
   2. exceeds $4.00/m³ unit cost exclusive of development costs apportioned to the first cutting authority under any prior agreement under this section or under section 5.3.2.1, then
   3. the regional executive director may enter into an agreement with the licensee authorizing distribution of a portion of the total development cost, exclusive of previously distributed costs as specified in paragraph (b) of this subsection, to one or more receiving cutting authorities that may be issued under one or more licences that are each held exclusively and entirely by the same licensee.
3. An agreement under subsection (2) of this section is subject to the following conditions:
   1. the agreement must be signed by the licensee and the regional executive director and must not be for a term - beginning with the effective date of the first cutting authority and including extensions - longer than ten years unless otherwise approved by the regional executive director.
   2. the agreement is entered into only for the purposes of determining a stumpage rate and confers no obligation on the Crown to compensate the licensee for any undistributed costs.
   3. the amount to be distributed in the agreement may, at the discretion of the licensee, be used in an appraisal or reappraisal of a receiving cutting authority(s) referred to in subsection (2)(c) of this section.
   4. at the time of an appraisal or reappraisal referred to in subsection (3)(c), the licensee must report in a summary format within the receiving cutting authority appraisal data submission(s), or the reappraisal as applicable, information that includes the:
      1. original amount identified in the agreement;
      2. amount to be included in the appraisal or reappraisal; and
      3. any unallocated amount remaining in the agreement.
   5. the amount to be distributed in the agreement for cutting authorities whose effective date is prior to April 1, 2019, may not be revised to take into account new information submitted by the licensee about the total development cost unless necessitated by a changed circumstance reappraisal of the first cutting authority, in which case:
      1. the amount specified in the agreement must be amended to reflect the new total amount of the development cost to be distributed as determined in the changed circumstance reappraisal and is to be used only for those cutting authorities that have not yet been issued as of the submission date of the changed circumstance reappraisal.
   6. the amount to be distributed in the agreement for those cutting authorities whose effective date is on or after April 1, 2019, may not be revised to take into account new information submitted by the licensee about the total development cost unless necessitated by a post-harvest appraisal data submission of the first cutting authority where the total development cost has:
      1. increased, in which case the increased amount may be:
         1. applied to the first cutting authority; or
         2. distributed to a future receiving cutting authority.
      2. decreased, in which case the decreased amount may be applied to:
         1. the first cutting authority; or
         2. any unallocated amount; or
         3. a post-harvest appraisal data submission for a receiving cutting authority.
   7. development project costs used in the FESBC economic test (to assess FESBC funding eligibility) for a cutting authority or funded under FESBC are not eligible for development distribution agreements and cannot be used by the licensee in an appraisal for another cutting authority.
4. The regional executive director will not enter into any development distribution agreements for cutting permits issued under a woodlot licence with an effective date after November 30, 2008.

### Tabular Costs

A tabular cost must be calculated on the basis that the construction project will be completed using commonly used logging road construction practices and that the roads will have single lane width roads, turnouts and landings.

### New Road Construction

1. New road construction cost includes the cost of clearing and grubbing, stripping, stump removal, incidental log decking, ditch construction, landing and turnout construction.
2. The cost per kilometre for new road construction is provided for:
   1. each combination of rock hardness and bank height category; and
   2. where and as applicable, is further adjusted by the cost per kilometre add-on for each road located in the cutting authority area as follows, for:
      1. Isolation, as calculated in full or by fraction under the ISOLATED variable in Section 4.2; and or
      2. Point of Origin Area of the cutting authority area, as detailed in Table 4-3.
3. New road section data is recorded using Appendix VI and the following criteria:
   1. road section lengths are measured along the road centreline and recorded to the nearest 0.001 km, and
   2. the bank height is measured at right angles to the road centreline from the road surface to the top of the rock face.
   3. road sections are measured over culverts (including wood culverts with a span length less than 3.5 m).
   4. total bridge deck length for permanent and portable bridges, and span length on log bridges, is excluded from a road section length.
   5. rock face height measurement on a through-cut section is taken from thehighest side of the two road cuts.
4. If a tabular road section requires the trucking in of additional stabilizing material greater than 3.2 kilometres, use the non-tabular development cost (NDC) procedures approved by the Director in subsection 5.3.4(1) to calculate the additional cost of trucking this distance.
5. Rock mass classification (RMC) is based on the physical characteristics of rock encountered in forest road development and is the subject of a report commissioned by the Forest Engineering Research Institute of Canada in 1978 and prepared by Piteau & Associates/Geotechnical Consultants. The text and tables in Appendix III are based on this report and are used to determine the RMC-based factors required for road costs.
6. Rock can be classified into five types referred to as rock mass classification (RMC) values and identified as RMC 1, 2, 3, 4 and 5. For the purpose of determining rock hardness, ‘soft/medium’ rock hardness category includes RMCs 1, 2, 3 and 4; ‘hard’ rock hardness category is equivalent to RMC 5.
7. The steps taken to determine RMC values and apply these to road development costs are:
   1. examine and record surface hardness, weathering, and block diameter in the field,
   2. determine subsurface hardness from the table in Appendix III with this title,
   3. determine RMC value from the table Appendix III with this title, and apply selected RMC values to applicable tables and formulas for road costs.
8. In all circumstances where a complete interpretation of the rock mass classification system is required, the Piteau & Associates report is to be consulted directly.

### Table 5-1: Road Costs Expressed in Dollars per Kilometre of Road Length

|  |  |  |  |
| --- | --- | --- | --- |
| Bank Height Category | Rock Face Height (m) | Cost per Kilometre ($/km) | |
| Soft/Medium | Hard |
| OMLB | n/a | 60,056 | 60,056 |
| OMPR | n/a | 77,283 | 77,283 |
| OMRB | n/a | 109,300 | 109,808 |
| TOE | (up to 1.50) | 109,300 | 109,808 |
| MRK | (1.51 – 3.00) | 135,491 | 137,269 |
| HRK | (3.01 – 4.50) | 172,273 | 174,074 |
| XRK | (4.51 – 6.00) | 209,487 | 214,882 |
| XXRK | (6.01 – 7.50) | 240,851 | 241,888 |
| Add-on | |  |  |
| Isolated | | +7,807 | +7,807 |
| DRSE, GKIN, GRIS, MIDC, or NTHC  Point of Origin Areas | | +6,836 | +6,836 |

* + - 1. **Bridges and Culverts**

1. A cost for a bridge or a culvert may only be made and used in the appraisal or reappraisal of a cutting authority area where its necessity is substantiated by field data.
2. Crib back-fills and all site preparation and bridge protection features are included, as well as material supply and erection. Except where noted below, no adjustment of table values is permitted.
3. Input data within table boundaries is rounded to fit; no interpolation of values is permitted.

### Log Bridges

Costs for log bridges are based on span lengths (distance between the centres of the top sill logs) and average crib height (distance from the bottom of the bottom sill log to the point where the stringer rests on the top sill log as measured along the centre line of the bridge) from Table 5-2. The average crib height is the numerical average of the crib heights on both banks of the water course.

Table 5-2 is used for costing of timber-decked and gravel surfaced log bridges with span lengths from 3.5 to 12.4 m and crib heights from single log to 2.4 m.

Bridges exceeding the specification in (2) above are to be appraised as Non-tabular development cost projects in accordance with Section 5.3.4.

Shaded areas of Table 5-2 are not to be used for new appraisal submissions. The shaded areas of Table 5-2 are only for use for the reappraisal of a bridge in a cutting authority with an effective date prior to January 1, 2023.

### Table 5-2: Log Bridge Costs Expressed in Thousands of Dollars

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Span Length (m) | Single Log Sill | Multi-Log Crib Average Crib Height (m) | | | |
| 1 | 2 | 3 | 4 | 5 |
| 4 | 1.1 | 6.5 | 15.4 | 27.8 | 43.9 |
| 5 | 3.3 | 8.6 | 17.5 | 30.0 | 46.0 |
| 6 | 6.0 | 11.3 | 20.2 | 32.7 | 48.7 |
| 7 | 9.1 | 14.4 | 23.3 | 35.8 | 51.8 |
| 8 | 12.7 | 18.0 | 26.9 | 39.4 | 55.4 |
| 9 | 16.8 | 22.1 | 31.0 | 43.5 | 59.5 |
| 10 | 21.4 | 26.7 | 35.6 | 48.1 | 64.1 |
| 11 | 26.4 | 31.8 | 40.7 | 53.1 | 69.2 |
| 12 | 32.0 | 37.3 | 46.2 | 58.7 | 74.7 |
| 13 | 38.0 | 43.4 | 52.3 | 64.7 | 80.7 |
| 14 | 44.5 | 49.9 | 58.8 | 71.2 | 87.2 |
| 15 | 51.5 | 56.8 | 65.7 | 78.2 | 94.2 |
| 16 | 59.0 | 64.3 | 73.2 | 85.7 | 101.7 |
| 17 | 66.9 | 72.3 | 81.2 | 93.6 | 109.7 |
| 18 | 75.4 | 80.7 | 89.6 | 102.1 | 118.1 |
| 19 | 84.3 | 89.6 | 98.5 | 111.0 | 127.0 |
| 20 | 93.7 | 99.0 | 107.9 | 120.4 | 136.4 |

* + - * 1. **Permanent or Portable Bridges**

Costs for permanent or portable bridges, built of any material except logs and concrete (excluding abutments), are based on total span length and average abutment height (distance from the original ground surface interface to the bottom contact point with the girders) from Table 5-3. Each bridge abutment must be measured at the mid-point, from the ground surface interface to the bottom contact point with the girders. Each measured abutment height is then added together and averaged to get a resultant abutment height.

Table 5-3 is used for estimating costs of permanent or portable bridges with span lengths from 2.0 to 25.4 m and abutment heights from 0 to 2.4 m.

Table 5-3 includes costs for certification, supervision, design, site preparation, supply and installation, freight and haulage (excluding barging), and rip-rap to flood design. Barging costs are allowed as an add-on to the tabular cost. If the barging of bridge materials is done in conjunction with other equipment/materials, then the cost of barging the bridge material should be prorated by the licensee. This table covers any bridge with L60 to L165 load rating.

Table 5-3 does not apply to:

multi-span bridges.

pile driving: Where piles may be driven to depths of 13 m or more.

portable bridges that are reused (see Section 5.3.1.1).

costs for bridge sizes outside the table limits, within the shaded areas of the table and pipe culverts greater than the aforementioned sizes require non- tabular development costs completed in accordance with Section 5.3.4.

extra width bridges with one or more additional stringers and/or deck panels installed (i.e., exceeding 4.9 metres in total width between guard logs and/or guard rails measured at mid-span).

Shaded areas of Table 5-3 are not to be used for new appraisal submissions. The shaded areas of Table 5-3 are only for use for the reappraisal of a bridge in a cutting authority with an effective date prior to January 1, 2023.

**Table 5-3: Permanent/Portable Bridge Costs Expressed in Thousands of Dollars**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Span Length (metres) | Abutment Height (metres) | | | | |
| 0 | 1 | 2 | 3 | 4 |
| 2 | 46.2 | 51.4 | 67.1 | 93.2 | 129.8 |
| 3 | 47.6 | 52.9 | 68.5 | 94.6 | 131.2 |
| 4 | 49.6 | 54.9 | 70.5 | 96.6 | 133.2 |
| 5 | 52.2 | 57.4 | 73.1 | 99.2 | 135.8 |
| 6 | 55.3 | 60.5 | 76.2 | 102.3 | 138.9 |
| 7 | 59.0 | 64.2 | 79.9 | 106.0 | 142.6 |
| 8 | 63.3 | 68.5 | 84.2 | 110.3 | 146.9 |
| 9 | 68.1 | 73.3 | 89.0 | 115.1 | 151.7 |
| 10 | 73.5 | 78.7 | 94.4 | 120.5 | 157.1 |
| 11 | 79.5 | 84.7 | 100.4 | 126.5 | 163.1 |
| 12 | 86.0 | 91.3 | 106.9 | 133.0 | 169.6 |
| 13 | 93.1 | 98.4 | 114.0 | 140.2 | 176.7 |
| 14 | 100.8 | 106.0 | 121.7 | 147.8 | 184.4 |
| 15 | 109.1 | 114.3 | 130.0 | 156.1 | 192.6 |
| 16 | 117.9 | 123.1 | 138.8 | 164.9 | 201.5 |
| 17 | 127.3 | 132.5 | 148.2 | 174.3 | 210.8 |
| 18 | 137.2 | 142.4 | 158.1 | 184.2 | 220.8 |
| 19 | 147.7 | 153.0 | 168.6 | 194.8 | 231.3 |
| 20 | 158.8 | 164.1 | 179.7 | 205.8 | 242.4 |
| 21 | 170.5 | 175.7 | 191.4 | 217.5 | 254.1 |
| 22 | 182.7 | 188.0 | 203.6 | 229.7 | 266.3 |
| 23 | 195.5 | 200.7 | 216.4 | 242.5 | 279.1 |
| 24 | 208.9 | 214.1 | 229.8 | 255.9 | 292.5 |
| 25 | 222.8 | 228.1 | 243.7 | 269.8 | 306.4 |

### Culverts

All pipe culverts 0.3 m diameter to 1.8 m diameter are costed using Table 5-4, in accordance with the requirements of subsection 5.3.1.1(6).

All wood culverts up to 3.4 m span length are costed at $2,450.00 each.

### Table 5-4: Culvert Costs

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  | **Cost per lineal metre** | |  | **Cost per lineal metre** | |
| **Diameter (m)** | **(Column A) Includes installation** | **(Column B) Culvert materials only** | **Diameter (m)** | **(Column A) Includes installation** | **(Column B) Culvert materials only** |
| 0.3 | $86 00 | $63 00 | 0.9 | $291 00 | $240 00 |
| 0.4 | $120 00 | $85 00 | 1.0 | $318 00 | $262 00 |
| 0.5 | $169 00 | $135 00 | 1.2 | $516 00 | $438 00 |
| 0.6 | $193 00 | $157 00 | 1.4 | $633 00 | $510 00 |
| 0.7 | $217 00 | $185 00 | 1.6 | $858 00 | $721 00 |
| 0.8 | $250 00 | $212 00 | 1.8 | $1,008 00 | $812.00 |

### Non-Tabular Development Cost Projects

1. The cost for any of the non-tabular development cost projects identified in subsections 5.3.1.1(4), (5) and (6) will be prepared by the Licensee. The Director must approve standardized procedures for preparing non-tabular development costs and data requirements for the following project types:
   1. bridge exceeding Tables in CAM or bridges in sizes shown in shaded areas of CAM Tables 5-2 and 5-3;
   2. drainage structure maintenance or upgrade;
   3. barging of bridge structure(s);
   4. major culvert installation;
   5. ford construction;
   6. end haul construction;
   7. overland construction/large fills;
   8. road new construction exceeding Tables Values in CAM;
   9. road reactivation;
   10. road reconstruction;
   11. road upgrade;
   12. placement of stabilizing material;
   13. retaining wall construction;
   14. pipeline crossing construction;
   15. powerline works.
2. Where the non-tabular portion of the road development has been completed prior to the time of the submission of the appraisal in accordance with Section 2.3.2, then as applicable the appraised cost must be:
   1. the tendered contract cost or
   2. based on the actual equipment type and hours worked, hours/or days in labour or professional services, materials and costs, and
      1. if applicable, the actual measure of road bank height categories for new road end haul construction that is built under a written road builder contract specifying that the road construction is reimbursed (paid) using bank height categories.
3. The applicable ministry engineer, 30 days prior to the commencement of works, must be notified of all upgrades on Forest Service Road bridges and major culverts. Where required by the ministry engineer, the work may require design and/or supervision by a

Professional Engineer. The costs associated with the survey, design and supervision in this situation will be allowed as part of the structural maintenance non-tabular development cost.

1. The road development project cost will be based on the approved procedures identified in subsection 5.3.4(1) and the labour rates as specified in Appendix I. Equipment rates are determined as follows for the actual or expected piece of equipment required to complete the project:
   1. from equipment rates found in Appendix I, or
   2. where the actual or expected piece of equipment is not in Appendix I then the equipment rate must be obtained from the 2021-2022 Equipment Rental Rate Guide (the “Blue Book”), or
   3. from the “Blue Book” equipment category equivalence, or
   4. where a required piece of equipment is in neither Appendix I nor the “Blue Book” use the actual invoiced rate.
2. Where equipment is not or will not be already on site for adjoining tabular road, bridge or culvert construction, then the costs of mob and demob may be included in the non- tabular development cost.

## Road Management Cost

1. A road management cost may be used in the calculation of a tenure obligation adjustment to take into account the licensee's performance of the following activities:
   1. grading,
   2. brush control,
   3. minor surfacing repairs,
   4. sanding,
   5. snowplowing,
   6. ditch maintenance and repair,
   7. replacement of culverts  0.9 m on active roads,
   8. slough removal (confined to ditchline),
   9. deactivation,
   10. minor repairs to roads due to slides, erosion and flood damage,
   11. road use charges except those described in Section 5.5.
2. A road management cost may only be included in the calculation of a tenure obligation adjustment for those parts of a cutting authority area where the logs will be transported over a road by truck.
3. The road management cost is $2.64/m3.

## Road Use Charges

1. A road use charge may be used in the calculation of a tenure obligation adjustment, if:
   1. the road to which the road use charge applies is required to transport logs from the cutting authority area,
   2. the road use charge is not referred to in subsection 2(a), or 2(b) or 2(c) of this section,
   3. the licensee submits to the regional manager with the appraisal data submission:
      1. a completed Request for Approval of a Road Use Charge Form,
      2. a map showing the location of the road and a copy of the written road use agreement, and
      3. written confirmation by the regional manager that the road use charge specified in the application, or an amount specified by the regional manager is approved, and
   4. the term of the road use agreement is completely within the period for which the appraisal or reappraisal shall apply, and
   5. the licensee promises in writing to submit a copy of every auditable monetary transaction evidencing payment by the licensee for road use when that is requested by the regional manager.
2. A road use charge may not be used in the calculation of a tenure obligation adjustment, if it is:
   1. a share of road maintenance charge,
   2. a charge with respect to a road that is declared, determined, built, maintained or modified by the provincial government,
   3. a charge with respect to a road on Crown land.
   4. a charge for a road on an Indian reserve or on private land owned by a third party at arm’s length from the licensee and not subject to a lease held by the licensee, its affiliate or agent of either the licensee or the third party, unless
      1. there is no route capable of being used to build a road at a lower cost through Crown land, and
      2. the charge is:
         1. reasonable,
         2. does not exceed compensation that could be determined under the forestry legislation, and
         3. is established to the satisfaction of the regional manager by the licensee by way of auditable documents.

### Land Use Charge

A land use charge may not be considered in an appraisal or a reappraisal.

## Basic Silviculture Cost

1. Except where basic silviculture performed or to be performed on a cutting authority area is or will be funded by the Crown or an agent of the Crown a basic silviculture cost may be used in the calculation of a tenure obligation adjustment where the licensee is required to perform basic silviculture on the cutting authority area being appraised or reappraised.
2. The basic silviculture cost depends on the geographic location of the cutting authority area being appraised or reappraised as described in Table 5-5.

**Table 5-5: Basic Silviculture Cost**

|  |  |
| --- | --- |
| Where the cutting authority area is located: | The basic silviculture cost  expressed in $/m3 is: |
| Chilliwack Forest District | 6.74 |
| Campbell River Forest District | 3.20 |
| Coast Mountain (North Coast) Forest District | 6.53 |
| North Island - Central Coast Forest District | 5.23 |
| Haida Gwaii Forest District | 6.53 |
| Sunshine Coast Forest District | 3.78 |
| South Island Forest District | 3.00 |
| Sea to Sky (Squamish) Forest District | 4.07 |

## Low Grade Number

1. The forest district low grade fractions by timber species as shown in Table 5-6 shall be used in the calculation of the tenure obligation adjustment to account for the low grade timber that is not subject to the appraised stumpage rate.
2. The low grade fraction for each timber species to be used in the appraisal or reappraisal of the cutting authority area shall be the fraction by timber species by the forest district in which the cutting authority area is located (refer to Table 5-6).
3. The low grade number to be used in the calculation of the tenure obligation adjustment for a cutting authority area being appraised or reappraised is the sum of the products of the net cruise volume of each timber species in the cutting authority area multiplied by the low grade fraction for that species, divided by the total net cruise volume in the cutting authority area.

**Table 5-6: Forest District Low Grade Fractions by Timber Species**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **District** | **BA** | **CE** | **CY** | **FI** | **HE** | **LO** | **SP** | **WH** | **Deciduous** |
| Chilliwack (DCK) | 0.2941 | 0.0490 | 0.1839 | 0.0554 | 0.2761 | 0.2123 | 0.0616 | 0.1989 | 1.0000 |
| Campbell River (DCR) | 0.2305 | 0.0842 | 0.2117 | 0.0376 | 0.2307 | 0.0606 | 0.0492 | 0.1988 | 1.0000 |
| Coast Mountain (North Coast - DNC) | 0.2119 | 0.0461 | 0.2399 | 0.1185 | 0.2719 | 0.0000 | 0.0445 | 0.1185 | 1.0000 |
| North Island-Central Coast  (DNI) | 0.2585 | 0.0856 | 0.2633 | 0.0522 | 0.3119 | 0.1482 | 0.0906 | 0.2406 | 1.0000 |
| Haida Gwaii (DHG) | 0.1366 | 0.0722 | 0.1899 | 0.1366 | 0.3148 | 0.1717 | 0.0464 | 0.1366 | 1.0000 |
| Sunshine Coast (DSC) | 0.1918 | 0.0480 | 0.1467 | 0.0376 | 0.2207 | 0.1781 | 0.0664 | 0.1449 | 1.0000 |
| South Island (DSI) | 0.2009 | 0.0714 | 0.1676 | 0.0293 | 0.2244 | 0.1088 | 0.0390 | 0.2814 | 1.0000 |
| Sea to Sky (Squamish- DSQ) | 0.3265 | 0.0860 | 0.3113 | 0.0818 | 0.3725 | 0.1939 | 0.1520 | 0.4473 | 1.0000 |

## Market Logger Cost

### Market Logger Cost

* + - 1. The market logger cost (MLC) is used in the calculation of the tenure obligation adjustment in an appraisal or reappraisal of a cutting authority area. MLC is expressed in $/m3.
      2. The MLC is calculated as follows:

7.96 (1 − 𝐻𝐻𝐻𝐻) − 𝐵𝐵𝑀𝑀𝐵𝐵𝐵𝐵

𝑀𝑀𝑀𝑀𝑀𝑀 = �

1 − 𝑀𝑀𝐿𝐿

� + 𝑀𝑀𝐵𝐵𝐵𝐵𝐵𝐵𝐶𝐶

where:

HW = Is the fraction of the cutting authority area’s volume harvested by helicopter to a water drop

LG = Low grade number calculated under Section 5.7 BCTS = BCTS cost from Section 5.8.2

CTSSO = Competitive timber sales specified operation cost from Section 5.8.3

### BC Timber Sales Infrastructure and Services

The cost of infrastructure and services provided by BC Timber Sales for competitive timber sale licences (minus specified operations in the MPS data set) is $0.29/m3.

### Competitive Timber Sales Specified Operations Adjustment

The cost of the competitive timber sales specified operation (CTSSO) already included in the competitive timber sale licences that are in the MPS dataset is $0.27/m3.

## Return to Forest Management (RFM)

The return to forest management factor is 1.081.

## Tenure Obligation

1. The tenure obligation adjustment is used to calculate the stumpage rate for a cutting authority other than a timber sale licence entered into under Section 20 of the Act.
2. The final tenure obligation adjustment (FTOA) is calculated as follows:

FTOA = (TOA/(1-LG)) \* RFM - MLC

where:

TOA = inflation adjusted TOA subtotal =

(FPA + LVC + RD + RM + RU +BS) \* (CPI / ACPI)

FPA = forest planning and administration cost LVC = low volume cost

RD = total road development cost RM = road management cost

RU = road use charges cost BS = basic silviculture cost LG = low grade number

RFM = return to forest management MLC = market logger cost

CPI = monthly Consumer Price Index (see Section 4.2) ACPI = average CPI for the cost base year = 160.46

# Stumpage Rate Determination

## Stumpage Rate Calculation for a Cutting Authority Entered into Under Section 20

Sections 6.1.1 through 6.1.3 are the policies and procedures for determining a stumpage rate for a cutting authority that is entered into under Section 20 of the Act.

### Indicated Upset Stumpage Rate (IUSR)

1. Except as provided by subsections (2) and (4) of this section, the IUSR for a timber sale licence shall be:
   1. equal to the IUSR approved by the Executive Director, BC Timber Sales, or
   2. the greater of
      1. seventy percent of the final estimated winning bid (FEWB) for that timber sale licence calculated according to Section 4.5, or
      2. the variable cost to prepare the timber sale (VCU).
2. Where applications for a timber sale licence with an IUSR determined under Section 6.1.1(1) have been invited but no applications have been received, the IUSR determined by the person authorized to determine the stumpage rate for the re- advertised timber sale licence shall not be less than the VCU when that IUSR is requested by the timber sales manager.
3. The IUSR may be advertised as:
   1. an upset rate ($/m3); or
   2. a calculated upset value ($).
4. a. The IUSR for decked timber or partially harvested timber that is administered by BCTS shall be the IUSR requested by the timber sales manager.
5. Where the timber sale is scale-based for billing, the total upset and bonus applies to the coniferous sawlog grades.
6. If the timber sales manager intends to sell the decked timber or partially harvested timber competitively as a lump sum and requiring a bonus offer.
   1. the indicated upset stumpage is the IUSR from (a) of this subsection multiplied by the volume determined by an authorized licenced scaler using a method approved by the minister.
   2. the total upset and bonus applies to the entire volume of decked or partially harvested timber.
7. decked timber and partially harvested timber may be combined in the same BCTS cutting authority.
8. Where the invitation to tender is for a stand as a whole pricing timber sale licence, the upset value ($) is the total net cruise volume of the timber sale licence multiplied by the IUSR derived under subsection of this section.
9. A timber sale licence authorized under Section 6.1.1(5) requires the approval of the Executive Director, BCTS, before it can be cruise-based.
10. The variable cost to prepare the timber for sale (VCU) shall be calculated by the timber sales manager.

### Upset Stumpage Rate

The upset stumpage rate for a timber sale licence is the greater of the:

1. Indicated upset stumpage rate, or
2. Prescribed minimum stumpage rate of $0.25 per cubic metre (BC Regulation 354/87).

### Stumpage Rate

1. The stumpage rate is the total of the upset stumpage rate plus the bonus bid that must be paid by the licensee.
2. Where the cutting authority is stand as a whole pricing under section 6.1.1(5), the stumpage rate is the upset value plus the bonus amount offered, divided by the total net cruise volume.

## Stumpage Rate Calculation for a Cutting Authority Not Entered into Under Section 20 or Not Determined Under Chapter 7

Sections 6.2.1 through 6.2.5 are the policies and procedures for determining a stumpage rate for a cutting authority other than timber sale licence entered into under Section 20 of the Act or a cutting authority for which a stumpage rate is determined under Chapter 7.

### Indicated Rate (IR)

1. The IR is the difference between the final estimated winning bid (FEWB) determined for the cutting authority under Section 4.5 and the tenure obligation adjustment (TOA) determined under Section 5.10.
2. Expressed as an equation:

IR = FEWB – FTOA

### Prescribed Minimum Stumpage Rate

The minimum stumpage rate is prescribed by the Minimum Stumpage Rate Regulation (BC Regulation 354/87). The current minimum stumpage rate is $0.25 per cubic metre.

### Reserve Stumpage Rate

The reserve stumpage rate for a cutting authority is determined by selecting the greater of:

1. the indicated rate, or
2. the prescribed minimum stumpage rate.

### Upset Stumpage Rate

The upset stumpage rate is the total of the reserve stumpage rate plus any administration and silviculture levies which may be charged under Section 7.4.1.

### Total Stumpage Rate

The total stumpage rate is the upset stumpage rate plus the bonus bid, if any, that must be paid by the licensee.

## Stumpage Rate Calculation for a Cutting Authority Appraised Under Chapter 7

Sections 6.3.1 through 6.3.3 are the policies and procedures for determining a stumpage rate for a cutting authority appraised under Chapter 7, unless a full appraisal using the market pricing system is required to calculate the stumpage rate.

### Upset Stumpage Rate (USR)

When the cutting authority is advertised for sale to the highest bidder, the USR is based upon the cutting authority effective date of the appraisal or reappraisal and the appropriate subsection in Chapter 7.

### Indicated Rate (IR)

The IR for a cutting authority is based upon the cutting authority effective date of the appraisal or reappraisal and the appropriate subsection in Chapter 7.

### Reserve Stumpage Rate

The reserve stumpage rate for a cutting authority is determined by selecting the greater of:

1. IUSR under Section 6.3.1.
2. IR under Section 6.3.2; or
3. The prescribed minimum stumpage rate.

### Stumpage Rate

The stumpage rate is the total of the Reserve Stumpage Rate determined under Section

6.3.3 and the following, as applicable:

1. Levies which may be charged under Section 6.4, and
2. Bonus bid and bonus offer

## Levies (Administration, Development, Silviculture)

1. Silviculture Levy
   1. Where the Crown is responsible for basic silviculture on a cutting authority, a silviculture levy may be added to the stumpage rate or the reserve stumpage rate for any or all species and grades
   2. The levy is equal to the District Manager’s or Timber Sales Manager cost estimate of silviculture costs to be incurred by the Crown
2. Development Levy
   1. Where the Crown provides access to a cutting authority, a development levy may be added to the stumpage rate or the reserve stumpage rate for any or all species and grades
   2. The levy is equal to the appraisal cost estimate of road construction provided by the Crown as approved by the Regional Manager
3. Administration Levy
   1. Where the Crown provides administrative activities to prepare a Forestry Licence to Cut for direct award or sale, an administration levy may be added to the stumpage rate or the reserve stumpage rate for any or all species and grades
   2. The levy is equal to the cost estimate of administration provided by the Crown to prepare all details of a Forestry Licence to Cut for award or sale
   3. No levy is applicable to Professional Applications
4. The amount of any levy may be re-determined at reappraisal only

# Miscellaneous Timber Pricing

## Average Stumpage Rates by District and Species

1. a. Subject to Section 7.10(4), the coniferous average sawlog stumpage rates ($/m3) for each species of timber in each forest district of the Coast Area is.

### Table 7-1: District Average Sawlog Stumpage Rates ($/m3)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District** | **Balsam** | **Hemlock** | **Cedar** | **Cypress** | **Fir** | **Spruce** | **Other**  **Species\*** |
| Chilliwack | $24.57 | $37.20 | $43.10 | $35.57 | $38.77 | $13.02 | $35.57 |
| Campbell River | $17.68 | $24.90 | $45.45 | $22.00 | $32.80 | $26.30 | $26.30 |
| Coast Mountain (as per GBRN) | $48.16 | $55.69 | $69.65 | $60.99 | $79.52 | $52.94 | $62.03 |
| North Island - Central Coast | $20.25 | $26.19 | $91.70 | $38.22 | $23.98 | $36.05 | $36.05 |
| Haida Gwaii | $21.22 | $20.34 | $31.92 | $20.70 | $21.22 | $14.01 | $21.22 |
| Sunshine Coast | $45.35 | $61.91 | $76.39 | $70.81 | $79.33 | $70.81 | $70.81 |
| South Island | $39.16 | $47.70 | $75.83 | $44.85 | $57.27 | $52.98 | $52.98 |
| Sea-to-Sky | $31.18 | $33.50 | $38.22 | $35.20 | $37.24 | $35.20 | $35.20 |
| **Coast Area** | $23.19 | $33.31 | $61.86 | $29.31 | $50.46 | $18.36 | $38.48 |

\* - District Average Rate

## Community Forest Agreements and Woodlot Licences

1. a. Except as provided for under Section 7.2.1, the sawlog stumpage rate ($/m3) for each species of coniferous timber and zone harvested under a cutting authority issued under a community forest agreement or woodlot licence and their associated road permits will be:

### Table 7-2: Average Sawlog Stumpage Rates for Community Forest Agreements and Woodlot Licences ($/m3)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Zone** | **Balsam** | **Hemlock** | **Cedar** | **Cypress** | **Fir** | **Spruce** | **Other**  **Species\*** |
| Northern Coast | $6.37 | $6.10 | $9.58 | $6.21 | $6.37 | $4.20 | $6.37 |
| Southern Coast | $6.96 | $10.16 | $19.58 | $9.00 | $15.14 | $8.97 | $11.84 |

\* - Zone Average Rate

1. The Northern Coast Zone is the Haida Gwaii Forest District, Coast Mountain (North Coast) Forest District and that part of the North Island-Central Coast Forest District within TFL 25 and all Crown land within the external boundaries of Timber Supply Blocks 46A, 46B, 46C, 46D, 46E and or 46F of the GBRN Timber Supply Area.
2. The Southern Coast Zone is the Coast Area except the Northern Coast Zone as defined in 1(b).
3. The stumpage rate determined under paragraph (a) of this subsection shall be redetermined on May 1st and November 1st of each year in accordance with this subsection.
4. The sawlog stumpage rate for each species of coniferous timber harvested under a salvage cutting authority issued under a woodlot licence or a community forest agreement is the rate prescribed in the table in Section 7.2(1) for the zone in which the salvage cutting authority applies.
5. Sections 7.3, 7.4, 7.5 and 7.6 do not apply to community forest agreements woodlot licences and associated road permits.
6. Notwithstanding subsections (1) and (3), when a cutting authority is issued under a community forest agreement for the specific purpose to include projects funded by the Forest Enhancement Society of BC, the stumpage rate must be determined through a full appraisal.

### Woodlot Licences with Cutting Authorities under MPS

* + - 1. Where a cutting authority has been issued under a woodlot licence with an effective date after November 30, 2008, with an extended road amortization agreement that has been entered into under Section 5.3.2.1, the stumpage rate will be calculated using the market pricing system.
      2. The sawlog stumpage rate for a road permit is calculated using the procedures in Section

7.3 until a cutting permit has been issued with tabular rates as specified under Section 7.2(1)(a). Stumpage rates for road permits will also change to tabular rates on that date.

* + - 1. Notwithstanding subsection (1), when a cutting authority is issued under a woodlot licence for the specific purpose to include projects funded by the Forest Enhancement Society of BC, the stumpage rate must be determined through a full appraisal.

## Road Permits

1. For the purpose of calculating road permit timber mark stumpage rates, annually, prior to the reappraisal date specified in Section 3.3.2, the Ministry will create a 12-month dataset of all fully appraised cutting authorities and stumpage rates which:
   1. are confirmed in GAS;
   2. were not expired at the beginning of the 12-month period;
   3. are adjusting and;
   4. have had at least 500m3 billed volume in HBS, of Normal billing type, within the most recent 12-month period ending February 28th.
2. The dataset will:
   1. be used to calculate road permit timber mark stumpage rates by:
      1. calculating weighted average stumpage rates where each average stumpage rate is weighted by:
         1. the respective cutting authority’s total net cruise volume and
         2. the amount of time the respective cutting authority’s stumpage rate was in effect relative to the 12-month period.
   2. remain fixed until the next reappraisal date.
3. Notwithstanding subsection (1) and (2) of this section, the stumpage rate for a road permit issued in conjunction with a timber sale licence under Section 20 of the *Act* will be the stumpage rate applicable to the timber sale licence.
4. Notwithstanding subsection (1) and (2) of this section, the stumpage rate for a road permit timber mark associated with:
   1. A Community Forest Agreement or Woodlot Licence will be determined in accordance with Section 7.2 or 7.2.1 as applicable;
   2. A licence within the Great Bear Rainforest North will be determined in accordance with Section 7.10;
5. The stumpage rate for a road permit timber mark associated with a tree farm licence or timber licence which is located within a tree farm licence area is:
   1. the weighted average calculated using cutting authorities issued under the tree farm licence and timber licences which are located within the tree farm licence area in that forest district.
6. The stumpage rate for a road permit timber mark associated with a first nations woodland licence is:
   1. the weighted average calculated using cutting authorities issued under the first nations woodland licence which are located within that forest district.
7. The stumpage rate for a road permit timber mark associated with any other licence issued under the *Forest Act* is:
   1. the weighted average calculated using cutting authorities held by the licensee within the forest district excluding those that are associated with a tree farm licence, timber licenses which are located within the tree farm licence area, or a first nations woodland licence.
8. Where there is no data to calculate the road permit stumpage rate in (5), (6) or (7), then the road permit timber mark stumpage rate will be the other species stumpage rate from table 7-1 for the forest district to which the road permit timber mark applies.
9. Road permit timber mark stumpage rates will be effective on the date the road permit timber mark is issued and reappraised annually in accordance with Section 3.3.2
10. Where a license and associated road permit(s) are transferred to a new licensee, the stumpage rates for the road permit timber mark(s) issued under the transferred road permit(s) will remain unchanged until the next reappraisal date.

## Salvage Logging Stumpage Rates

1. The source of salvaged timber is:
   1. Post-Harvest Material, defined as:
      1. wooden culverts and bridges, and
      2. post-logging residue from an area that meets the requirements of paragraph 7.4(2)(e) of this section.
   2. Damaged Timber, defined as:
      1. blowdown green and aged timber, and
      2. fire, disease, insect or physically damaged timber.
2. The qualifying criteria and methodology for calculating salvage logging stumpage rates for round logs is specified below:
   1. post-harvest material must not be combined in the same cutting authority area with timber damaged through natural events.
   2. except where damage to adjacent or contiguous timber occurs after harvesting is completed on the adjacent primary logging cutting permit area and the harvesting equipment has been demobilized from the area, damaged timber salvage cutting authority areas must be scattered, and not adjacent or contiguous to an existing cutting authority area.
   3. the total cutting authority area for damaged salvage harvesting may vary in size but individual clearcut openings within the cutting authority area shall not exceed three hectares.
   4. only damaged trees and hazard trees as approved by the Ministry may be removed on a damaged timber salvage cutting authority.
   5. post-harvest salvage may only occur after primary logging has been satisfactorily completed and residue and waste assessments have been submitted to and accepted by the Ministry.
   6. salvage cannot occur on a road right-of-way which has an active timber mark associated with it.
3. Where the source of the salvaged timber is damaged timber, the stumpage rate for each species of the salvaged timber will be determined using the Table 7-3 Average Sawlog Stumpage Rates for Salvaged Timber ($/m3) for damaged timber.
4. Where the source of the salvaged timber is post-harvest material, the stumpage rate for each species of timber will be determined using the Table 7-3 Average Sawlog Rates for Salvaged Timber ($/m3) for post-harvest material.

### Table 7-3: Average Sawlog Rates for Salvaged Timber ($/m3)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Source of Salvage Timber** | **Balsam** | **Hemlock** | **Cedar** | **Cypress** | **Fir** | **Spruce** | **Other**  **Species\*** |
| Damaged Timber | $6.25 | $9.61 | $30.76 | $15.20 | $23.03 | $6.43 | $11.72 |
| Post-Harvest Material | $3.91 | $6.01 | $20.51 | $10.14 | $15.36 | $4.28 | $7.33 |

\* - All Species Average Rate

## Cutting Authority Area with Less than 2 500 m3 of Timber Volume

1. Where a cutting authority area has less than 2 500 m3 of timber the stumpage rate may, at the discretion of the regional appraisal coordinator, be determined by using the Table 7-1 District Average Sawlog Stumpage Rates ($/m3) for each of those species in the forest district in which the cutting authority area is located.
2. The stumpage rate determined under this section shall be redetermined in accordance with Section 3.3.7.

## Decked and Partially Harvested Timber for a non-BCTS Cutting Authority

1. When decked timber only is advertised for sale to the highest bidder, the upset stumpage rate for the timber must be the total of the silviculture levy determined under Section 6.4(1) and:
   1. the prescribed minimum stumpage rate if the timber has been decked for over three years, or
   2. 70% of the average sawlog stumpage rate as approved under Section 7.1 for the applicable species and forest district if the timber has been decked for three years or less.
2. When decked timber only is sold directly without the use of the competitive bidding process, the stumpage rate for the timber must be the total of the silviculture levy determined under Section 6.4(1) and:
   1. the damaged timber stumpage rate, as approved under Section 7.4 if the timber has been decked for over three years, or
   2. the average sawlog stumpage rate as approved under Section 7.1 for the applicable species and forest district if the timber has been decked for three years or less.
3. When partially harvested timber only is advertised for sale to the highest bidder the upset stumpage rate for the timber must be the total of the silviculture levy determined under Section 6.4(1) and:
   1. the prescribed minimum stumpage rate, if three years or more have passed since the timber was felled, or
   2. 70% of the damaged timber stumpage rate as approved under Section 7.1 for the applicable species and forest district if less than three years have passed since the timber was felled.
4. When partially harvested timber only is sold directly without the use of the competitive bidding process, the stumpage rate for the timber must be the total of the silviculture levy determined under section 6.4(1) and:
   1. the salvage post- harvest material stumpage rate as approved under section 7.4, if three years or more have passed since the timber was felled, or
   2. the salvage damaged timber stumpage rate as approved under Section 7.4 for the applicable species and forest district if less than three years have passed since the timber was felled.
5. a. Where applications for decked timber or partially harvested timber being sold to the highest bidder have been invited with an upset stumpage rate determined under subsections 1(b), 3(b) or 6(a) of this section and no applications have been received, the upset stumpage rate must be the rate approved by the Regional Executive Director.
6. Where the Regional Executive Director does not anticipate that applications will be received for decked timber or partially harvested timber being sold to the highest bidder due to market conditions or timber profile, the upset stumpage rate determined under subsections 1(b), 3(b) and 6(a) of this section must be the rate approved by the Regional Executive Director.
7. An upset stumpage rate determined under paragraphs (a) or (b) of this subsection must not be less than the district’s variable cost to prepare the timber for sale.
8. a. Where applications for a forestry licence to cut that applies to both decked timber and partially harvested timber have been invited, the upset stumpage rate must be the total of the rate determined using the procedures in subsection (1) of this section, as if the timber was all decked timber and the silviculture levy determined under section 6.4(1).

b. Where a forestry licence to cut that applies to both decked timber and partially harvested timber is entered into directly without the use of the competitive bidding process the stumpage rate must be the total of the rate determined using the procedure in subsection (2) of this section as if the timber was all decked timber and the silviculture levy determined under section 6.4(1).

1. Where the upset stumpage rate or the stumpage rate has been determined using this section the total stumpage rate must be fixed for the term of the cutting authority and all extensions, when the timber is sold with the use of a competitive bid process.
2. An upset stumpage rate calculated under this section must be calculated using the *Coast Appraisal Manual* in effect on the date that the rate is determined (appraisal effective date).

## Linear Tenures

1. For this section:

“Linear tenure” means a licence to cut issued for a:

* 1. right-of-way issued under an authority other than the *Forest Act*, or
  2. a pipeline right-of-way, or
  3. a highway right-of-way for a road administered by the Ministry of Transportation and Infrastructure, or
  4. transmission line, penstock, or powerhouse, or
  5. a forestry licence to cut issued under Section 47.6(3) of the Act in conjunction with a BC Timber Sales road development contract.

“Licensee” means the licensee who has been issued a linear tenure.

1. The stumpage rate for a linear tenure shall be obtained from, Table 7-1 District Average Sawlog Stumpage Rates ($/m3) for the forest district in which the cutting authority area for the linear tenure is located plus a basic silviculture cost adjustment.
2. The basic silviculture cost adjustment for linear tenures is $5.08 per cubic metre.
3. A stumpage rate determined under this section shall be redetermined in accordance with Section 3.3.5.
4. Notwithstanding any other paragraph in this section, if the total volume exceeds 2500 m3 the stumpage rate for a linear tenure may be determined through a full appraisal. Where a stumpage rate has been determined under this subsection, the procedures in Chapter 3 shall apply.

## Controlled Recreation Areas

1. The stumpage rate for a cutting authority area located within a Controlled Recreation Area (CRA) shall be the stumpage rate approved by the director under Section 7.8.1, for the forest region in which the cutting authority area in the CRA is located.
2. A stumpage rate determined under this section shall be redetermined in accordance with Section 3.3.6.
3. Notwithstanding any other paragraph in this section, the stumpage rate for a cutting authority area in a CRA may be determined through a full appraisal. Where a stumpage rate has been determined under this subsection, the procedures in Chapter 3 shall apply.

### CRA Stumpage Rate

1. Timber Pricing Branch shall produce the average appraised sawlog stumpage rate for the Coast Area. This rate is approved by the director for each quarter (January 1, April 1, July 1 and October 1).

## Miscellaneous Stumpage Rates

### Miscellaneous Stumpage Rates

1. Unless otherwise specified in a cutting authority, Table 7-4 in effect on the date of scale shall be used to determine the stumpage rates for deciduous species, low grade logs and timber in specified areas.

### Special Forest Products

1. Unless otherwise specified in a cutting authority, Table 7-5 in effect on the date of scale shall be used to determine the stumpage rates for the specified products from all sources of Crown timber.

### Marine Log Salvage

### Beachcomb

A beachcomb rate may apply to logs salvaged in the Vancouver log salvage district under Part 9 of the Act, and stray logs salvaged elsewhere in coastal waters.

The stumpage rate for beachcomb is listed in Table 7-4.

### Root Buck

A root buck rate may apply to any species where the roots are attached at the time stray logs are salvaged in coastal waters. Excludes logs salvaged from coastal waters within the boundaries of the Coast Mountain (North Coast) Forest District.

The rate for root buck is listed in Table 7-4.

### Wahleach Island Catchment Basin

The stumpage rate for logs salvaged at Wahleach Island catchment basin operated by

B.C. Debris Control Board is listed in Table 7-4.

### Deadhead Logs

A deadhead rate may apply to deadhead logs as defined in the log salvage regulation, salvaged in coastal waters and subject to scaling requirements under part 6 of the Act.

The stumpage rate for deadhead logs is listed in Table 7-4.

**Table 7-4: Miscellaneous Stumpage Rates**

|  |  |  |  |
| --- | --- | --- | --- |
| **Species** | **Product Code** | **Logs** | **Stumpage Rate**  **($/m3)** |
| Deciduous | N/A | All (except grades 'Y', 'Z') | $1.00 |
| Yew, Arbutus, Aspen, Willow | N/A | All | $0.25 |
| Hemlock & Balsam | N/A | Grade 'U' | $0.25 |
| Coniferous | N/A | Grade 'X' | $0.25 |
| All Species | N/A | Grade 'Y' | $0.25 |
| All Species | **RB** | Root buck | $7.80 |
| All Species | N/A | Beachcomb (BC) | $0.70 |
| All Species | N/A | Wahleach Island catchment basin (DH) | $0.25 |
| All Species | N/A | Deadhead logs (DH) | $0.25 |

**Table 7-5: Special Forest Products Stumpage Rates**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Species** | | **Product Code** | **Logs** | | **Stumpage Rate ($/m3)** | |
| All Species | | **CA** | Cants (produced from dead and down post- logging residue) | | $9.60/m3 | |
| All Species | | **FW** | Firewood (round or split) - maximum length  1.2 m | | $1.00/m3 | |
| All Species | | **MT** | Mining Timbers - maximum length 2.4 m | | $3.00/m3 | |
| All Species (except Cedar) | | **PR** | Posts and Rails (split and round) | | $1.20/m3 | |
| Cedar | | **PR** | Posts and Rails (split and round) | | $3.00/m3 | |
| All Species | | **SB** | Shake and Shingle Bolts, Blocks and Blanks | | $5.30/m3 | |
| All Species | | **SK** | Shakes | | $6.00/m3 | |
| All Species | | **SS** | Stakes and Sticks (Car Stakes, Grape Stakes, Hop Poles, Lagging (split, Orchard Props, Pickets and Palings, Stakes and  Stocks (sticks)) | | $1.20/m3 | |
| All Species | | **CH** | Woodchips | | $0.50/m3 | |
| All Species | | **HF** | Hogged tree material | | $0.25/m3 | |
| All Species | | **XM** | Christmas Trees | Height class 1, greater than 5 m  Height class 2, 3 m to 5 m Height class 3, Less than 3 m | $1.50 each  $1.00 each  $0.20 each | |
|  | | | | | | |
|  | Cants are produced from dead and down post-logging material that would not make a sawlog as determined by the regional manager. | | | | |  |

## Great Bear Rainforest North (GBRN)

1. For the purposes of subsection (2) below:
   1. the definition of cutting authority includes a cruise-based road permit and an approved amendment to a cruise-based road permit; and
   2. any cruise-based road permit or approved amendment to a cruise-based road permit must be cruised to the rights of way cruise standards required by the Cruising Manual.
2. Cutting authorities that meet the requirements of Section 2.2.4 and that are not located within that part of Tree Farm Licence No. 25 within the Coast Mountain and North Island - Central Coast Forest Districts, or are not within Forest Licence A91438 or Forest Licence A94535:
   1. for all cutting authorities, except road permits, with an effective date:
      1. prior to June 15, 2016, existing stumpage rates and applicable stumpage adjustments will continue until expiry of the cutting authority.
      2. on or after June 15, 2016, and before January 1, 2017, that do not meet the GBRN cruise-based standards of the Cruising Manual, the stumpage rate shall be determined through a full appraisal.
      3. on or after June 15, 2016, and prior to January 1, 2017, that meet the GBRN cruise-based standards of the Cruising Manual, the stumpage may, at the option of the licensee, be the rate determined through a full appraisal or be the rates by species under subsection 7.10(4).
      4. on or after January 1, 2017, must meet the GBRN cruise-based standards of the Cruising Manual, and the stumpage rates by species under subsection 7.10(4).
   2. for all timber to be harvested under the authority of a road permit:
      1. on or after June 15, 2016, and before January 1, 2017, that was not all cruised under the rights of way cruise standards of the Cruising Manual, the stumpage rates by species shall be as approved by the director under subsection 7.10(4) and shall be based on the information provided by a scale of the timber.
      2. on or after June 15, 2016, and before January 1, 2017, that was all cruised under the rights of way cruise standards of the Cruising Manual, the stumpage rates by species shall be as approved by the director under subsection 7.10(4) and shall be based on the information provided by a cruise of the timber.
      3. on or after January 1, 2017, the stumpage rates by species shall be from subsection 7.10(4) and shall be based on the information provided by a cruise of the timber.
3. Cutting authorities that meet the requirements of Section 2.2.4 and that are located within that part of Tree Farm Licence No. 25 within the Coast Mountain and North Island - Central Coast Forest Districts, or within Forest Licence A91438 or Forest Licence A94535:
   1. for all cutting authorities, except road permits, with an effective date:
      1. prior to June 15, 2016, existing stumpage rates and applicable stumpage adjustments will continue until expiry of the cutting authority.
      2. on or after June 15, 2016, the stumpage rates by species shall be from subsection 7.10(4) and shall be based on the information provided by a scale of the timber.
   2. for timber harvested under the authority of a road permit on or after June 15, 2016, the stumpage rates by species shall be from subsection 7.10(4) and shall be based on the information provided by a scale of the timber.
4. Where the source of the timber is the GBRN, the stumpage rate for each species of the GBRN timber will be determined using Table 7-6 Average Sawlog Stumpage Rates for Great Bear Rainforest North ($/m3).

### Table 7-6: Average Sawlog Stumpage Rates for Great Bear Rainforest North ($/m3)

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Balsam** | **Hemlock** | **Cedar** | **Cypress** | **Fir** | **Spruce** | **Other**  **Species** |
| Great Bear Rainforest North  (GBRN) | $48.16 | $55.69 | $69.65 | $60.99 | $79.52 | $52.94 | $62.03 |

1. For the purposes of determining the amount of stumpage payable in respect of timber removed from the harvest area under a road permit, a cruise-based road permit or an approved amendment to a cruise-based road permit, the volume of timber removed will be determined using information provided by a:
   1. scale of the timber under Sections 7.10(2)(b)(i) and 7.10(3)(b); or
   2. cruise of the timber under Sections 7.10(2)(b)(ii) and (iii).

# Appendices

## Appendix I Equipment and Labour Rates

1. “All Found” Equipment Rates (Source: 2021-2022 B.C. Road Builders & Heavy Construction Association, Equipment Rental Rate Guide (“The Blue Book”))

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 1,2EQUIPMENT  DESCRIPTION | BLUE BOOK SECTION | BLUE BOOK CLASS | BLUE BOOK MODELS  **(this table uses 3-year old machine unless only “out-of- date” model is available)** | $/HR |
| Drilling Equipment - Rock Drill | 1.4 |  | 750 cfm Compressor or Equivalent Tank Drill Outfit (2 Operators included) | 272.95 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 4  45,000 – 50,999  lbs | **Case** CX210B/C/D; **Cat** 320, 320F / FL / GC, 323FL; 325; **Deere** 210G-LC; **Kobelco** SK210LC, SK210LC-10; **Komatsu** HB215LC-1, PC200LC-8, PC210LC-10 / LCi-10;  **Link-Belt** 210-X4 | 166.54 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 5  51,000 – 58,999  lbs | **Case** CX250C, CX250D; **Cat** 323, 325F, 325F L, 326;  **Deere** 245G; 250G-LC; Doosan DX225LC**-5, DX235LCR-**  **5, DX255LC-5 Hitachi** ZX245USLC-5 / 6; **Kobelco**  SK230SRLC-5, SK260LC-10;  **Komatsu** PC210LC-11 / LCi-11, PC228USLC-10, PC240LC-10/11;  **Link-Belt** 210X4LF, 225, 225 MSR, 250-X4;  **Volvo** EC235E L, EC250E, ECR235E | 172.10 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 6  59,000 – 67,999  lbs | **Case** CX300D; **Cat** 326 F/F L, 330 GC; **Deere** 290G-LC;  **Kobelco S**K270SRLC-5; **Komatsu** PC270LC-8; PC290LC-  10; **Link-Belt** 300-X4;  **Volvo** EC250ELC | 192.00 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 7  68,000 – 87,999  lbs | **Case** CX350D; **Cat** 330, 330F L, 335, 335F L, 336, 336 GC, 336 F L, 336F L XE;  **Deere** 300GLC, 345GLC, 350G-LC, 380GLC; Doosan DX300LC-5, DX350LC-5;  **Kobelco** SK300LC-10, SK350LC-10;  **Komatsu** PC290LC-11, PC308USLC-3, PC360LC-/11, PC390LC-10;  **Link-Belt** 250X4LF, 350X4;  **Volvo** EC350EL, EC380E, ECR305CL, ECR355E/EL | 230.73 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 8  88,000 – 95,999  lbs | **Doosan DX420LC-5; Komatsu** PC390LC-11; **Link-Belt**  350X4LF | 244.75 |
| 1Excavator – Heavy Hydraulic | 7.3 | Class 9  96,000 –  102,999 lbs | **Cat** 345CL, 345DL; **Komatsu** PC400LC-7/7EO, PC400LC- 8/-8 VG, PC450LC-8; **Link-Belt** 460LX; **Volvo** EC460BLC  **\*Uses 2007-2012 Model Years** | \*269.12 |
| 1Excavator – Wheel | 7.2 | Class 7  70,000+ lbs | **Cat** M316F | 221.27 |
| 2Forestry – Excavator | 17.4 | Class 1  35,000 – 45,000  lbs (105-110 hp) | **Deere** 160G, 180G; **Hyundai** HX140, HX145, HX160;  **Kobelco** ED160-5; **Link-Belt** 160-X4; **Volvo** EC140EL, EC160EL, ECR145EL | 155.95 |
| 2Forestry – Excavator | 17.4 | Class 2  48,500 – 58,000  lbs (125-150 hp) | **Case** CX210D, CX250D; **Deere** 210G-LC;  **Hyundai** HX180L, HX220L, HX235L; **Kobelco** SK210LC- 10;  **Link-Belt** 210-X4, 250-X4; **Volvo** EC220EL | 171.10 |
| 2Forestry – Excavator | 17.4 | Class 3  55,000 – 72,000  lbs (140-175 hp) | **Case** CX300D; **Cat** 320D, 538, 538LL; **Deere** 250G;  **Hyundai** HX260;  **Kobelco** SK230-SRLT5, SK260, SK270; **Link-Belt** 300-X4;  **Volvo** EC250ELC, EC300ELC, EC235EL | 191.70 |
| 2Forestry – Excavator | 17.4 | Class 4  76,000 lbs (188  hp) | **Kobelco** SK300LC-10 | 207.00 |
| 2Forestry – Excavator | 17.4 | Class 5  60,000 – 86,000  lbs (240 hp) | **Case** CX350D; **Cat 325D FM,** 548, 548LL 558; **Deere**  350G, 3754-D; Hyundai HX330; **Kobelco** SK350LC-10;  **Link-Bel**t 350-X4, 3740 TLN; **Tigercat** 875, LS855D;  **Volvo** EC350EL, ECR355EL | 233.35 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| 2Forestry – Excavator – Road Builders | 17.5 | Class 1  56,900 lbs (128  hp) | **Kobelco** SK210LC | 178.05 |
| 2Forestry – Excavator – Road Builders | 17.5 | Class 2  58,000 – 73,000  lbs (140-153 hp) | **Case** 3240**; Cat** 320D FM; **Hyundai** HX220, HX2200;  **Kobelco** SK260LL-10; **Komatsu** PC210LL-10; **Link-Belt**  3240RBN; **Volvo** EC250E FC | 199.15 |
| 2Forestry – Excavator – Road Builders | 17.5 | Class 3  72,000 – 80,000  lbs (158-180 hp) | **Case** CX250; **Hyundai** HX300, HX3030; **Kobelco** ZX290F- 3; **Link-Belt** 3740RBN,  **Volvo** EC300E FC | 216.15 |
| 2Forestry – Excavator – Road Builders | 17.5 | Class 4  81,500 – 94,000  lbs (220-250 hp) | **Case** CX300, CX350; **Cat** 3250 FM; **Deere** 3754-D;  **Hyundai** HX330, HX3300;  **Komatsu** PC240LL-10; **Link-Belt** 4040RBN, 4640RBN, 5040RBN | 243.10 |
| Grader | 8.1 | Class 6  200-249 FWHP  (149-186 KW) | **Case 865, 865B; Cat** 140K, 140M VHP+, 150, 150 AWD, 160 AWD,160K; **Deere** 670G, 622G, 770G, 772G;  **Komatsu** GD655-6 | 179.80 |
| Lifting Equipment -  Crane | 9.2 | 20 tons (18 tonnes) |  | 129.55 |
| Loader - Front End 4X4 (Gravel) | 10.2 | Class 10  5 cu yd (3.82m3) | **Catterpillar** 966M, 996M XE; **Deere** 744lL; **Hitachi**  ZW310-5B; **Volvo** L120H2 | 192.10 |
| Loader – Front End 4X4 (Logs) | 10.2 | Class 12  6 cu yd (4.59m3) | **Case** 1121F; **Cat** 972M, 972M XE; **Deere** 824K, 824L; Doosan DL450-3; DL450-5;  **Volvo** L180H, L180H2 | 200.45 |
| Skidder – Grapple, Rubber Tired | 17.1 | Class 1  21,000 – 28,000  lbs (104-152 hp) | **\*Cat** 515, 518C;  **\*Clark/Ranger** 666-C, 666-D, F-66, F-66-D, H-66-G;  **\*Deere** 540, 548-D/E/G/GII/GIII; **\*TimberJack** 360-D, 380 A/B/C  **\*Uses 2007 & older model years** | \*110.50 |
| Skidder + Towed Roller –  Vibratory Steel Wheel | 17.1 & 13.6 | 3-4 tons  (2.7-3.6 tonnes) | Section 17.1 Class 1 Skidder (2007 & Older) + Towed Vibratory Steel Wheel, 3-4 tons (2.7-3.6 tonnes) | 125.75 |
| Skidder + Towed Roller – Grid | 17.1 & 13.5 | 32 in. diameter  (813mm) 2  Drum | Section 17.1 Class 1 Skidder (2007 & Older) + Towed Grid Roller, 2 Drums, 32 inch (813mm) diameter | 126.65 |
| Tractor – Crawler | 15.2 | Class 3  85-129.9 FWHP | **Case** 750M, 850M, 1150M; **Cat** D4K2 XL, D6K2 XL-T4;  **Deere** 550K, 650K;  **Dressta/Dresser** TD8S, TD9S | 151.00 |
| Tractor - Crawler | 15.2 | Class 4  130-189.9  FWHP | **Cat** D5, D6N-T4; **Deere** 700K, 700L, 750K, 750L | 193.50 |
| Tractor - Crawler | 15.2 | Class 5  190-259.9  FWHP | **Case** 2050M; **Cat** D6, D6 XE, D6T, D6T-T4; **Deere** 850K,  850L; **Dressta** TD-15M Extra | 243.30 |
| Tractor - Crawler | 15.2 | Class 6  260-359.9  FWHP | **Cat** D7, D8T, D8T-T4;  **Deere** 950K, 1050K; **Dressta** TD25R | 290.30 |
| Tractor - Crawler | 15.2 | Class 7  360-519.9  FWHP | **Cat** D9T, D9T-T4 | 347.60 |
| Truck – Concrete Truck | 4.5 | 8 cu yd (6.1 m3) | Concrete Transit Mix Truck, 8cu yd (6.1m³) | 117.50 |
| Truck – Standard S/A  or Tandem Gravel Dump Truck | 16.1 | 14 cu yd (10.7m3) | Standard haul | 111.05 |
| Truck - Off Highway Heavy Duty Dump Truck – Articulated | 16.8 | **Class 2**  20-24 tonnes  (22-26 tons) | **Bell** B25D, B25E**; Cat** 725C2, **Deere** 260E; **Terex** TA350, TA400; **Volvo** A25G | 174.30 |
| Truck - Off Highway Heavy Duty Dump  Truck – Articulated | 16.8 | **Class 3**  25-29 tonnes  (28-32 tons) | **Bell** B30E; **Cat** 730, 730 EJ, 730C EJ, 740 GC; 740B EJ;  **Deere** 310E, Doosan/Moxy DA30;**Volvo** A30G | 192.15 |
| Truck – Logging (Highway) | 16.2-C | 6 axle unit | 6 Axle Logging Truck (Highway) | 137.90 |
| Truck – Log Self Loading | 16.2-C & 16.3 | 6 axle unit 45,000kg GVW  with 5 ton Crane | Truck – Logging (Highway) and 5 ton (4.5 tonnes) Deck Crane | 151.55 |
| Truck – Lowbed | 16.2-C | 5 axle unit | 25 tonnes approx max load, Tandem tractor and lowbed | 125.95 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Truck – Lowbed | 16.2-C | 7 axle unit | 41 tonnes approx max load, A or B train (or triple axle with booster) | 157.10 |
| Truck – Miscellaneous – Pilot Vehicle | 16.2-A |  | Pilot Vehicle | 64.60 |

1 includes 10% additional cost; 5% for brush guard package and 5% for hydraulic thumb.

2 Excavators equipped with: Heavy Duty Undercarriage (Forestry – Excavator only) or Hi-Walker Undercarriage (Forestry – Excavator – Road Builders only), and includes Guarding Package, 2 Buckets, Hydraulic Thumb & Quick Attachment.

* 1. “All Found” includes all costs, expenses and profits necessary for the project work being undertaken, with an allowance for operator’s wages plus benefits (except for some small equipment). Operators are expected to report to the project site at their own expense unless there is an agreement to the contrary due to project location. Rates include insurance and WorkSafeBC costs.
  2. Units for Equipment Descriptions:
     + Capacity in yards/cubic metres: (Concrete Trucks, Gravel Dump Trucks and Loaders)
     + Number of axles and/or gross vehicle weight in kilograms: (Logging Trucks and Lowbeds)
     + Operating weight in pounds or tonnes: (Excavators, Skidders and Articulated Trucks)
     + Power in flywheel horsepower: (Crawler Tractors and Graders)

1. A Fuel Cost Adjustment of $3.90/hour for On-Road Equipment and $9.10/hour for Off-Road Equipment for fuel price adjustments may be added to the “All-Found” Equipment Rates.
2. Miscellaneous Equipment Rates (Source: 2021-2022 Blue Book)

|  |  |  |  |
| --- | --- | --- | --- |
| **EQUIPMENT DESCRIPTION** | **BLUE BOOK SECTION NUMBER** | **BLUE BOOK CATEGORY** | **\*$/HOUR (Labour not included)** |
| Concrete Mixer | 4.4 | 6 cu ft (0.17 m3) | 8.03 |
| Concrete Vibrator | 4.3 | 12’ to 21’ (3.65m – 6.10m) | 5.29 |
| Powersaw | 11.1 | Over 20+ inch blade; over 57cm3 | 3.80 |

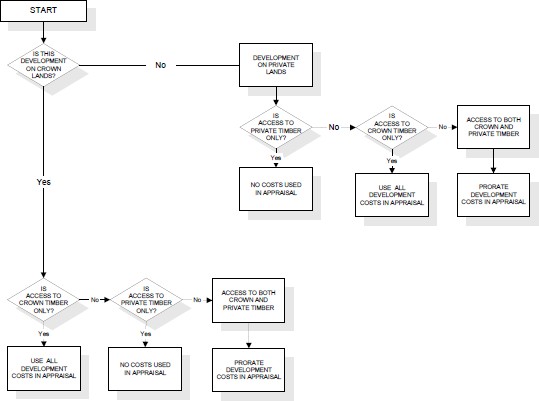
1. Other All Found Equipment Rates

|  |  |
| --- | --- |
| **EQUIPMENT DESCRIPTION** | **$/HOUR** |
| Off Highway Lowbed | 175.00 |
| Truck - Logging (Off-Highway) | 175.00 |
| Log Loader | Use rate for excavator in (a) for equivalent Blue Book category |

1. Wage Rates Effective June 15, 2021. Includes 50% for payroll loading (Source: 2019-24 United Steelworkers Agreement Rates)

|  |  |  |
| --- | --- | --- |
| **LABOUR DESCRIPTION** | **GROUP** | **\*$/HOUR** |
| Labourer | Group I | 48.00 |
| Roadman | Group II | 48.38 |
| Crib/Culvert Maker, Powderman | Group VII | 50.79 |
| Landingman | Group VIII | 51.45 |
| Rockdriller & Powderman (for load & blast only) | Group VII & XI | 105.72 |
| Bridgeman | Tradesman | 64.85 |
| Faller, including powersaw cost |  | 89.53 |

## Appendix II Development Cost Proration



**Appendix III Rock Mass Classification**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Surface Hardness** | **Weathering on Surface** | |  |  |  |
|  | W1 | W2 | W3 | W4 | W5 |
| H2 | R2 | R2 | R2, R3 | R3, R4 | R4, R5 |
| H3 | R3 | R3 | R3, R4 | R4, R5 |  |
| H4 | R4 | R4 | R4, R5 |  |  |
| H5 | R5 | R5 |  |  |  |

Hardness Factors:

|  |  |
| --- | --- |
| H2 | Can be scraped and peeled by a pocket knife with difficulty. Shallow indentations (i.e., 1/16 inch to 1/8 inch) made by firm blow of geological pick. |
| H3 | Cannot be scraped or peeled with a pocket knife. Hand-held specimen can be fractured with single firm blow of hammer end of geological pick. |
| H4 | Hand-held specimen requires more than one blow with hammer end of geological pick to fracture it. |
| H5 | Hand-held specimen is very hard and requires many blows of hammer end of geological pick to fracture it. |

Weathering Factors:

|  |  |
| --- | --- |
| W1 | The rock shows no loss of strength or any other effect of weathering other than slight staining on a few discontinuities\*. |
| W2 | The intact rock is slightly discoloured but not noticeably lower in strength than the fresh rock. The discontinuities are discoloured and some discolouration extends into the rock. |
| W3 | The intact rock is discoloured and noticeably weakened. Discontinuities are stained and/or contain filling comprising altered material. |
| W4 | Discolouration and weakening extends throughout rock mass and rock mass tends to crumble somewhat. Rock can be excavated with geological pick. |
| W5 | The rock is totally discoloured and decomposed and is entirely changed to a soil but the original structure of the rock is mostly preserved. \* The term discontinuities refers to natural breaks, shears or faults in the bedrock  \*The term discontinuities refers to natural breaks, shears or faults in the bedrock. |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Surface Hardness** | **Average Block Diameter** | | |  |  |
|  | 0 to 3" | 3" to 6" | 6" to 1' | 1' to 4' | 4'+ |
| R2 | RMC1 | RMC2 | RMC2 | RMC2 | RMC2 |
| R3 | RMC2 | RMC2 | RMC3 | RMC3 | RMC3 |
| R4 | RMC2 | RMC3 | RMC4 | RMC4 | RMC4 |
| R5 | RMC3 | RMC4 | RMC5 | RMC5 | RMC5 |

Description of RMC Values:

|  |  |
| --- | --- |
| RMC1 | Rock crumbles under firm blows with the point of a geological pick and can be peeled by a pocket knife (R1). The average block diameter is not important. The rock may be harder (R2) but must have an average block diameter of less than 3 inches. This rock can be excavated by free digging or ripping. |
| RMC2 | Rock can be scraped and peeled by a pocket knife with difficulty and shallow indentations (i.e., 1/16 inch to 1/8 inch) can be made by a firm blow of a geological pick (R2) and has an average block diameter greater than 3 inches. The rock may be somewhat harder (R3) but must have an average block diameter less than 6 inches or hard (R4) and have an average block diameter less than 3 inches. The rock is usually rippable. |
| RMC3 | Rock cannot be scraped or peeled with a pocket knife. Hand-held specimen can be fractured with a single firm blow of the hammer end of a geological pick (R3) and has an average block diameter greater than 6 inches. Rock may be harder (R4) but must have an average block diameter of 3 to 6 inches or very hard (R5) and have an average block diameter of less than 3 inches. The rock is usually not rippable. |
| RMC4 | Hand-held specimen requires more than one blow with hammer end of geological pick to fracture (R4) and has an average block diameter greater than 6 inches. Rock may be very hard (R5) but must have an average block diameter of 3 to 6 inches. The rock must be blasted. |
| RMC5 | Hand-held specimen is very hard and requires many blows of the hammer end of a geological pick to fracture it (R5) and has an average block diameter greater than 6 inches. The rock must be blasted. |

## Appendix IV Appraisal Map Content

1. The appraisal map(s) submitted with the appraisal data submission must be at a scale of 1:5000 or 1:10000. Additional maps at other scales may also be included as required.
2. At a minimum, the maps shall provide the following information:
   1. Cutting authority area boundary and block boundaries.
   2. Delineation of timber to be harvested and timber to be retained within the cutting authority area.
   3. Delineation of areas by harvest method.
   4. Delineation of areas where tree crown modification is planned.
   5. The geographic centre of each cutblock and common junction of the cutting authority area for truck haul distance calculations.
   6. Existing roads.
   7. Roads to be constructed.
   8. Location of roads/structures that are the subject of non-tabular development cost projects.
   9. Location, size and types of culverts and bridges.
3. For appraisal data submission where an extension is requested reference may be made to the original map submitted.
4. The appraisal map may be attached to the initial appraisal data submission in electronic format prior to the cutting permit being approved.
5. For the post-harvest ADS, reference may be made to the map(s) submitted within the initial ADS. Any change to the harvest plan or harvest area during the term of the cutting authority must be mapped and submitted in accordance with Section 2.3.2 within the post-harvest ADS.

## Appendix V Appraisal Log Dump

**Chilliwack Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: Chilliwack** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Coquitlam, Pacific Custom Log Sort | COPA | 49 | 13 | 22 | 122 | 50 | 35 |
| Delta, Northwest Hardwoods | DENH | 49 | 08 | 26 | 123 | 02 | 18 |
| Whonnock, Pioneer | WHON | 49 | 10 | 17 | 122 | 29 | 2 |
| Haney, Northview Sort | HANO | 49 | 12 | 33 | 122 | 35 | 53 |
| Harrison Bay DLS | HABA | 49 | 14 | 45 | 121 | 57 | 25 |
| Harrison Lake - 20 Mile Bay | HLTM | 49 | 31 | 29 | 121 | 53 | 01 |
| Harrison Lake - Bear Creek | HLBC | 49 | 31 | 38 | 121 | 45 | 41 |
| Harrison Lake – Head | HLHE | 49 | 44 | 14 | 122 | 08 | 49 |
| Harrison Lake - Silver River DLS | HLSR | 49 | 34 | 33 | 121 | 49 | 16 |
| Harrison Lake - Trio Creek (Westwood Bay) | HLTC | 49 | 37 | 56 | 121 | 58 | 07 |
| Hatzic, Dyke Road | HADR | 49 | 08 | 46 | 122 | 14 | 42 |
| Indian Arm | INDA | 49 | 27 | 50 | 122 | 52 | 39 |
| Pitt Lake – Head | PLHE | 49 | 32 | 32 | 122 | 35 | 48 |
| Port Coquitlam, Valiant Sort | POCO | 49 | 14 | 47 | 122 | 44 | 09 |
| Sardis, Cattermole DLS | SACA | 49 | 08 | 32 | 122 | 03 | 35 |
| Sardis, Probyn DLS | SAPR | 49 | 08 | 35 | 122 | 04 | 26 |

**Sunshine Coast Forest District**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **District: Sunshine Coast** | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | |
| **Latitude** | | **Longitude** | |
| **Degrees** | **Minute s** | **Degrees** | **Minute s** |
| Agamemnon Channel - Ruby Lake | AGRU | 49 | 45 | 123 | 59 |
| Agamemnon Channel - Sakinaw Lake DLS | AGSA | 49 | 39 | 124 | 04 |
| Agamemnon Channel - Kokomo Lake | AGKO | 49 | 41 | 124 | 03 |
| Agamemnon Channel - Acadia Creek | AGAC | 49 | 42 | 124 | 02 |
| Agamemnon Channel - West Lake | AGWE | 49 | 44 | 124 | 03 |
| Bute Inlet - Amour Point | BUAM | 50 | 32 | 125 | 00 |
| Bute Inlet - Bear Bay | BUBE | 50 | 50 | 124 | 57 |
| Bute Inlet - Clipper Point | BUCL | 50 | 32 | 124 | 56 |
| Bute Inlet - Hare Creek | BUHA | 50 | 30 | 124 | 58 |
| Bute Inlet - Homathko | BUHO | 50 | 54 | 124 | 51 |
| Bute Inlet - Mellersh | BUME | 50 | 46 | 124 | 57 |
| Bute Inlet - Mellersh 2 | BUMF | 50 | 45 | 124 | 57 |
| Bute Inlet - Mellersh 3 | BUMG | 50 | 45 | 124 | 56 |
| Bute Inlet - Moh Creek | BUMO | 50 | 31 | 125 | 02 |
| Bute Inlet - Orford Bay | BUOR | 50 | 36 | 124 | 52 |
| Bute Inlet - Paradise River | BUPA | 50 | 35 | 124 | 57 |
| Bute Inlet - Purcell Point | BUPU | 50 | 46 | 124 | 52 |
| Bute Inlet - Scott Paper (Homathko River) | BUSC | 50 | 56 | 124 | 51 |
| Bute Inlet - Stuart Island | BUST | 50 | 22 | 125 | 06 |
| Calm Channel - Churchhouse | CACH | 50 | 20 | 125 | 04 |
| Calm Channel - Raza Island | CARA | 50 | 18 | 125 | 01 |
| Cortes Island - Gorge Harbour | COGO | 50 | 06 | 125 | 00 |
| Desolation Sound - Theodosia Inlet | DETH | 50 | 04 | 124 | 41 |
| Homfray Channel - Attwood Bay | HOAB | 50 | 19 | 124 | 40 |
| Homfray Channel - Homfray Creek | HOHO | 50 | 17 | 124 | 38 |
| Jervis Inlet - Dacres Point | JEDP | 49 | 49 | 123 | 55 |
| Jervis Inlet - Deserted Bay | JEDB | 50 | 05 | 123 | 45 |
| Jervis Inlet - Glacial Creek | JEGC | 50 | 00 | 123 | 54 |
| Jervis Inlet - Glacial Creek North | JEGN | 50 | 01 | 123 | 52 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Jervis Inlet - Granville Bay DLS | JEGR | 49 | 50 | 123 | 59 |
| Jervis Inlet - Hardy Island | JEHA | 49 | 44 | 124 | 11 |
| Jervis Inlet - Hunaechin River DLS | JEHU | 50 | 12 | 123 | 58 |
| Jervis Inlet - Killam Bay | JEKI | 49 | 46 | 123 | 55 |
| Jervis Inlet - Nelson Island, Annis Bay North | JENN | 49 | 46 | 124 | 00 |
| Jervis Inlet - Nelson Island, Vanguard Bay | JEVA | 49 | 45 | 124 | 06 |
| Jervis Inlet - Perketts Creek | JEPE | 49 | 52 | 123 | 52 |
| Jervis Inlet - Potato Creek | JEPO | 50 | 08 | 123 | 48 |
| Jervis Inlet - Queens Reach, Smanit Creek | JEQU | 50 | 10 | 123 | 56 |
| Jervis Inlet - Saltery Bay | JESA | 49 | 46 | 124 | 10 |
| Jervis Inlet - Seshal Creek | JESE | 50 | 01 | 123 | 55 |
| Jervis Inlet - St. Vincent Bay DLS | JESV | 49 | 48 | 124 | 05 |
| Jervis Inlet - Stakawus Creek DLS | JEST | 50 | 04 | 123 | 46 |
| Jervis Inlet - Treat Creek | JETC | 49 | 50 | 123 | 52 |
| Jervis Inlet - Vancouver Bay | JEVB | 49 | 55 | 123 | 51 |
| Malaspina Peninsula - Lund | MPLU | 49 | 58 | 124 | 45 |
| Malaspina Peninsula - Steamboat Bay | MPSB | 50 | 00 | 124 | 47 |
| Malaspina Peninsula East - Malaspina Inlet | MPMI | 50 | 02 | 124 | 47 |
| Malaspina Peninsula East - Okeover Inlet | MPOI | 49 | 59 | 124 | 41 |
| Malaspina Strait - Stillwater Bay - Stillwater DLS | MSSB | 49 | 46 | 124 | 18 |
| Malaspina Strait - Lang Bay | MSLB | 49 | 46 | 124 | 21 |
| Maurelle Island - East-West Bay | MIEW | 50 | 18 | 125 | 06 |
| Maurelle Island - Florence Cove (Hole in the Wall) | MIFC | 50 | 18 | 125 | 09 |
| Maurelle Island – West Side | MIWS | 50 | 15 | 125 | 10 |
| Nelson Island - Fearney Point | NIFP | 49 | 39 | 124 | 06 |
| Nelson Island - Cockburn Bay | NICB | 49 | 41 | 124 | 11 |
| Powell River - Powell River Mill | PLPR | 49 | 52 | 124 | 33 |
| Princess Royal Reach - Brittain River North | PRBR | 49 | 59 | 123 | 59 |
| Pryce Channel | PRYC | 50 | 19 | 124 | 53 |
| Ramsay Arm - Quatum Bay | RAQU | 50 | 23 | 124 | 56 |
| Ramsay Arm - Ramsay Head | RARH | 50 | 26 | 124 | 59 |
| Ramsay Arm - Head | RAHE | 50 | 27 | 125 | 00 |
| Raza Passage - Francis Bay | RAZA | 50 | 21 | 125 | 02 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Read Island - Evans Bay | RIEB | 50 | 13 | 125 | 04 |
| Salmon Inlet - Camp "L" DLS | SICL | 49 | 40 | 123 | 32 |
| Salmon Inlet - Clowhom Falls DLS | SICF | 49 | 42 | 123 | 31 |
| Salmon Inlet - Misery Creek | SIMC | 49 | 40 | 123 | 34 |
| Sechelt - Narrows Inlet - Tzoonie Narrows | SNTN | 49 | 42 | 123 | 46 |
| Sechelt Inlet - Clipper Point (Piper Point) DLS | SICP | 49 | 33 | 123 | 47 |
| Sechelt Inlet - Doriston | SIDO | 49 | 42 | 123 | 53 |
| Sechelt Inlet - Kunechin Point | SIKP | 49 | 39 | 123 | 49 |
| Sechelt Inlet - Nine Mile Point | SINM | 49 | 36 | 123 | 46 |
| Sechelt Inlet - Oyster Bay | SIOB | 49 | 34 | 123 | 48 |
| Sechelt Inlet - Powerlines | SIPO | 49 | 39 | 123 | 52 |
| Sechelt Inlet - Skaiakos Point | SESP | 49 | 36 | 123 | 49 |
| Sechelt Inlet - Snake Bay (Carlson Point) | SISN | 49 | 32 | 123 | 47 |
| Sechelt Pen. - Skookumchuck Narrows,  Earle Creek | SPSN | 49 | 44 | 123 | 53 |
| Texada Island - Anderson Bay | TIAB | 49 | 31 | 124 | 08 |
| Texada Island - Cook Bay | TICB | 49 | 32 | 124 | 15 |
| Texada Island - Mount Bay | TIMB | 49 | 38 | 124 | 26 |
| Thornbrough Channel - Avalon DLS | TCAV | 49 | 30 | 123 | 29 |
| Thornbrough Channel - McNab Creek | TCMC | 49 | 33 | 123 | 23 |
| Thornbrough Channel - Terminal DLS | TCTE | 49 | 27 | 123 | 28 |
| Thornbrough Channel - Twin Creeks DLS | TCTC | 49 | 28 | 123 | 29 |
| Toba Inlet - Higgins Bay | TOHB | 50 | 22 | 124 | 40 |
| West Redonda Island - Desolation | WRDE | 50 | 08 | 124 | 46 |
| West Redonda Island - Doctor Bay | WRDB | 50 | 15 | 124 | 49 |
| West Redonda Island - Lewis Channel | WRLC | 50 | 12 | 124 | 56 |
| West Redonda Island - Redonda Bay | WRRB | 50 | 15 | 124 | 57 |
| West Redonda Island - Talbot Cove | WRTC | 50 | 10 | 124 | 52 |
| West Redonda Island - Teakerne Arm | WRTA | 50 | 11 | 124 | 49 |

**Sea to Sky (Squamish) Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: Sea to Sky (Squamish)** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Squamish Mills DLS | SQUA | 49 | 41 | 07 | 123 | 09 | 25 |
| West Barr DLS | WBAR | 49 | 42 | 02 | 123 | 10 | 08 |
| Watts Point DLS | WATT | 49 | 39 | 20 | 123 | 12 | 57 |
| Harrison Lake – Head[2](#_bookmark124) | HLHE | 49 | 44 | 14 | 122 | 08 | 49 |
| Indian Arm[3](#_bookmark125) | INDA | 49 | 27 | 50 | 122 | 52 | 39 |

2 Located in Chilliwack F.D., but can be used for Sea to Sky (Squamish) Forest District appraisals.

3 Same as footnote 5 above.

**Haida Gwaii Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: Haida Gwaii** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Cumshewa Inlet - Beatty Anchorage, Louise Island DLS | CUBE | 53 | 01 | 29 | 131 | 53 | 49 |
| Masset Inlet - Collison Point Dump | MICP | 53 | 47 | 08 | 132 | 13 | 23 |
| Masset Inlet - Dinan Bay DLS | MIDB | 53 | 41 | 42 | 132 | 36 | 13 |
| Masset Inlet - Ferguson Bay DLS | MIFB | 53 | 40 | 13 | 132 | 17 | 25 |
| Masset Inlet – McClinton Bay DLS | MIMB | 53 | 38 | 53 | 132 | 35 | 27 |
| Masset Inlet – Port Clements, Abfam Mill | MIAM | 53 | 42 | 00 | 132 | 10 | 20 |
| Masset Inlet – Port Clements, O'Brien DLS | MIOB | 53 | 42 | 07 | 132 | 10 | 13 |
| Naden Harbour – Colnett Point DLS | NHCP | 53 | 58 | 34 | 132 | 40 | 22 |
| Naden Harbour - Davidson DLS | NHDA | 53 | 59 | 33 | 132 | 34 | 13 |
| Rennell Sound - Clonard Bay Dump | RSCB | 53 | 20 | 58 | 132 | 30 | 41 |
| Rennell Sound - Rennell Sound DLS | RSRS | 53 | 21 | 28 | 132 | 27 | 44 |
| Sewell Inlet - Sewell Inlet DLS | SISI | 52 | 52 | 42 | 131 | 58 | 28 |
| Skidegate inlet - Alliford Bay DLS | SIAB | 53 | 12 | 23 | 131 | 59 | 01 |
| Skidegate Inlet - Long Inlet, Lagins Creek | SILI | 53 | 13 | 27 | 132 | 18 | 47 |
| Skidegate Inlet– Queen Charlotte City, Skidegate DLS | SIQC | 53 | 15 | 05 | 132 | 06 | 24 |
| Skidegate Inlet - South Bay DLS (South of Sandilands Island) | SISB | 53 | 09 | 37 | 132 | 04 | 02 |
| Van Inlet - (South of Rennell Sound) | VIRS | 53 | 17 | 07 | 132 | 30 | 22 |

**Coast Mountain (North Coast) Forest District**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **District: Coast Mountain (North Coast)** | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | |
| **Latitude** | | **Longitude** | |
| **Degrees** | **Minutes** | **Degrees** | **Minutes** |
| Alan Reach - Collins Bay DLS | ARCO | 53 | 33 | 128 | 44 |
| Alan Reach - Ochwe Bay, Paril Creek Log Dump | ALOC | 53 | 29 | 128 | 46 |
| Alan Reach - Proposed BCTS | ALTS | 53 | 25 | 128 | 34 |
| Alice Arm - Kitsault | ALKI | 55 | 28 | 129 | 27 |
| Alice Arm - Proposed BCTS | AATS | 55 | 28 | 129 | 29 |
| Banks Island - Banks Island DLS, Donaldson Lake | BADO | 53 | 28 | 130 | 02 |
| Banks Island - Patterson Inlet | BAPA | 53 | 26 | 129 | 46 |
| Devastation Channel - Heysham Creek – BCTS | DVHE | 53 | 35 | 128 | 48 |
| Devastation Channel - Verney Pass Log Dump | DVVE | 53 | 32 | 128 | 51 |
| Devastation Channel - Weewanie Creek | DVWE | 53 | 41 | 128 | 47 |
| Douglas Channel - Kitkiata - BCTS | DOKI | 53 | 38 | 129 | 15 |
| Douglas Channel - Little Tillhorn DLS | DOTI | 53 | 33 | 129 | 10 |
| Ecxstall River - Cuthbert Creek DLS | ETCC | 54 | 05 | 129 | 51 |
| Grenville Channel - Farrant Island Log Dump | GRFA | 53 | 19 | 129 | 23 |
| Grenville Channel - Baker Inlet | GRBA | 53 | 48 | 129 | 53 |
| Kaien Island - Kaien Island DLS | KAIS | 54 | 18 | 130 | 15 |
| Kennedy Island - Kennedy Island DLS | KEIS | 54 | 03 | 130 | 09 |
| Kumealon Inlet - Kumealon DLS | KUIN | 53 | 52 | 129 | 59 |
| Nass Bay - Mill Bay | NBMB | 55 | 00 | 129 | 52 |
| Nass Bay - Welda Creek | NBWC | 54 | 56 | 129 | 52 |
| Pearse Island - Dogfish Bite | PIDB | 55 | 01 | 130 | 11 |
| Pitt Island - Captain's Cove | PICC | 53 | 48 | 130 | 11 |
| Pitt Island (South) - Payne Channel Log Dump | PIPC | 53 | 19 | 129 | 28 |
| Porcher Island - Hunts Island - BCTS | POHI | 54 | 03 | 130 | 33 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Porcher Island - Oona River | POOR | 53 | 56 | 130 | 15 |
| Porcher Island - Porcher Inlet (North) – BCTS | POPN | 53 | 59 | 130 | 25 |
| Porcher Island - Porcher Inlet (South) – BCTS | POPS | 53 | 58 | 130 | 24 |
| Port Edward - Bawey Wood Products | PEBW | 54 | 14 | 130 | 17 |
| Port Edward - Galloway Rapids | PEGR | 54 | 14 | 130 | 16 |
| Port Simpson - Stumaun Bay DLS | PSSB | 54 | 33 | 130 | 23 |
| Portland Canal - Donahue Creek (BCTS) | PCDC | 55 | 28 | 130 | 02 |
| Portland Canal - Swamp Point | PCSP | 55 | 23 | 130 | 01 |
| Portland Inlet - BCTS - Sommerville Island | PISI | 54 | 46 | 130 | 13 |
| Portland Inlet - Nasoga Gulf, Chambers Creek | PING | 54 | 53 | 130 | 03 |
| Prince Rupert - Sabre Marine | PRSM | 54 | 19 | 130 | 16 |
| Princess Royal Channel - Fraser Reach #2 | PRCF | 53 | 15 | 128 | 51 |
| Princess Royal Channel -Fraser Reach #1 | PRFR | 53 | 16 | 128 | 53 |
| Princess Royal Island - Chapple Inlet DLS | PRCI | 52 | 57 | 129 | 08 |
| Princess Royal Island - Head of Surf Inlet Log Dump | PRHS | 53 | 01 | 128 | 54 |
| Princess Royal Island - Surf Inlet | PRSI | 53 | 01 | 128 | 54 |
| Princess Royal Island - Surf Inlet Log Dump | PRSD | 53 | 01 | 128 | 54 |
| Princess Royal Island - Surf Inlet, Cedar Creek Log Dump | PRCC | 53 | 01 | 128 | 56 |
| Princess Royal Island - Triven Point – BCTS | PRTP | 53 | 18 | 129 | 01 |
| Quatoon Inlet | QUIN | 54 | 27 | 130 | 05 |
| Ridley Island | RIIS | 54 | 13 | 130 | 19 |
| Ridley Island - Ridley Island DLS | RIRI | 54 | 14 | 130 | 18 |
| Scotia River - Scotia River DLS | SRSR | 54 | 10 | 129 | 38 |
| Skeena River - Alder Creek DLS | SRAC | 54 | 14 | 129 | 25 |
| Sommerville Island - BCTS - Steamer Passage (east) | SISP | 54 | 42 | 130 | 15 |
| Sommerville Island - BCTS - Steamer Passage (west) | SISQ | 54 | 42 | 130 | 18 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Steamer Passage - Crow Lagoon | SPCL | 54 | 42 | 130 | 13 |
| Triumph Bay - Trip Creek Log Dump | TBTC | 53 | 28 | 128 | 42 |
| Triumph Bay - Triumph Bay DLS | TBTB | 53 | 26 | 128 | 41 |
| Ursula Channel - Bishop Bay Log Dump | UCBB | 53 | 26 | 128 | 53 |
| Ursula Channel - East Gribble Island  Log Dump | UCGI | 53 | 21 | 128 | 55 |
| Ursula Channel - Goat Harbour | UCGH | 53 | 21 | 128 | 50 |
| Ursula Channel - Proposed BCTS | UCTS | 53 | 29 | 128 | 57 |
| Ursula Channel - Riordan Creek Log Dump | UCRC | 53 | 26 | 128 | 57 |
| Verney Passage - Cheenis Creek | VPCC | 53 | 33 | 129 | 01 |
| Whale Channel - Cornwall Inlet, Drake Inlet Log Dump | WCDI | 53 | 08 | 128 | 58 |
| Work Channel - Bill Lake | WCBL | 54 | 23 | 130 | 05 |
| Work Channel - Marion Creek | WCMC | 54 | 21 | 130 | 03 |
| Work Channel - Union Inlet | WCUI | 54 | 33 | 130 | 24 |

**Campbell River Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: Campbell River** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Bligh Island | BLIS | 49 | 40 | 34 | 126 | 31 | 51 |
| Brooks Bay - Cordero Channel | BRCO | 50 | 27 | 20 | 125 | 25 | 45 |
| Bute Inlet – East of Estero Basin (Egerton) | BUES | 50 | 30 | 12 | 125 | 06 | 30 |
| Call Inlet - Head of Call Inlet (south side) | CAHS | 50 | 37 | 37 | 125 | 56 | 56 |
| Call Inlet - Head of Call Inlet (north side) | CAHN | 50 | 38 | 22 | 125 | 58 | 54 |
| Call Inlet (North) - Call Inlet | CACN | 50 | 36 | 33 | 126 | 06 | 03 |
| Call Inlet (South) - Call Inlet | CACS | 50 | 35 | 35 | 126 | 06 | 23 |
| Chancellor Channel - Darcy Point South | CHDA | 50 | 25 | 25 | 125 | 42 | 01 |
| Comox | COMO | 49 | 39 |  | 124 | 55 |  |
| Cordero Channel - Cordero 1 | COCO | 50 | 26 | 35 | 125 | 33 | 21 |
| Discovery Passage - Elk Bay | DIEB | 50 | 16 | 38 | 125 | 26 | 16 |
| Discovery Passage - Menzies Bay | DIMB | 50 | 07 | 28 | 125 | 23 | 15 |
| Discovery Passage - West Sonora Island | DIWS | 50 | 19 | 00 | 125 | 24 | 09 |
| East Thurlow Island - Bickley Bay | ETBB | 50 | 26 | 52 | 125 | 24 | 06 |
| East Thurlow Island - Crawford Anchorage, Erasmus Island | ETCA | 50 | 25 | 50 | 125 | 27 | 56 |
| East Thurlow Island - Hemming Bay | ETHB | 50 | 24 | 01 | 125 | 22 | 47 |
| East Thurlow Island - Turn Harbour | ETTH | 50 | 21 | 11 | 125 | 28 | 18 |
| Esperanza Inlet - Port Eliza | ESPE | 49 | 52 | 13 | 127 | 00 | 32 |
| Esperanza Inlet - Port Eliza, Weasel Creek | ESWC | 49 | 56 | 12 | 127 | 02 | 25 |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Espinosa Inlet - Mid Espinosa Inlet | ESME | 49 | 55 | 42 | 126 | 56 | 32 |
| Espinosa Inlet - South Espinoza | ESSE | 49 | 53 | 26 | 126 | 54 | 56 |
| Frederick Arm | FRED | 50 | 30 | 18 | 125 | 15 | 29 |
| Frederick Arm - Egerton Creek South | FAEC | 50 | 29 | 04 | 125 | 15 | 00 |
| Hardwicke Island – South East at Chancellor Channel | HACC | 50 | 25 | 12 | 125 | 45 | 50 |
| Johnstone Strait - Bear Bay | JSBB | 50 | 21 | 38 | 125 | 39 | 09 |
| Johnstone Strait - Eve River | JSER | 50 | 28 | 06 | 126 | 17 | 21 |
| Johnstone Strait - Hardwicke Island South West | JSHI | 50 | 24 | 56 | 125 | 55 | 20 |
| Johnstone Strait – Havannah Channel, South of East Cracroft Island | JSHA | 50 | 31 | 55 | 126 | 13 | 33 |
| Johnstone Strait - Kelsey Bay | JSKB | 50 | 23 | 49 | 125 | 57 | 40 |
| Johnstone Strait - Naka Creek | JSNC | 50 | 28 | 38 | 126 | 25 | 16 |
| Johnstone Strait - Port Neville Head | JSPH | 50 | 33 | 04 | 125 | 57 | 47 |
| Johnstone Strait - Port Neville West | JSPW | 50 | 31 | 05 | 126 | 04 | 14 |
| Johnstone Strait - South East Bay | JSSE | 50 | 27 | 41 | 126 | 11 | 58 |
| Kyuquot Channel – Cachalot Inlet | KYCA | 50 | 00 | 03 | 127 | 10 | 15 |
| Kyuquot Sound - Amai Inlet | KYAM | 50 | 01 | 27 | 127 | 10 | 23 |
| Kyuquot Sound - Chamiss Bay | KYCH | 50 | 04 | 01 | 127 | 17 | 11 |
| Kyuquot Sound - Eelstow Passage | KYEE | 50 | 06 | 04 | 127 | 10 | 35 |
| Kyuquot Sound - Hohoae Island | KYHO | 50 | 02 | 00 | 127 | 14 | 00 |
| Kyuquot Sound - Kashutl River | KYKA | 50 | 11 | 06 | 127 | 18 | 02 |
| Kyuquot Sound - Kauwinch River, Kashutl Inlet | KYKR | 50 | 08 | 12 | 127 | 15 | 56 |
| Kyuquot Sound - Tahsish Inlet | KYTA | 50 | 06 | 11 | 127 | 05 | 47 |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Kyuquot Sound - Union Island East | KYUE | 50 | 01 | 33 | 127 | 14 | 31 |
| Kyuquot Sound - Union Island West | KYUW | 50 | 00 | 58 | 127 | 18 | 51 |
| Loughborough Inlet - Cooper Reach East | LICR | 50 | 41 | 44 | 125 | 26 | 48 |
| Loughborough Inlet - Beaver | LIBE | 50 | 30 | 02 | 125 | 37 | 32 |
| Loughborough Inlet - Heydon Bay | LIHB | 50 | 34 | 53 | 125 | 34 | 14 |
| Loughborough Inlet - Poison Creek | LIPC | 50 | 38 | 07 | 125 | 31 | 40 |
| Loughborough Inlet - Poison (North) | LIPN | 50 | 39 | 15 | 125 | 30 | 51 |
| Loughborough Inlet - Poison (South) | LIPS | 50 | 36 | 32 | 125 | 31 | 59 |
| Loughborough Inlet (Head) - Stafford Lake | LISL | 50 | 42 | 52 | 125 | 28 | 24 |
| Loughborough Inlet - Styles | LIST | 50 | 26 | 58 | 125 | 37 | 12 |
| Muchalat Inlet - Gold River DLS | MUGR | 49 | 40 | 51 | 126 | 07 | 11 |
| Muchalat Inlet - Houston River | MUHR | 49 | 38 | 17 | 126 | 16 | 51 |
| Muchalat Inlet - Jacklah River | MUJR | 49 | 39 | 05 | 126 | 09 | 30 |
| Muchalat Inlet - Kleeptee Creek, North of Gore Island | MUKC | 49 | 39 | 29 | 126 | 22 | 47 |
| Muchalat Inlet - McCurdy Creek | MUMC | 49 | 40 | 22 | 126 | 10 | 56 |
| Muchalat Inlet - Silverado Creek | MUSC | 49 | 37 | 55 | 126 | 21 | 45 |
| Muchalat Inlet (Head) - Matchlee Bay east | MUME | 49 | 39 | 07 | 126 | 05 | 15 |
| Muchalat Inlet (Head) - Matchlee Bay west | MUMW | 49 | 36 | 52 | 126 | 03 | 26 |
| Muchalat Inlet (Head) - Matchlee Bay,  Burman River | MUMB | 49 | 37 | 19 | 126 | 02 | 55 |
| Nodales Channel - Extension | NOEX | 50 | 25 | 02 | 125 | 18 | 15 |
| Nodales Channel - Wyssen | NOWY | 50 | 24 | 56 | 125 | 18 | 29 |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Nootka Island - Blowhole Bay | NIBB | 49 | 49 | 40 | 126 | 40 | 34 |
| Nootka Island - Brodick Creek, Esperanza Inlet | NIBC | 49 | 51 | 02 | 126 | 52 | 25 |
| Nootka Island - Kendrick Inlet DLS | NIKI | 49 | 43 | 29 | 126 | 38 | 59 |
| Nootka Island - Kendrick Inlet, Plumper Harbour | NIPH | 49 | 41 | 21 | 126 | 37 | 46 |
| Nootka Sound - Bligh Island, South of Conception Point | NSBI | 49 | 39 | 30 | 126 | 29 | 44 |
| North Kanish | NOKA | 50 | 15 | 28 | 125 | 19 | 03 |
| Phillips Arm - Fanny Bay | PAFB | 50 | 31 | 53 | 125 | 23 | 53 |
| Phillips Arm - Phillips Arm South | PAPA | 50 | 30 | 07 | 125 | 21 | 15 |
| Portland - Nodales Channel | PONC | 50 | 26 | 17 | 125 | 17 | 48 |
| Quadra Island - Chonat Bay | QICB | 50 | 18 | 10 | 125 | 16 | 59 |
| Quadra Island - Gowland Harbour | QIGH | 50 | 05 | 56 | 125 | 15 | 15 |
| Quadra Island - Kanish Bay | QIKB | 50 | 14 | 38 | 125 | 21 | 13 |
| Quadra Island - Plumper Bay | QIPB | 50 | 10 | 00 | 125 | 20 | 11 |
| Royston | ROYS | 49 | 39 | 09 | 124 | 57 | 11 |
| Sonora Island - Horn Bay, North of Sonora Island | SIHB | 50 | 25 | 20 | 125 | 12 | 24 |
| Sonora Island – Woods Bay | SOWO | 50 | 18 | 56 | 125 | 17 | 39 |
| Sunderland Channel – Hill Point, Topaze Harbour | SCJB | 50 | 31 | 01 | 125 | 45 | 24 |
| Sunderland Channel - Topaze  Harbour, Jackson Bay | SCTH | 50 | 31 | 18 | 125 | 49 | 35 |
| Tahsis Inlet - Tsowwin River | TITR | 49 | 46 | 26 | 126 | 38 | 06 |
| Tahsis Inlet - West Tahsis | TIWT | 49 | 52 | 26 | 126 | 40 | 25 |
| Thurston - Sonora Island | THUR | 50 | 22 | 07 | 125 | 18 | 56 |
| Tlupana Inlet - Head Bay | TLHB | 49 | 47 | 30 | 126 | 29 | 31 |
| Tlupana Inlet - Deserted Lake | TLDL | 49 | 46 | 21 | 126 | 28 | 39 |
| Tlupana Inlet - Nesook Bay | TLNB | 49 | 45 | 21 | 126 | 25 | 13 |
| Union Bay - Union Bay DLS | UBUB | 49 | 35 | 02 | 124 | 53 | 31 |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Wellbore Channel - Darcy Point, East of Hardwicke Island | WCDP | 50 | 25 | 53 | 125 | 43 | 07 |
| West Thurlow Island - Butterfly Bay | WTBB | 50 | 24 | 00 | 125 | 33 | 00 |
| West Thurlow Island - Knox Bay DLS | WTKB | 50 | 23 | 25 | 125 | 37 | 19 |
| Zeballos Inlet - Little Zeballos | ZILZ | 49 | 56 | 20 | 126 | 47 | 59 |
| Zeballos Inlet - South (Ciriaco) | ZISC | 49 | 55 | 16 | 126 | 48 | 38 |
| Zeballos Inlet – Zeballos | ZIZE | 49 | 58 | 41 | 126 | 51 | 27 |

**South Island Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: South Island** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Alberni Inlet - China Creek | ALCH | 49 | 9 | 20 | 124 | 47 | 32 |
| Alberni Inlet – Coleman Creek | ALCO | 48 | 59 | 50 | 124 | 52 | 22 |
| Alberni Inlet - Shoemaker Bay | ALSB | 49 | 13 | 33 | 124 | 50 | 08 |
| Alberni Inlet - Spencer Creek DLS | ALSP | 48 | 58 | 24 | 124 | 54 | 38 |
| Barkley Sound - Cataract Lake DLS | BACA | 48 | 57 | 28 | 125 | 15 | 40 |
| Barkley Sound - Sarita DLS | BASA | 48 | 52 | 59 | 125 | 02 | 11 |
| Barkley Sound - Skull Lake DLS | BASK | 49 | 02 | 37 | 125 | 09 | 48 |
| Barkley Sound - Toquart Bay DLS | BATO | 49 | 01 | 23 | 125 | 21 | 40 |
| Barkley Sound - Tzartus Island | BATZ | 48 | 56 | 59 | 125 | 04 | 07 |
| Chemainus | CHEM | 48 | 54 | 59 | 123 | 42 | 24 |
| Coastland | COAS | 49 | 08 | 47 | 123 | 55 | 41 |
| Cypre River DLS, Hecate Bay | CYPR | 49 | 14 | 48 | 125 | 56 | 38 |
| Duke Point | DUKE | 49 | 08 | 45 | 123 | 52 | 38 |
| Effingham Inlet | EFIN | 49 | 05 | 36 | 125 | 11 | 23 |
| Flores Island - Steamer Cove | FLSC | 49 | 22 | 40 | 126 | 11 | 31 |
| Galiano Island | GALI | 48 | 53 | - | 123 | 20 | - |
| Great Central Lake - Dorothy | GCDO | 49 | 21 | 38 | 125 | 23 | 02 |
| Great Central Lake - Lakeside | GCLA | 49 | 21 | 29 | 125 | 11 | 36 |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Great Central Lake - McBride | GCMC | 49 | 23 | 35 | 125 | 25 | 44 |
| Great Central Lake - Mercs | GCME | 49 | 21 | 48 | 125 | 15 | 57 |
| Great Central Lake - View | GCVI | 49 | 23 | 20 | 125 | 22 | 45 |
| Herbert Inlet - Beddingfield Bay DLS | HEBE | 49 | 21 | 04 | 125 | 59 | 27 |
| Jordan River | JORD | 48 | 25 | 26 | 124 | 03 | 25 |
| Ladysmith DLS | LADY | 48 | 54 | 59 | 123 | 42 | 20 |
| Ladysmith Head | LADH | 49 | 01 | 39 | 123 | 51 | 19 |
| Mayne Island - Horton Bay | MIHB | 48 | 49 | 44 | 123 | 15 | 01 |
| Mud Bay, Fanny Bay DLS | MUDB | 49 | 27 | 48 | 124 | 47 | 44 |
| Mooyah | MOOY | 49 | 37 | 51 | 126 | 27 | 23 |
| Nootka Sound - Zuciarte Channel, Mooyah Bay | NSZC | 49 | 39 | 30 | 126 | 29 | 41 |
| Northwest Bay, Parksville | NBPA | 49 | 17 | 49 | 124 | 12 | 45 |
| Otter Point Log Sort | OPLS | 48 | 22 | 10 | 123 | 46 | 16 |
| Saltspring Island, Burgoyne Bay | SIBU | 48 | 47 | 37 | 123 | 31 | 21 |
| Port Alberni, Ship Creek | PASC | 49 | 13 | 17 | 124 | 48 | 42 |
| Shoal Island DLS | SHOA | 48 | 52 | 54 | 123 | 38 | 07 |
| Stewardson Inlet | STEW | 49 | 25 | 26 | 126 | 18 | 37 |
| Sydney Inlet | SYIN | 49 | 26 | 07 | 126 | 13 | 43 |
| Stewardson Inlet (Mouth) | STEM | 49 | 26 | 39 | 126 | 17 | 49 |
| Strait of Georgia - Valdes Island | SGVI | 49 | 03 | 54 | 123 | 39 | 19 |
| Tofino Inlet - Rankin Cove | TIRC | 49 | 10 | 30 | 125 | 42 | 21 |
| Uchuklesit Inlet - Silverside DLS | UISI | 49 | 00 | 22 | 125 | 02 | 11 |
| Uchuklesit Inlet - Snug Cove | UISC | 49 | 00 | 58 | 125 | 01 | 58 |
| Ucluelet (East) | UCLU | 48 | 58 | 25 | 125 | 34 | 21 |
| Vargas Island | VARG | 49 | 12 |  | 125 | 58 |  |

**North Island - Central Coast Forest District**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **District: North Island - Central Coast** | | | | | | | |
| **Location** | **ALD**  **Code** | **Co-ordinates (Approximately)** | | | | | |
| **Latitude** | | | **Longitude** | | |
| **Degrees** | **Minutes** | **Seconds** | **Degrees** | **Minutes** | **Seconds** |
| Actaeon Sound | ACSD | 50 | 58 |  | 127 | 02 |  |
| Beaver Cove | BEAV | 50 | 32 |  | 126 | 52 |  |
| Bella Coola | BECO | 52 | 22 |  | 126 | 49 |  |
| Bonwick Island, Grebe Cove | BOGR | 50 | 43 |  | 126 | 37 |  |
| Boswell Inlet DLS | BOIN | 51 | 22 |  | 127 | 28 |  |
| Boughey | BOUG | 50 | 32 |  | 126 | 11 |  |
| Burke Channel, Doc Creek | BUDO | 51 | 58 |  | 127 | 40 |  |
| Burke Channel, Twin Creeks DLS | BUTW | 52 | 15 |  | 127 | 16 |  |
| Chief Nollis Bay | CHNO | 51 | 11 |  | 127 | 06 |  |
| Clayton Falls DLS | CLFA | 52 | 22 |  | 126 | 49 |  |
| Cleagh Creek DLS | CLCR | 50 | 29 |  | 127 | 45 |  |
| Cousins Inlet | COUS | 52 | 18 |  | 127 | 45 |  |
| Creasy Bay | CREA | 50 | 57 |  | 127 | 05 |  |
| Cutter Cove | CUTT | 50 | 37 |  | 126 | 16 |  |
| Dawsons Landing | DALA | 51 | 35 |  | 127 | 35 |  |
| Dean Channel, Parker Creek | DEPA | 52 | 15 |  | 127 | 43 |  |
| Denny Island, Kliktsoatli Harbour | DEKL | 52 | 09 |  | 128 | 05 |  |
| Disco Bluff - South Bentinck Arm | DISB | 52 | 07 |  | 126 | 45 |  |
| Don Peninsula - Tom Bay | DOTB | 52 | 24 |  | 128 | 16 |  |
| Draney Inlet | DRIN | 51 | 27 |  | 127 | 27 |  |
| Drury Inlet | DRUR | 50 | 55 |  | 127 | 09 |  |
| Drury Inlet - Caviar Cove DLS | DRCA | 50 | 53 |  | 127 | 03 |  |
| Fish Egg Inlet DLS | FISH | 51 | 33 |  | 127 | 46 |  |
| Forward | FORW | 50 | 29 |  | 125 | 44 |  |
| Frederick Bay DLS | FRBA | 51 | 02 |  | 127 | 14 |  |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Frederick Sound - Snowdrift Mt. DLS | FSSM | 51 | 04 |  | 126 | 44 |  |
| Frenchman Creek - Dean Channel | FRDC | 52 | 19 |  | 127 | 33 |  |
| Gilford Island - Duck Cove | GIDU | 50 | 40 |  | 126 | 30 |  |
| Gilford Island - Scott Cove DLS | GISC | 50 | 46 |  | 126 | 28 |  |
| Gilford Island - Shoal Harbour | GISH | 50 | 44 |  | 126 | 29 |  |
| Harbledown Island, DLS | HARB | 50 | 35 |  | 126 | 33 |  |
| Hardy Inlet | HARD | 51 | 41 |  | 127 | 33 |  |
| Hardy Inlet - MacNair DLS | HAMA | 51 | 42 |  | 127 | 34 |  |
| Holberg | HOLB | 50 | 39 |  | 128 | 00 |  |
| Holberg Inlet - Hushamu Creek | HOHU | 50 | 36 |  | 127 | 46 |  |
| Holberg Inlet - Michelsen Point | HOMI | 50 | 35 |  | 127 | 42 |  |
| Hopetown Passage | HOPE | 50 | 55 |  | 126 | 50 |  |
| Jennis Bay DLS | JENB | 50 | 55 |  | 127 | 01 |  |
| Jenny Inlet DLS - King Island | JNKI | 52 | 14 |  | 127 | 36 |  |
| Johnson Channel | JOHN | 52 | 12 | 18 | 127 | 54 | 30 |
| Kimsquit DLS | KIMS | 52 | 52 |  | 127 | 05 |  |
| Kingcome Inlet DLS | KIDL | 50 | 56 |  | 126 | 13 |  |
| Kingcome Inlet - Anchorage Cove | KIAC | 50 | 54 |  | 126 | 12 |  |
| Knight Inlet – Head | KIHD | 51 | 05 |  | 125 | 35 |  |
| Knight Inlet, Blind Creek | KIBC | 50 | 41 |  | 125 | 42 |  |
| Knight Inlet, Escape Point | KIEP | 50 | 52 |  | 125 | 41 |  |
| Knight Inlet, Glendale Cove | KIGC | 50 | 40 |  | 125 | 44 |  |
| Knight Inlet, Hoeya Sound | KIHS | 50 | 42 |  | 125 | 58 |  |
| Knight Inlet, Lull Bay | KILB | 50 | 42 |  | 126 | 01 |  |
| Knight Inlet, Matsui Creek | KIMC | 50 | 42 |  | 125 | 49 |  |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Knight Inlet, Prominent Point | KIPP | 50 | 40 |  | 126 | 01 |  |
| Knight Inlet, Protection Point | KIPR | 50 | 39 |  | 126 | 10 |  |
| Knight Inlet, Sallie Creek | KISC | 50 | 43 |  | 125 | 43 |  |
| Knight Inlet, Tsakonu Cove | KITC | 50 | 38 |  | 126 | 10 |  |
| Kokish | KOKI | 50 | 32 |  | 126 | 51 |  |
| Koprino Harbour | KOPR | 50 | 30 |  | 127 | 52 |  |
| Kwatna Bay DLS | KWAT | 52 | 06 |  | 127 | 24 |  |
| Kwatna Inlet, Quatlena | KWQU | 52 | 03 |  | 127 | 35 |  |
| 1Loughborough Inlet (Head) – Stafford Lake | LISL | 50 | 43 |  | 125 | 28 |  |
| MacKenzie Sound DLS | MKSD | 50 | 56 |  | 126 | 39 |  |
| Mahatta River | MAHA | 50 | 28 |  | 127 | 48 |  |
| Malcolm Island, Mitchell Bay | MALC | 50 | 38 |  | 126 | 51 |  |
| Mathieson Channel, Tom Bay | MATB | 52 | 24 |  | 128 | 16 |  |
| Mereworth Sound DLS | MESD | 51 | 13 |  | 127 | 24 |  |
| Moses Inlet | MOIN | 51 | 49 |  | 127 | 22 |  |
| Neroutsos Inlet - Thurburn Bay | NETB | 50 | 23 |  | 127 | 29 |  |
| North Broughton Island, Tracey Harbour | NBTH | 50 | 51 |  | 126 | 51 |  |
| Nimpkish DLS | NIMP | 50 | 33 |  | 126 | 52 |  |
| Ocean Falls, Link Lake DLS | OFLL | 52 | 21 |  | 127 | 41 |  |
| Owikeno Lake, Macmell, Neechanz DLS | OLMN | 51 | 40 |  | 126 | 41 |  |
| Owikeno Lake, Sheemahant DLS | OLSH | 51 | 44 |  | 126 | 38 |  |
| Pack Lake | PACK | 51 | 10 |  | 127 | 28 |  |
| Pooley Island - James Bay | PIJB | 52 | 42 |  | 128 | 13 |  |
| Quatsino DLS | QUAT | 50 | 28 |  | 127 | 31 |  |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Quatsino Sound – Ingersoll | QUSI | 50 | 29 |  | 127 | 41 |  |
| Port Hardy - Shushartie DLS | PHSH | 50 | 43 |  | 127 | 29 |  |
| Port McNeill | PTMN | 50 | 36 |  | 127 | 06 |  |
| Port McNeill - WFP DLS | PMWF | 50 | 36 |  | 127 | 07 |  |
| Rivers Inlet - Kilbella Bay | RIKB | 51 | 42 |  | 127 | 20 |  |
| Rivers Inlet - Owikeno First Nations DLS | RIOW | 51 | 41 |  | 127 | 16 |  |
| Rivers Inlet - Ripon Island | RIRP | 51 | 29 |  | 127 | 37 |  |
| Roderick Island - Griffen Passage, DLS | ROGP | 52 | 44 |  | 128 | 21 |  |
| Sargeaunt Pass | SARG | 50 | 42 |  | 126 | 12 |  |
| Seaforth Channel | SEAF | 52 | 14 |  | 128 | 19 |  |
| Seymour Inlet - East Head | SEEH | 51 | 12 |  | 126 | 39 |  |
| Seymour Inlet, Warner Bay | SEWB | 51 | 02 |  | 127 | 06 |  |
| Seymour Inlet, Wigwam Bay | SEWI | 51 | 08 |  | 126 | 43 |  |
| Seymour Inlet - Woods Lagoon | SEWO | 51 | 01 |  | 127 | 18 |  |
| Shearwater DLS | SHEA | 52 | 09 |  | 128 | 05 |  |
| Simoon Sound | SISO | 50 | 51 |  | 126 | 32 |  |
| Smith Inlet, Walkum Bay | SIWB | 51 | 21 |  | 127 | 07 |  |
| South Bentinck Arm, Bentinck Narrows | SBBN | 52 | 00 |  | 126 | 41 |  |
| South Bentinck Arm, Larso Bay | SBLB | 52 | 11 |  | 126 | 52 |  |
| South Bentinck Arm, Noeick River | SBNR | 52 | 03 |  | 126 | 41 |  |
| South Bentinck Arm, Taleomy | SBTA | 52 | 00 |  | 126 | 40 |  |
| South Bentinck Arm - West Side | SBWS | 52 | 06 |  | 126 | 47 |  |
| Spiller Inlet – Snass Lake | SISL | 52 | 30 |  | 128 | 05 |  |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Spiller Inlet – Ingram Lake | SIIL | 52 | 37 |  | 128 | 02 |  |
| Strachan Bay | STRA | 51 | 10 |  | 127 | 28 |  |
| Thompson Sound DLS | THSD | 50 | 48 |  | 126 | 01 |  |
| Tribune Channel, London Point | TCLP | 50 | 47 |  | 126 | 07 |  |
| Wakeman Sound | WAKE | 51 | 02 |  | 126 | 31 |  |
| Walbran Island, Taylor Bay | WITB | 51 | 30 |  | 127 | 36 |  |
| Wallace Bay - Cousins Inlet | WBCI | 52 | 17 |  | 127 | 45 |  |
| Watson Island - Turnbull Cove | WITC | 50 | 57 |  | 126 | 49 |  |
| West Cracroft Island - Port Harvey | WCPH | 50 | 34 |  | 126 | 17 |  |
| West Cracroft Island - Potts North | WCPN | 50 | 34 |  | 126 | 28 |  |
| Yeo Cove, Yeo Island | YCYI | 52 | 18 |  | 128 | 11 |  |
| South Bentinck Arm, Taleomy | SBTA | 52 | 00 |  | 126 | 40 |  |
| South Bentinck Arm - West Side | SBWS | 52 | 06 |  | 126 | 47 |  |
| Spiller Inlet – Snass Lake | SISL | 52 | 30 |  | 128 | 05 |  |
| Spiller Inlet – Ingram Lake | SIIL | 52 | 37 |  | 128 | 02 |  |
| Strachan Bay | STRA | 51 | 10 |  | 127 | 28 |  |
| Thompson Sound DLS | THSD | 50 | 48 |  | 126 | 01 |  |
| Tribune Channel, London Point | TCLP | 50 | 47 |  | 126 | 07 |  |
| Wakeman Sound | WAKE | 51 | 02 |  | 126 | 31 |  |
| Walbran Island, Taylor Bay | WITB | 51 | 30 |  | 127 | 36 |  |
| Wallace Bay - Cousins Inlet | WBCI | 52 | 17 |  | 127 | 45 |  |
| Watson Island - Turnbull Cove | WITC | 50 | 57 |  | 126 | 49 |  |
| West Cracroft Island - Port Harvey | WCPH | 50 | 34 |  | 126 | 17 |  |

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| --- | --- | --- | --- | --- | --- | --- | --- |
| West Cracroft Island - Potts North | WCPN | 50 | 34 |  | 126 | 28 |  |
| Yeo Cove, Yeo Island | YCYI | 52 | 18 |  | 128 | 11 |  |

**Appendix VI Definition of ‘Bankheight’ Tabular Road Categories**

|  |  |
| --- | --- |
| OMLB | Other Material – Local Ballast  Other material and rock/hardpan that does not require drilling and blasting - ballast/surface with local material (i.e., no truck haul) - includes patch ballasting and surfacing with endhaul material. |
| OMPR | Other Material – Pit Run Ballast  Other material that does not require drilling and blasting and surfacing is pit run material (i.e., not drilled and blasted) or stored end haul material, requiring truck haul. |
| OMRB | Other Material – Rock Ballast  Other material that does not require drilling and blasting and surfacing is quarried (i.e., drilled and blasted) rock. |
| TOE | Low rock face height. Rock (including hardpan) that must be drilled and blasted and results in up to 1.50 metre inside rock face. Includes  ditchlines or boulders less than 1.50 metres in height that require drilling and blasting. |
| MRK | Medium rock face height. Rock (including hardpan) that must be drilled and blasted and results in a 1.51 to 3.00 metre inside rock face. Includes boulders between 1.51 and 3.00 metres in height that require drilling and blasting. |
| HRK | High rock face height. Rock (including hardpan) that must be drilled and blasted and results in a 3.01 to 4.50 metre inside rock face. Includes boulders between 3.01 and 4.50 metres in height that require drilling and blasting. |
| XRK | Rock (including hardpan) that must be drilled and blasted and results in a 4.51 to 6.00 metre inside rock face. Includes boulders between 4.51 and 6.00 metres in height that require drilling and blasting. |
| XXRK | Rock (including hardpan) that must be drilled and blasted and results in a 6.01 to 7.50 metre inside rock face. Includes boulders between 6.01 and 7.50  metres in height that require drilling and blasting. |