



File: 195-30/CAPP
Ref: 197972

AUG 16 2013

To: Sharon Hadway, Regional Executive Director, West Coast Region
Heather MacKnight, Regional Executive Director, South Coast Region

From: The Honourable Steve Thomson, Minister of Forests, Lands and Natural Resource
Operations

Re: Amendment No. 5 to the *Coast Appraisal Manual*

I hereby approve Amendment No. 5 to the *Coast Appraisal Manual* and attach a copy for your use. The following section has been amended:

| | |
|-----------------------------------|---|
| Section 1.1 | Definition added for problem forest stands. |
| Section 2.2.2(2) | Policy added for cut blocks in problem forest stands. |
| Section 2.2.3 | Coast problem forest stands pilot project |
| Section 4.2 | Housekeeping. |
| Section 4.2.2.1(1) and (6) | Housekeeping. |
| Section 4.2.2.2(2) (5) and (7) | Housekeeping. |
| Section 5.3.2 | Housekeeping. |
| Appendix VI | Housekeeping corrections for several appraisal log dumps. |

This amendment will come into force on today's date. Further amendments or revisions to this manual require my approval.

Steve Thomson
Minister

Attachment

pc: Murray Stech, Director, Timber Pricing Branch



**MANUAL REVISION
TRANSMITTAL**

| | | |
|--|-------------------------------|-------------------|
| <p>FOR FURTHER INFORMATION OR IF YOU HAVE A CHANGE OF ADDRESS, PLEASE CONTACT:</p> <p>George Silvestrini Senior Timber Pricing Forester (Coast) Timber Pricing Branch Ministry of Forests, Lands and Natural Resource Operations 1st Floor, 1520 Blanshard Street Victoria, BC V8W 3K1</p> <p>Phone: 250 - 387-8377 Email: George.Silvestrini@gov.bc.ca FAX: 250 - 387-5670</p> | MANUAL TITLE | |
| | <i>Coast Appraisal Manual</i> | |
| | AMENDMENT | ISSUE DATE |
| | Amendment No. 5 | August 16, 2013 |
| MANUAL CO-ORDINATOR | | |
| Ashley Sasaki Publication/Administrative Co-ordinator | | |
| AUTHORIZATION | | |
| Murray Stech Director, Timber Pricing Branch | | |

Please make the following changes to your copy of the above Ministry manual.

| ACTION (Remove/Insert) | (VOL.) CHAPTER-SECTION-SUBJECT TABLE OF CONTENTS | PAGE(S) | COMMENTS |
|---------------------------|---|-------------------------|-----------------------------|
| Remove Insert | Table of Contents | i-ii | After Table of Contents Tab |
| Remove Insert | Chapter 1 | 3-6 | After Chapter 1 Tab |
| Remove Insert | Chapter 2 | 3-6 | After Chapter 2 Tab |
| Remove Insert | Chapter 4 | 3-26 | After Chapter 4 Tab |
| Remove Insert | Chapter 5 | 9-10 | After Chapter 5 Tab |
| Remove Insert | Appendix | 11-12 17-18 21-22 | After Appendix Tab |
| INSERT | Letter from Minister and Transmittal Sheet | | After Amendments Tab |

Table of Contents

1 Definitions and Interpretations

| | |
|---|-----|
| 1.1 Definitions and Interpretations | 1-2 |
|---|-----|

2 Scope and Requirements

| | |
|--|-----|
| 2.1 Terms of Reference..... | 2-2 |
| 2.1.1 Responsibility for Stumpage Determinations | 2-2 |
| 2.1.2 Stumpage Appraisal Parameters | 2-2 |
| 2.1.3 Minimum Stumpage Rate | 2-2 |
| 2.2 Numbering System..... | 2-3 |
| 2.2.1 Calculation Conventions..... | 2-3 |
| 2.2.2 Cutblocks within a Cutting Authority Area..... | 2-3 |
| 2.2.3 Coast Problem Forest Stands Pilot..... | 2-4 |
| 2.3 Appraisal Data Submission Requirements..... | 2-5 |
| 2.3.1 Cruise Information | 2-5 |
| 2.3.2 Appraisal Data Forms | 2-6 |
| 2.3.3 Appraisal Map..... | 2-6 |

3 Appraisals, Reappraisals and Quarterly Adjustments

| | |
|--|------|
| 3.1 Types of Determination | 3-2 |
| 3.2 Appraisal Process..... | 3-3 |
| 3.3 Reappraisals | 3-5 |
| 3.3.1 Changed Circumstances..... | 3-5 |
| 3.3.1.1 Changed Circumstance Reappraisal Procedure | 3-7 |
| 3.3.1.2 Effective Date of Changed Circumstance Reappraisal | 3-7 |
| 3.3.2 Annual Reappraisal of a Road Permit..... | 3-7 |
| 3.3.3 Annual Reappraisal of Salvage Logging Stumpage Rates | 3-7 |
| 3.3.4 Annual Reappraisal of a Linear Tenure | 3-8 |
| 3.3.5 Annual Reappraisal of a Cutting Authority in a Controlled Recreation Area | 3-8 |
| 3.3.6 Minister's Direction..... | 3-8 |
| 3.3.6.1 Minister's Direction Procedure | 3-8 |
| 3.4 Quarterly Adjustments | 3-9 |
| 3.5 Fixed Rates and Extensions of Term | 3-10 |
| 3.6 Correctable Errors | 3-11 |
| 3.7 Redetermination of Stumpage Rate by Agreement | 3-13 |

4 Estimated Winning Bid

| | |
|--|------|
| 4.1 Appraisal Methodology | 4-2 |
| 4.2 Market Pricing System (MPS) Variables..... | 4-3 |
| 4.2.1 Log Selling Prices..... | 4-5 |
| 4.2.1.1 Coniferous Timber..... | 4-6 |
| 4.2.2 Log Grade Percentages | 4-6 |
| 4.2.2.1 Billing History Record..... | 4-6 |
| 4.2.2.2 Log Grade Percentage Criteria..... | 4-8 |
| 4.2.2.3 Source of Log Grade Percentages for Each Cutting Authority Area | 4-10 |
| 4.2.2.4 Damaged Timber | 4-14 |
| 4.2.3 Stand Selling Price..... | 4-14 |
| 4.2.3.1 Stand Selling Price Calculation | 4-15 |
| 4.2.4 Haul Distance..... | 4-16 |
| 4.2.5 Marine Log Transportation..... | 4-16 |
| 4.2.5.1 Point of Appraisal | 4-16 |
| 4.2.5.2 Appraisal Log Dump..... | 4-17 |
| 4.2.5.3 Log Towing..... | 4-17 |
| 4.2.5.4 Log Barging | 4-18 |
| 4.3 Estimated Winning Bid (EWB) Equation..... | 4-21 |
| 4.4 Specified Operations..... | 4-22 |
| 4.4.1 Skyline | 4-22 |
| 4.4.2 Inland Water Transportation..... | 4-22 |
| 4.4.3 Clayoquot Sound Operating Costs..... | 4-22 |
| 4.4.4 Helicopter Single Standing Stem Selection | 4-22 |
| 4.4.5 Destumping for Root Disease Control..... | 4-23 |
| 4.4.6 Tree Crown Modification | 4-23 |
| 4.4.7 Ecosystem Based Management Operating Costs..... | 4-24 |
| 4.5 Final Estimated Winning Bid..... | 4-25 |

5 Tenure Obligation Adjustments

| | |
|--|-----|
| 5.1 Tenure Obligation Adjustment | 5-2 |
| 5.2 Forest Planning and Administration Cost..... | 5-3 |
| 5.2.1 Low Volume Cost..... | 5-3 |
| 5.3 Road Development Cost | 5-4 |
| 5.3.1 Road Development Cost Proration | 5-5 |
| 5.3.1.1 New Road Construction..... | 5-6 |
| 5.3.1.2 Road Reconstruction..... | 5-7 |
| 5.3.1.3 Total Road Development Cost..... | 5-8 |
| 5.3.2 Existing Roads | 5-9 |
| 5.3.2.1 Extended Road Amortization..... | 5-9 |
| 5.3.3 Tabular Cost Estimates | 5-9 |
| 5.3.3.1 New Road Construction..... | 5-9 |

"Cutting authority" means:

- (a) 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;
- (b) a timber sale licence that does not provide for the issuance of a cutting permit,
- (c) all other licences to cut, or
- (d) a road permit;

"Cutting authority area" means the area where timber may be harvested under authority of;

- (a) a cutting permit,
- (b) a timber sale licence that does not provide for the issuance of a cutting permit,
- (c) a licence to cut, or
- (d) a road permit;

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

"Detailed engineering" means non-tabular;

"Director" means director of Timber Pricing Branch of the Ministry of Forests, Lands and Natural Resource Operations;

"District manager" means:

- (a) Except as provided in paragraph (b) of this definition, the district manager or district manager's designate.
- (b) 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,

- i. the date the stumpage rate is determined when required for advertising for competitive award, or
- ii. 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;

“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;

“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, Lands and Natural Resource Operations;

“Ministry” means Ministry of Forests, Lands and Natural Resource Operations;

“Net cruise volume” means the gross volume of all species listed in section 4.2.3(1), 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;

“Problem forest stands” means a cut block approved by the district manager for inclusion in the coast problem forest stand pilot project under section 2.2.3;

"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” 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;

"Selling price zone 51" means the table of coast market pricing system log values for old growth coniferous timber, approved by the director, Timber Pricing Branch;

"Selling price zone 52" means the table of coast market pricing system log values for second growth coniferous timber, approved by the director, Timber Pricing Branch;

"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;

"Timber Pricing Branch" means Timber Pricing Branch of the Ministry of Forests, Lands and Natural Resource Operations;

“Timber Sales Manager” means the timber sales manager 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:
$$\text{tncv} = \frac{\text{ncv}}{\text{ha}} \times \text{tmta};$$

"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 cost estimate 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.

2.2 Numbering System

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

- 1. = Chapter
- 1.1 or 1.1.1.1 = Section
- 1.1.1.1 (2) = Section with subsection
- 1.1.1 (2)(a) = Section with subsection and paragraph.
- Table 4-2 = Table 2 within chapter 4

2.2.1 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,
 - a. the value will be treated as an absolute value, and
 - b. an actual measurement or record will not be rounded before use unless otherwise specified in this manual.

2.2.2 Cutblocks within a Cutting Authority Area

1. Except as provided for in subsection 2, all cutblocks within a cutting authority area must:
 - a. constitute a logical unit,
 - b. be tributary to the same appraised point of origin, and
 - c. be 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.
2. A cutblock approved by the district manager under section 2.2.3:
 - a. is not constrained by 1 above,
 - b. must be located anywhere within the same timber supply area, or in the case of a tree farm licence or first nations woodland licence, be 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
- c. is not eligible for an extended road amortization agreement.
3. Helicopter single standing stem selection as described in section 4.4.4 must not be combined with any other harvest method within the same cutting authority area.
 4. Except as provided in subsection (3) of this section, there are no other restrictions on what types of harvest methods may be used in or which types of timber can be contained in a cutting authority area.

2.2.3 Coast Problem Forest Stands Pilot

1. A problem forest stand is a cutblock comprised completely of one or more of the following stand characteristics:
 - a. Poor timber types (old growth timber height class 3 or less), or
 - b. located at elevations greater than 700 metres, or
 - c. greater than 80% old growth hemlock/balsam.
2. A cutting authority considered for this pilot must be under a tree farm licence, a First Nations woodland licence or a replaceable forest licence and have one or more cutblocks meeting the criteria of subsection 1.
3. Licensees participating in this pilot must submit appraisal information allowing for the determination of the value differential in accordance with the requirements prescribed by the director.
4. Licensees must not exceed their value allocations for this pilot.
5. Cutting authority applications under this pilot will not be accepted after March 31, 2015.
6. The minister may terminate this pilot at anytime.

2.3 Appraisal Data Submission Requirements

2.3.1 Cruise Information

1. 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:
 - a. *Cruising Manual*, at the following website:
<http://www.for.gov.bc.ca/hva/manuals/cruising.htm>,
 - b. *Cruise Compilation Manual* at the following website:
<http://www.for.gov.bc.ca/hva/manuals/cruise compilation.htm>

Table 2-1 Coast Timber Merchantability Specifications

| Description | Mature | Immature |
|---|---------|----------|
| The following coast timber merchantability specifications must be used in all appraisals. | | |
| 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 |

2. 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:
 - a. The cruise compilation reports, and
 - b. The ASCII data files (i.e. .dat and .red or .pr).
3. When requested by the district manager, a copy of the original field data and traverse notes must be provided by the licensee.
4.
 - a. The cutting authority area will be appraised using the total net cruise volume of timber authorized for harvest in that area.
 - b. The total area of merchantable timber in the cutting authority area is obtained from the appraisal summary of the cruise compilation report.
5. 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.

6. a. Where a boundary of a cutting authority area has been changed after the appraisal or reappraisal of the cutting authority area, every 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.
- b. If, after a cruise compilation or recompilation was used for an appraisal or reappraisal, 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.

2.3.2 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:
 - a. The market pricing system is the Electronic Commerce Appraisal System (ECAS) which can be found at:

<http://www.for.gov.bc.ca/hva/ECAS/index.htm>

- b. Miscellaneous timber pricing policies is the miscellaneous appraisal data submission (Misc ADS) which can be found at:

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

- c. 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.

2.3.3 Appraisal Map

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

4.2 Market Pricing System (MPS) Variables

| | |
|----------------|---|
| STUMPAGE PRICE | The stumpage price for the cutting authority expressed in $\$/\text{m}^3$. |
| ALP | Average coniferous log selling price estimate expressed in $\$/\text{m}^3$. This is based upon a consideration of log grades and species for the cutting authority area, and schedules of log market values collected and published by the Revenue Branch. |
| DFIR2G | If selling price zone in the appraisal data submission is 52, then DFIR 2G is the fraction of the coniferous cruise volume that is Douglas-fir. If the selling price zone is not 52, then $\text{DFIR 2G} = 0$. DFIR2G is in decimal form, rounded to 2 decimal places. |
| CEDARCYPRESS | The fraction of the coniferous cruise volume that is cedar and cypress. CEDARCYPRESS is in decimal form, 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. |
| 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 or helicopter single standing stem selection. NHSVPH is expressed in m^3/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 (excluding helicopter single standing stem selection). HS is in decimal form, rounded to 2 decimal places. |
| HSSSS | The fraction of the total net cruise volume, including deciduous volume, of timber in a cutting authority area that will be harvested by helicopter single standing stem selection (section 4.4.4). HSSSS is in decimal form, rounded to 2 decimal places. |
| VPH | $[1 - (\text{HS} + \text{HSSSS})] * \text{NHSVPH} + (\text{HS} + \text{HSSSS}) * 308$ VPH is expressed in m^3/ha and is rounded to 2 decimal places. |
| PIECESIZE | The cruise coniferous net volume per 10 m log. PIECESIZE is expressed in m^3 and is rounded to 2 decimal places. |
| 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. |
| 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 m ³ , then VOL = 27 300. VOL is expressed in m ³ , rounded to the nearest whole number. |
| CPI | Monthly BC Consumer Price Index (CANSIM 326-0020, 2002 = 100) multiplied by 1.1787. |
| CPIF | CPI divided by 109.3. |
| ISOLATED | An isolated cutting authority area is one where all parts of the cutting authority area are not connected, or the service landings used to support the yarding of timber from a cutting authority area 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 = 1 if cutting authority area is isolated, otherwise ISOLATED = 0. |
| 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 part 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. |
| 2G | If selling price zone in the appraisal data submission is 52, then 2G = 1, otherwise 2G = 0. |
| CRUISE | If cruise is used as source of log grades for the appraisal for greater than 50 percent of the total net cruise volume, then CRUISE = 1, otherwise CRUISE = 0 |

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 |

- GAMBDIST POA distance is the average straight line distance based on a BC Albers projection, weighted by net cruise volume, between the geographic centre of each cutblock in the cutting authority area and Gambier Island. GAMBDIST is measured and rounded to the nearest kilometre.
The Gambier Island BC Albers coordinate is northing 499,955 and easting 1,185,166.
- GAMBDIST400 Where GAMBDIST is equal to 400 or greater and district is not Haida Gwaii, GAMBDIST400 = 1, otherwise GAMBDIST400 = 0
- DISTAVGNBID The average number of bidders for the forest district within which the cutting authority area is located is listed in Table 4-2.

Table 4-2 Average Number of Bidders by Forest District

| Forest District | Average Number of Bidders |
|---|---------------------------|
| Haida Gwaii Forest District | 2.83 |
| Chilliwack Forest District | 3.07 |
| Squamish Forest District | 2.96 |
| Sunshine Coast Forest District | 3.00 |
| South Island Forest District | 5.09 |
| Campbell River Forest District | 5.53 |
| North Island- Central Coast Forest District | 4.52 |
| North Coast Forest District | 1.00 |

4.2.1 Log Selling Prices

1. The Timber Pricing Branch shall:
 - a. Compile invoiced free on board log market values using prime, domestic, arm's-length sales reported to the Timber Pricing Branch prior to sixty days before the stumpage rate adjustment date that have occurred in areas adjacent to:
 - i. the Strait of Georgia;
 - ii. the Strait of Juan de Fuca;
 - iii. Alberni Inlet east of a line drawn south from Amphitrite Point;
 - iv. Quatsino Sound;
 - v. Johnstone Strait;

- vi. the Queen Charlotte Strait south of a line drawn west from Cape Caution; and
 - vii. Fraser River west of the bridge at the confluence of the Pitt River.
- b. Subject to subsection 2 of this section compile schedules of average log market values by species and log grade using sales data for each one-month reporting period. The data shall be summarized into a three-month schedule of average log market values by species and log grade for old growth timber stumpage rate determinations. A three-month schedule of average log market values by species and log grade for second growth stumpage determinations shall also be produced. These schedules can be found at:

<http://www.for.gov.bc.ca/hva/parameters.htm>

2. The volumes and prices of alder, birch, cottonwood and maple shall not be included in the schedules of average log market values.
3. The director shall approve schedules of average log market values for use in stumpage appraisals, reappraisals and quarterly adjustments.

4.2.1.1 Coniferous Timber

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.
2. Where the volume of second growth coniferous timber in a cutting authority area is at least eighty percent of the volume of all of the coniferous timber in that cutting authority area, the cutting authority area will be appraised and reappraised as if all of the coniferous timber in that cutting authority area were second growth coniferous timber.

4.2.2 Log Grade Percentages

Log grade percentages are obtained for each species of timber in each cutting authority area being appraised or reappraised as described in section 4.2.2.1, 4.2.2.2, 4.2.2.3, 4.2.2.3.1, 4.2.2.3.2 and 4.2.2.4.

4.2.2.1 Billing History Record

1. Except as provided in sections 4.2.2.2 (5) and (6), and 4.2.2.4, the billing history record that will be used in an appraisal or reappraisal of a cutting authority area will be determined using either Table 4-3 or Table 4-4 as may be required by this manual.
2. The date of issue of a stumpage invoice shall determine the period for which the log scale data in that invoice will be included in a billing history record.
3. Except as provided in sections 4.2.2.3.1(8) and 4.2.2.3.2(8), the billing history record shall be for a period of two years.

Table 4-3: Billing History Record Dates

| Column 1 Date of Appraisal or Reappraisal | Column 2 Billing History Record Ends on the Preceding |
|--|---|
| January 1 to March 31 | November 30 |
| April 1 to June 30 | February 28/29 |
| July 1 to September 30 | May 31 |
| October 1 to December 31 | August 31 |

4. Except as provided in subsection (6) of this section, where the effective date of the appraisal or reappraisal falls within the period of the year listed in Column 1 of Table 4-3, the two-year billing history record shall be for the two-year period ending on the corresponding date in Column 2 of Table 4-3 which immediately precedes the effective date of the appraisal or reappraisal.
5. Where the log grade percentages must be determined in accordance with section 4.2.2.3.1(8) or 4.2.2.3.2(8) and the effective date of an appraisal or reappraisal falls within the period of the year listed in Column 1 of Table 4-3, the five-year billing history record shall be for the five-year period ending on the corresponding date in Column 2 of Table 4-3 which immediately precedes the effective date of the appraisal or reappraisal.
6. Where the log grade percentages must be determined in accordance with section 4.2.2.2(8)(e) and where the effective date of the appraisal or reappraisal falls within the period of the year listed in Column 1 of Table 4-4, the two-year billing history record shall be for the two-year period ending on the corresponding date in Column 2 of Table 4-4 which immediately precedes the effective date of the appraisal or reappraisal.

Table 4-4: Billing History Record Dates

| Column 1 Date of Appraisal or Reappraisal | Column 2 Billing History Record Ends on the Preceding |
|--|--|
| January 1 to 31 | November 30 |
| February 1 to 28/29 | December 31 |
| March 1 to 31 | January 31 |
| April 1 to 30 | February 28/29 |
| May 1 to 31 | March 31 |
| June 1 to 30 | April 30 |
| July 1 to 31 | May 31 |
| August 1 to 31 | June 30 |
| September 1 to 30 | July 31 |
| October 1 to 31 | August 31 |
| November 1 to 30 | September 30 |
| December 1 to 31 | October 31 |

4.2.2.2 Log Grade Percentage Criteria

The person who determines the stumpage rate will apply the following criteria when determining the log grade percentages to be used for the cutting authority area being appraised or reappraised:

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. Except as provided in subsection (5) and (6) of this section and section 4.2.2.4, the log grade percentages for a species of timber are derived from the billing history record.
3. The source of log grade percentages may vary by species of timber.
4. (a) Except as provided in paragraph (b) of this subsection, before a two year billing history record for a species of timber can be used in an appraisal or reappraisal, the volume of that species of timber in that two year billing history record must be at least 25 percent of the net cruise volume of that species in

- the cutting authority area being appraised or reappraised, or 2 000 m³, whichever is greater.
- (b) Where the cutting authority area being appraised or reappraised is outside of a tree farm licence area and has been authorized for harvest under a cutting authority issued under a timber licence, then before a two-year billing history record for a species of timber can be used in an appraisal or reappraisal the volume of that species of timber in the two-year billing history record must be at least 25 percent or 2 000 m³ for each species of timber that comprises at least 20 percent of the cutting authority area's total net cruise volume.
5. The log grade percentages for each species of timber will be derived from the cruise compilation algorithm (loss factor) predictions when:
- (a) at least eighty percent of the timber in a cutting authority area being appraised or reappraised is second growth coniferous timber,
- (b) the entire net cruise volume of the cutting authority area being appraised or reappraised will be harvested using helicopter single standing stem selection, or
- (c) the cutting authority area has been authorized for harvest under:
- a cutting permit entered into with a timber sales manager,
 - a licence that is entered into with a timber sales manager,
 - a cutting permit issued under a replaceable timber sale licence,
 - a woodlot licence that does not have its stumpage rates determined under section 7.2(1).
6. If a cutting authority has been approved for the coast cruise based billing pilot the cruise and log grade percentages for each species of timber will be based on the call grade net factor cruise method.
7. If a cutting authority is not a tree farm licence or First Nations woodland licence and has been approved for the coast problem forest stand pilot project under section 2.2.3 and is located in the geographic area of a timber supply area, the log grade percentages will be determined as described in section 4.2.2.3.2 based on the timber supply block where the majority of the cutting authority area's net cruise volume is located.
8. Where the cutting authority area is not a cutting authority area referred to in subsection (5)(c) of this section and the timber in the cutting authority area has been authorized for harvest under:
- (a) a cutting authority issued under a licence awarded under section 47.3 of the *Act*,
- (b) a forestry licence to cut with cutting permits, or
- (c) a cutting authority issued under a woodland licence awarded under section

43.54 of the *Act*,

the log grade percentages for each species of timber will be derived from,

- (d) the two year billing history record of all cutting authority areas of the licence authorizing harvest, if the two-year billing history record for that cutting authority includes at least 25 percent of the cutting authorities' net cruise volume of that species or 2 000 m³, whichever is greater, or
 - (e) where there is no such billing history record, the person determining the stumpage rate will proceed to:
 - i. section 4.2.2.3.1(6) if the cutting authority area is within the boundaries of a tree farm licence, or
 - ii. section 4.2.2.3.2(6) if the cutting authority area is within the boundaries of timber supply area.
9. Where a forest licence is subdivided or forest licences are consolidated into one or more forest licences under section 19 of the *Act*, then for a period of two years after the date of the subdivision or consolidation the log grade percentages for a cutting authority area being appraised or reappraised that are determined under section 4.2.2.3.2 will be the combined billing history record of the licence or licences that existed before the subdivision or consolidation and that exist after the subdivision or consolidation.
10. Where a tree farm licence is subdivided or tree farm licences are consolidated into one or more tree farm licences under section 39 of the *Act*, then for a period of two years after the date of the subdivision or consolidation the log grade percentages for a cutting authority area being appraised or reappraised that are determined under section 4.2.2.3.1 will be the combined billing history record of the licence or licences that existed before the subdivision or consolidation and that exist after the subdivision or consolidation.

4.2.2.3 Source of Log Grade Percentages for Each Cutting Authority Area

1. Except for those harvest methods, cutting authorities or cutting authority areas referred to in subsection 4.2.2.2(5), 4.2.2.2(6), 4.2.2.2(7), 4.2.2.2(8), 4.2.2.2(9), and 4.2.2.2(10) the log grade percentages for each species of timber for the cutting authority area being appraised or reappraised will be determined in accordance with:
 - a. Section 4.2.2.3.1, where the cutting authority area is entirely within the geographic boundaries of one tree farm licence, or
 - b. section 4.2.2.3.2, where the cutting authority area is entirely within the geographic boundaries of one timber supply area.

4.2.2.3.1 Log Grade Percentages for a Cutting Authority Area Within the Geographic Boundaries of a Tree Farm Licence

Where the cutting authority area being appraised or reappraised is entirely within the geographic boundaries of a single tree farm licence area, the log grade percentages for the cutting authority area will be determined in the following manner:

1. a. Where at least eighty percent of the timber in the cutting authority area is second growth coniferous timber, the log grade percentages for that cutting authority area will be determined in accordance with the requirements of subsection 4.2.2.2(5).
- b. Where at least eighty percent of the timber in the cutting authority area is not comprised of second growth coniferous timber, the person determining the stumpage rate will proceed to subsection 2 of this section.
2. a. Where the cutting authority area is the only cutting authority area in the cutting authority and is entirely within the geographic boundaries of a single timber licence, the person determining the stumpage rate will proceed to subsection 3 of this section.
- b. Where subsection 2 (a) of this section is not applicable, the person determining the stumpage rate will proceed to subsection 4 of this section.
3. a. Where the species being considered has a billing history record for cutting permits issued under the timber licence under which the cutting permit that authorizes harvesting on the cutting authority area being appraised or reappraised has been issued that meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
- b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 4 of this section.
4. a. Where the species being considered has a billing history record derived from cutting permits issued under the tree farm licence or licence to cut and their associated road permits authorizing harvest in that part of the tree farm licence area that lies within the geographic boundaries of the forest district that contains the cutting authority area being appraised or reappraised and that billing history record meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
- b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection (5) of this section.
5. a. Where the species being considered has a billing history record derived from cutting permits issued under the tree farm licence or licence to cut and their associated road permits authorizing harvest and that billing history meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the

source of the log grade percentages for that species.

- b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection (6) of this section.
6. a. Where the species being considered has a billing history record for cutting authority areas in that part of the tree farm licence area that lies within the geographic boundaries of the forest district that contains the cutting authority area being appraised or reappraised that meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection (7) of this section.
7. a. Where the species being considered has a billing history record for cutting authority areas in a tree farm licence area that contains the cutting authority area being appraised or reappraised that meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection (8) of this section.
8. a. Where the species being considered has a five-year billing history for cutting authority areas in a tree farm licence area that contains the cutting authority area being appraised or reappraised, and that record includes at least 100 m³ of scale for that species then that billing history record will be the source of the log grade percentages for that species.
b. Where there is no such billing history record, the person determining the stumpage rate will use the log grade percentages for that species from the cruise compilation.

4.2.2.3.2 Log Grade Percentages for a Cutting Authority Area Within a Timber Supply Area

Where the cutting authority area being appraised or reappraised is entirely within the geographic boundaries of a single timber supply area, the log grade percentages for the cutting authority area will be determined in the following manner:

1. a. Where at least eighty percent of the timber in the cutting authority area is second growth coniferous timber, the log grade percentages for that cutting authority area will be determined in accordance with the requirements of subsection 4.2.2.2(5).
b. Where at least eighty percent of the timber in the cutting authority area is not second growth coniferous timber the person determining the stumpage rate will proceed to subsection 2 of this section.

2. a. Where the cutting authority area is entirely within the geographic boundaries of one or more timber licences, the person determining the stumpage rate will proceed to subsection 3 of this section.
 - b. Where the cutting authority area is not entirely within the geographic boundaries of one or more timber licences, the person determining the stumpage rate will then proceed to subsection 4 of this section.
3. a. Where the cutting authority area being appraised or reappraised is authorized for harvest under a cutting permit issued under a timber licence, and the species being considered has a billing history record for cutting permits issued under that timber licence and any other timber licence with which that licence has been amalgamated and approved by the district manager that meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
 - b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 6 of this section.
4. a. Where the cutting authority area in a timber supply block being appraised or reappraised is authorized for harvest under a cutting permit issued under either a forest licence or licence to cut, and the species being considered has a billing history record for cutting permits issued under the licence authorizing harvest in that same timber supply block and associated road permits, and that billing history record meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
 - b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 5 of this section.
5. a. Where the cutting authority area in a timber supply area being appraised or reappraised is authorized for harvest under a cutting permit issued under either a forest licence or licence to cut, and the species being considered has a billing history record for the cutting permits issued under the licence authorizing harvest in that same timber supply area and associated road permits and that billing history record meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
 - b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 6 of this section.
6. a. Where the cutting authority area being appraised or reappraised is authorized for harvest under a licence to cut or under a cutting permit issued under either a forest licence, timber licence or licence to cut, or **First Nations** woodland licence and the species being considered has a billing history record for all cutting authority areas that have been authorized for harvest in that timber supply block that meets the criteria of subsection 4.2.2.2(4), then that billing

- history record will be the source of the log grade percentages for that species.
- b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 7 of this section.
7. a. Where the cutting authority area being appraised or reappraised is authorized for harvest under a licence to cut or under a cutting permit issued under either a forest licence, timber licence or licence to cut, or a **First Nations** woodland licence and the species being considered has a billing history record for all cutting authority areas that have been authorized for harvest in that timber supply area that meets the criteria of subsection 4.2.2.2(4), then that billing history record will be the source of the log grade percentages for that species.
 - b. Where there is no such billing history record, the person determining the stumpage rate will proceed to subsection 8 of this section.
 8. a. Where the cutting authority area being appraised or reappraised is authorized for harvest under a licence to cut or under a cutting permit issued under either a forest licence, timber licence or a licence to cut, or a **First Nations** woodland licence and the species being considered has a five-year billing history for cutting authority areas in a timber supply area that contains the cutting authority area being appraised or reappraised, and that record includes at least 100 m³ of scale for that species then that billing history record will be the source of the log grade percentages for that species.
 - b. Where there is no such billing history record, the person determining the stumpage rate will use the log grade percentages for that species from the cruise compilation.

4.2.2.4 Damaged Timber

Where the regional manager determines that timber in a cutting authority area is suddenly and severely damaged, then notwithstanding section 4.2.2.1, 4.2.2.2, 4.2.2.3, 4.2.2.3.1 and 4.2.2.3.2 the log grade percentages for the cutting authority area being appraised or reappraised may be estimated from available site-specific information.

4.2.3 Stand Selling Price

1. The stand selling price shall be calculated in an appraisal or reappraisal by using the net cruise volumes and species selling prices of the following species of timber:

| | |
|---------|------------------|
| Balsam | Lodgepole Pine |
| Cedar | White Pine |
| Cypress | Sitka Spruce |
| Fir | Engelmann Spruce |
| Hemlock | |

4.2.3.1 Stand Selling Price Calculation

1. Subject to subsection 2 of this section:
 - a. a species grade value for a species of timber in a cutting authority area is the product of the percentage of that grade of that species as derived from section 4.2.2 multiplied by the average log market value for that grade of that species of timber,
 - b. a species selling price for a species of timber in a cutting authority area is the sum of all of the species grade values for that species of timber in the cutting authority area,
 - c. the rounded species selling price is the species selling price for a species of timber in a cutting authority area rounded to the nearest cent,
 - d. a species value is the product of the rounded species selling price multiplied by the species net cruise volume in the cutting authority area, and
 - e. the stand selling price is the quotient of the sum of all of the species values in a cutting authority area divided by the total net cruise volume of all of the species in the cutting authority area.
2. For the purposes of determining a stand selling price:
 - a. in the Pemberton, Yale and Nahatlatch timber supply blocks:
 - i. all spruce is deemed to be Engelmann spruce, and
 - ii. the hemlock and balsam species grade average log market values will be used to determine the species grade values for all spruce in the cutting authority area,
 - b. where outside the Pemberton, Yale and Nahatlatch timber supply blocks:
 - i. Engelmann spruce is identified as the predominant spruce species in the cruise of the cutting authority area, or
 - ii. the district manager determines that Engelmann spruce is the predominant spruce species in the cutting authority area,

the hemlock and balsam species grade average log market values will be used to determine the species grade values of all spruce in the cutting authority area,
 - c. where a cutting authority area is located on Cortes Island or on an Island between Vancouver Island and the British Columbia mainland west of a line drawn between Grief Point near Powell River and the Tsawwassen ferry terminal, and south of 50 degrees north latitude, the second growth Douglas-fir species grade average log market values will be used to calculate the species selling price for all Douglas-fir timber.

4.2.4 Haul Distance

1. Haul distance does not contribute to the calculation of a stumpage rate but must be determined and reported on the appraisal data submission.
2. The haul distance for a cutting authority area being appraised or reappraised shall be determined as follows:
 - a. For each cutblock in the cutting authority area from which any timber may be removed by road from that cutblock:
 - i. determine for that cutblock the point that is the closest point on a road to the geographical centre of the cutblock,
 - ii. determine the shortest distance by road from the point on the road determined in subparagraph (i) of this paragraph to the appraisal log dump for that cutblock, measured in kilometres (km) and rounded to the nearest 0.1 km,
 - iii. weight for that cutblock the distance determined in subparagraph (ii) of this paragraph by the net cruise volume of timber on the cutblock.
 - b. 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.
 - c. Haul distance is the average weighted distance calculated in paragraph (b) of this subsection plus the rehaul distance in the case of inland water transportation as described in section 4.4.2.
 - d. Where a rehaul is required for inland water transportation, the appraisal log dump is the final log dump at the end of the rehaul.

4.2.5 Marine Log Transportation

4.2.5.1 Point of Appraisal

1. The Points of Appraisal are:

| <u>Points of Appraisal</u> | <u>Location</u> |
|----------------------------|--|
| Alberni | At the head of Alberni Inlet. |
| Chemainus | At Chemainus Bay. |
| Gambier Island | At Gambier Harbour on Gambier Island. |
| Pitt River Bridge | At the confluence of the Fraser and Pitt Rivers. |

4.2.5.2 Appraisal Log Dump

1. For subsections 2, 3, 4 a) and 4 b) below, 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 VI 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 VI, 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.
4.
 - 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 VI 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 VI, then that location must be used as the appraisal log dump for that cutblock in the appraisal or reappraisal of the cutting authority area.

4.2.5.3 Log Towing

1.
 - a. The information in Table 4-5 is not used in the calculation of a stumpage rate but must be used by the licensee when completing the appraisal data submission.
 - b. Where the appraisal log dump is at a towing point of origin listed in Table 4-5, that towing point of origin must be reported in the appraisal data submission.
 - c. Where the appraisal log dump lies between two towing points of origin, both towing points of origin must be reported in the appraisal data submission.

4.2.5.4 Log Barging

1. a. The information in Table 4-6 is not used in the calculation of a stumpage rate but must be used by the licensee when completing the appraisal data submission.
- b. Where the appraisal log dump is at a barging point of origin listed in Table 4-6, that barging point of origin must be reported in the appraisal data submission.
- c. Where the appraisal log dump lies between two barging points of origin, both barging points of origin must be reported in the appraisal data submission.

Table 4-5 Towing Points of Origin

| Code | Point of Origin | P/A | Code | Point of Origin | P/A |
|------|----------------------|-----|------|----------------------|-----|
| ALBE | ALBERNI | A | BUIM | M. OF BUTE INLET | G |
| CHCK | CHINA CREEK | A | KIIM | M. OF KINGCOME INLET | G |
| COCK | COLEMAN CREEK | A | KNIM | M. OF KNIGHT INLET | G |
| SARV | SARITA RIVER | A | LOUM | M. OF LOUGHBOROUGH | G |
| SPCK | SPENCER CREEK | A | TOIM | M. OF TOBA | G |
| TOBY | TOQUART BAY | A | NACK | NAKA CREEK | G |
| UCHU | UCHUCKLESIT | A | NOBY | NORTHWEST BAY | G |
| UCLU | UCLUELET | A | PHAR | PHILLIPS ARM | G |
| CHEM | CHEMAINUS | C | PTEB | PORT ELIZABETH | G |
| COBY | COWICHAN BAY | C | PTHD | PORT HARDY | G |
| JORV | JORDAN RIVER | C | PTHV | PORT HARVEY | G |
| LADY | LADYSMITH | C | PTMN | PORT McNEILL | G |
| NANA | NANAIMO | C | PTNE | PORT NEVILLE | G |
| SOOK | SOOKE | C | PORV | POWELL RIVER | G |
| VICT | VICTORIA | C | SENA | SECOND NARROWS | G |
| AGAM | AGAMEMNON | G | SYIN | SEYMOUR INLET | G |
| BECV | BEAVER COVE | G | SEBY | SOUTHEAST BAY | G |
| COUR | COURTENAY | G | SQUA | SQUAMISH | G |
| DRIN | DRURY INLET | G | STIL | STILLWATER | G |
| EVRV | EVE RIVER | G | TEAR | TEAKERNE ARM | G |
| FOHA | FORWARD HARBOUR | G | THIN | THEODOSIA INLET | G |
| FRAR | FREDERICK ARM | G | THSO | THOMPSON SOUND | G |
| BUIH | H. OF BUTE INLET | G | WASA | WAKEMAN SOUND | G |
| JEIH | H. OF JERVIS INLET | G | GAMB | GAMBIER ISLAND | G |
| KIIH | H. OF KINGCOME INLET | G | CHWK | CHILLIWACK | P |
| KNIH | H. OF KNIGHT INLET | G | HABY | HARRISON BAY | P |
| LOUH | H. LOUGHBOROUGH | G | HALH | HEAD HARRISON LAKE | P |
| SEIH | H. OF SECHELT INLET | G | PILH | HEAD OF PITT LAKE | P |
| TOIH | H. OF TOBA INLET | G | HALM | MID HARRISON LAKE | P |
| INAR | INDIAN ARM | G | PIRV | PITT RIVER BRIDGE | P |
| KLBY | KELSEY BAY | G | SICK | SILVERHOPE CREEK | P |
| MNCK | McNAB CREEK | G | WHON | WHONNOCK | P |
| MEBY | MENZIES BAY | G | | | |
| MESD | MEREWORTH SOUND | G | | | |
| JEIM | MOUTH JERVIS INLET | G | | | |

- P/A = Point of Appraisal as follows:
- A = ALBE = Alberni
 - C = CHEM = Chemainus
 - G = GAMB = Gambier Island
 - P = PIRV = Pitt River Bridge

Table 4-6 Barguing Points of Origin

| Code | Point of Origin | P/A | Code | Point of Origin | P/A |
|------|----------------------------|-----|------|--------------------------------|-----|
| BACK | BARR CREEK | A | BOIN | BOSWELL INLET /SECURITY BAY | G |
| BLBY | BLOWHOLE BAY | A | CAIS | CAMPBELL ISLAND | G |
| CLCK | CLEAGH CREEK | A | DIBY | DINAN BAY | G |
| COHA | COAL HARBOUR | A | ELHA | ELCHO HARBOUR | G |
| CYRV | CYPRE RIVER | A | FEBY | FERGUSON BAY | G |
| EAIN | EASY INLET | A | RIIH | HEAD OF RIVERS INLET | G |
| ESIN | ESPINOSA INLET | A | SBEH | HEAD OF SOUTH BENTINCK ARM | G |
| GORV | GOLD RIVER | A | HNRV | HONNA RIVER | G |
| HEBY | HEAD BAY | A | KMBY | KEMANO BAY | G |
| BESH | HEAD OF BEDWELL SOUND | A | KHIN | KHUTZEMATEEN INLET | G |
| HENO | HECATE CHANNEL - NOOTKA | A | | | |
| HOLB | HOLBERG | A | KIMS | KIMSQUIT | G |
| HORV | HOUSTON RIVER | A | KLEM | KLEMTU | G |
| HUCK | HUSHAMU | A | KUIN | KUMEALON INLET | G |
| INGE | INGERSOLL | A | KWBY | KWATNA BAY/MINERVA CREEK | G |
| JELA | JEUNE LANDING | A | KWRV | KWINAMASS RIVER | G |
| KEIN | KENDRICK INLET | A | MCBY | McCLINTON BAY | G |
| KOHA | KOPRINO HARBOUR | A | MOIN | MOSES INLET/INRIG BAY | G |
| KUCV | KULTUS COVE | A | NAHA | NADEN HARBOUR | G |
| MCKK | McCURDY CREEK | A | NABY | NASS BAY | G |
| MORV | MOOYAH RIVER | A | NORV | NOOTUM RIVER | G |
| OUIV | OUOUKINSH INLET | A | OCFA | OCEAN FALLS | G |
| PLHA | PLUMPER HARBOUR | A | POIS | PORCHER ISLAND | G |
| PTEL | PORT ELIZA | A | PRRU | PRINCE RUPERT | G |
| RACV | RANKIN COVE | A | RESO | RENNELL SOUND | G |
| STCV | STEAMER COVE | A | REPA | RENNERS PASSAGE | G |
| TLRV | TLUPANA RIVER | A | SCRV | SCOTIA RIVER | G |
| TSRV | TSOWWIN | A | SWIN | SEWELL INLET | G |
| WIHA | WINTER HARBOUR | A | SKIN | SKIDEGATE INLET | G |
| ZEBA | ZEBALLOS | A | SOBY | SOUTH BAY | G |
| ALAR | ALICE ARM | G | STEW | STEWART | G |
| ALBY | ALLIFORD BAY | G | TASU | TASU SOUND | G |
| BEAN | BEATTIE ANCHORAGE | G | TUIN | TUCK INLET | G |
| BECO | BELLA COOLA | G | WECK | WEEWANIE CREEK | G |
| BIBY | BISHOP BAY | G | WOCH | WORK CHANNEL | G |

P/A = Point of Appraisal as follows:

A = ALBE = Alberni
G = GAMB = Gambier Island

4.3 Estimated Winning Bid (EWB) Equation

1. The equation used in the calculation of the estimated winning bid (EWB) is:

$$\begin{aligned} \text{EWB} = & \quad [-33.91 + 0.747(\text{ALP}/\text{CPIF}) + 11.67(\text{CEDARCYPRESS}) + 11.55(\text{DFIR2G}) \\ & - 0.124(\text{SLOPE}(1\text{-HELI})) - 30.93 (\text{HELI}) + 9.23(\text{VPH}/1000) \\ & + 2.70(\text{Ln}(\text{PIECESIZE})) - 0.0796(\text{LOCATION}) \\ & - 9.59(\text{GAMBDIST400}) + 0.727(\text{Ln}(\text{VOL}/1000)) + 7.57(\text{CRUISE}) \\ & + 2.01(\text{DISTAVGNBID}) - 1.48(\text{ISOLATED}) - 0.828(2\text{G})] \text{ CPIF} \end{aligned}$$

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.

4.4 Specified Operations

1. The specified operations in sections 4.4.1 to 4.4.7 may be considered in an appraisal or a reappraisal.

4.4.1 Skyline

1. A skyline adjustment expressed in $\$/\text{m}^3$ may be calculated for those areas within a cutblock that:
 - a. are 600 metres or greater measured in a straight line horizontal distance from the centre of the closest possible landing or place where a landing may be located, and
 - b. are yarded by skyline.
2. The skyline adjustment may be calculated by adding the volume of timber to which the skyline may apply to the volume of timber to be helicopter yarded as prescribed in section 4.2.

4.4.2 Inland Water Transportation

1. An inland water transportation adjustment will be determined for that part of the cutting authority area where timber must be towed on Great Central, Owikeno or Powell Lake or any other inland water authorized by the person that determines the stumpage rate in order for the timber to be transported to the point of appraisal.
2. The adjustment shall be \$4.41 per cubic metre.

4.4.3 Clayoquot Sound Operating Costs

1. For the purposes of this section the Clayoquot Sound area is:

That part of the Hesquiat Peninsula, Esowista Peninsula, and the islands, sea and all lands and waters draining into the Pacific Ocean from the height of land between Escalante Point and Quisitis Point.

2. An adjustment of $\$6.11/\text{m}^3$ will be included in an appraisal or a reappraisal of a cutting authority area that is located entirely within the Clayoquot Sound area.

4.4.4 Helicopter Single Standing Stem Selection

1. In this manual helicopter single standing stem selection means the harvesting of standing single trees that have been marked, limbed, undercut and wedged and then broken from the stump and removed using a helicopter.

2. This adjustment may only be included in the appraisal or reappraisal of a cutting authority area if:
 - a. helicopter single standing stem selection is the only harvest method that has been permitted by the district manager to harvest timber in the cutting authority area, and
 - b. helicopter single standing stem selection is also, the only harvest method used to harvest all of the timber in the cutting authority area.
3. The adjustment for helicopter single standing stem selection includes the cost of marking, climbing, limbing, undercutting, wedging, breaking and removal of the tree by helicopter.
4. The adjustment for helicopter single standing stem selection is \$37.78/m³.

4.4.5 Destumping for Root Disease Control

1. Destumping is the activity of:
 - a. lifting and rolling of stumps out of the ground to lessen soil disturbance and root breakage,
 - b. destumping may also include the shaking of stumps to remove soil, and
 - c. raking the area immediately around the hole to remove any large root pieces.
2. A destumping adjustment will be determined for that part of the cutting authority area where destumping for root disease control is required. The treatment area must be accurately delineated and shown on the appraisal map and be included in the site plan.
3. The adjustment shall be \$1,114.00 per hectare of area that will be destumped.

4.4.6 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. 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.

Where tree crown modification is approved:

- a. the rate for each old growth coniferous tree that is modified is \$46.18, and
- b. the rate for each second growth coniferous tree that is modified is \$20.69.

4.4.7 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 wholly within that part of the Coast Forest Region 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 of Natural Resource Operations pursuant to Section 93.4 of the *Land Act* entitled:
 - a. South Central Coast Order, dated July 27, 2007,
 - b. Central and North Coast Order, dated December 19, 2007, and
 - c. Haida Gwaii Land Use Objectives Order, dated December 16, 2010.
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:
 - a. a woodlot licence referred to in section 1(3) of the South Central or Central and North Coast orders,
 - b. a community forest agreement referred to in section 1(4) of the South Central or Central and North Coast orders, or
 - c. the tree farm licence or non-replaceable forest licences that are referred to in section 1(4) of the South Central Coast Order.
3. The adjustment shall be \$2.75 per cubic metre.

4.5 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:

$$\text{FEWB} = \text{EWB} - \text{SOA}$$

Where:

EWB = The Estimated Winning Bid determined under section 4.3.

SOA = The sum of specified operations adjustments in an appraisal or a reappraisal of a cutting authority area as may be calculated under sections 4.4.1 through 4.4.7 and expressed in $\$/\text{m}^3$.

3. Where the FEWB calculated is less than $\$0.25/\text{m}^3$, then the FEWB shall be $\$0.25/\text{m}^3$.

This page is intentionally left blank.

5.3.2 Existing Roads

1. The following roads may not be considered in the appraisal or reappraisal of a cutting authority area:
 - a. a constructed road that has been previously included in an appraisal or reappraisal of another cutting authority area,
 - b. a road previously constructed to access private timber, **or**
 - c. 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.

5.3.2.1 Extended Road Amortization

1. Notwithstanding subsection (3) and subject to subsection (2) of this section for new appraisals where the total road development cost calculated in an appraisal or reappraisal is greater than \$14.00/m³, the licensee and regional manager may agree that only a portion of an estimated road development cost will be used in the appraisal or reappraisal of the cutting authority area and that the balance of the estimated road development cost will be used in the appraisal or reappraisal of one or more tributary cutting authority areas.
2. Future tributary timber included in the extended road amortization agreement must be within a woodlot licence area, or in an approved cutting permit or cutblocks shown in the licence's forest development plan or forest stewardship plan in effect on the appraisal effective date.
3. No new extended road amortization agreements will be approved for cutting authorities issued under a woodlot licence with an effective date after November 30, 2008.
4. The agreement must provide that:
 - a. it may not be changed unless by mutual agreement, and
 - b. it is entered into only for the purposes of calculating a stumpage rate and confers no obligation on the Crown to compensate the licensee for any unamortized costs.

5.3.3 Tabular Cost Estimates

1. A tabular cost estimate 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.

5.3.3.1 New Road Construction

1. New road construction cost estimate includes the cost of clearing and grubbing, stripping, stump removal, incidental log decking, ditch construction, landing and turnout construction.

2. The estimated cost per kilometre for new road construction is provided for each combination of rock hardness and bank height category.
3. New road section data is recorded using appendix VII and the following criteria:
 - a. road section lengths are measured along the road centreline and recorded to the nearest 0.001 km, and
 - b. the bank height is measured at right angles to the road centreline from the road surface to the top of the rock face.
 - c. road sections are measured over culverts (including wood culverts with a span length less than 4 m).
 - d. total bridge deck length for permanent and portable bridges, and span length on log bridges, is excluded from a road section length.
 - e. rock face height measurement on a through-cut section is taken from the highest 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 method to estimate 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 IV are based on this report and are used to determine the RMC-based factors required for road cost estimates.
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 cost estimates are:
 - a. examine and record surface hardness, weathering, and block diameter in the field,
 - b. determine subsurface hardness from the table in Appendix IV with this title,
 - c. determine RMC value from the table Appendix IV with this title, and
 - d. apply selected RMC values to applicable tables and formulas for road cost estimates.
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.

| District: Sunshine Coast | | | | | |
|--|-----------------|-------------------------------------|----------------|------------------|----------------|
| Location | ALD Code | Co-ordinates (Approximately) | | | |
| | | Latitude | | Longitude | |
| | | Degrees | Minutes | Degrees | Minutes |
| 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 |

| District: Sunshine Coast | | | | | |
|--|-----------------|-------------------------------------|----------------|------------------|----------------|
| Location | ALD Code | Co-ordinates (Approximately) | | | |
| | | Latitude | | Longitude | |
| | | Degrees | Minutes | Degrees | Minutes |
| 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 |

| District: North Coast | | | | | |
|--|-----------------|-------------------------------------|----------------|------------------|----------------|
| Location | ALD Code | Co-ordinates (Approximately) | | | |
| | | Latitude | | Longitude | |
| | | Degrees | Minutes | Degrees | Minutes |
| 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 |
| Brougham - Nodales Channel | BRNO | 50 | 22 | 23 | 125 | 22 | 59 |
| 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 - Picton Point | COPI | 50 | 28 | 04 | 125 | 23 | 55 |
| Cordero Channel - Cordero 1 | COCO | 50 | 26 | 35 | 125 | 33 | 21 |
| Cordero Channel - Tallac Bay | COTA | 50 | 26 | 40 | 125 | 28 | 06 |
| 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 - Mayne Passage | ETMP | 50 | 23 | 15 | 125 | 31 | 22 |
| 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 |

| District: Campbell River | | | | | | | |
|--|-----------------|-------------------------------------|----------------|----------------|------------------|----------------|----------------|
| Location | ALD Code | Co-ordinates (Approximately) | | | | | |
| | | Latitude | | | Longitude | | |
| | | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds |
| 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 |
| 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 | 54 | 29 | 125 | 02 | 10 |
| 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 |
| 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 - Zuciarie Channel, Mooyah Bay | NSZC | 49 | 39 | 30 | 126 | 29 | 41 |
| Northwest Bay, Parksville | NBPA | 49 | 17 | 49 | 124 | 12 | 45 |