

File: 195-30/IAPP

July 13, 2010

**BY EMAIL**

To: Madeline Maley, Regional Executive Director, Southern Interior Forest Region  
Bill Warner, Regional Executive Director, Northern Interior Forest Region

**Re: Errata # 2 – July 1, 2010 *Interior Appraisal Manual***

The purpose of this memo is to advise you that pages 3-10, 4-9, and Table A6-2 “Zonal Tabular Adjustment Table” included with the July 1, 2010 *Interior Appraisal Manual*, contained errors.



Please remove 3-9, 3-10, 4-9, 4-10, A15 and A16 and replace them with the attached pages.

We apologize for any inconvenience this may have caused.

Grant Loeb  
Manager  
Timber Pricing

pc: Interior Appraisal Advisory Committee



## 3.5 Log Transportation

The log transportation phase covers all aspects of log movement from the place of initial loading to the point of appraisal, including truck haul, rail, water and other specialized transportation. The use of section 3.5.1.1(1)(c) does not affect any other provision that requires the use of the point of appraisal, as per section 3.5.2.

### 3.5.1 Cycle Time Variables

#### 3.5.1.1 Primary Cycle Time (CT):

1. The cycle consists of loading, hauling, weighing, unloading, return time, and unavoidable delays. The cycle time will normally be determined by taking into consideration all the factors that may affect it: distance, expected rate of speed, necessary delays, expected standard of roads and their maintenance, traffic density, and seasonal weather conditions.
2. In many cases standard cycle time schedules from specific road junctions to the point of appraisal have been developed and should be used (Sector times) .
3. For appraisal purposes, weighted average Primary Cycle Time (CT) is the estimated time in hours (rounded to the nearest 0.1 hour) for transporting logs from the centre of a cutting authority area to:
  - a. the point of appraisal as per section 3.5.2,
  - b. the appraisal place of unloading in the case of water or rail transport, or
  - c. where the regional manager is satisfied that a transfer of current cutting rights to address a bark beetle infestation will result in:
    - i. equal or higher sawlog stumpage rates for the timber to which the current cutting rights are transferred to, when compared to the sawlog stumpage rates for the timber where the current cutting rights are transferred from, and
    - ii. an increase in milling consumption of beetle infested timber by the licensee whose current cutting rights are transferred, then  
the place that would have been the point of appraisal if the timber had been harvested in the area from which the current cutting rights are transferred from.
4. To determine weighted average primary cycle time:
  - a. establish the geographical centre point of each cutblock and project this point to the nearest road for measurement purposes,
  - b. from this centre point, determine the cycle time to the nearest junction serving all cutblocks,

- c. weight the cycle time for each cutblock by the volume on the cutblock and determine the average weighted cycle time to the junction. If the cutblock volume is not available, the cutblock area is used, and
  - d. determine the cycle time from the junction to:
    - i. the point of appraisal as per section 3.5.2,
    - ii. the appraisal place of unloading,
    - iii. if the conditions under 3.5.1.1 (3)(c) are met, then  
the place that would have been the point of appraisal if the timber had been harvested in the area from which the current cutting rights are transferred from.
5. Unavoidable delays are periods when the truck is on the job but not operating due to unpredictable delays such as; tightening binder chains, minor repairs made by driver, checking and adjusting brakes, minor delays prior to loading and unloading, refuelling, etc. Unavoidable delay time does not include any breakdown which requires shop repair, the services of a skilled mechanic, or a spilled load of logs. The time for load, unload and unavoidable delay is set at 75 minutes for cable yarding systems and 60 minutes for all other systems.
6. Total CT is the sum of the times calculated under subsections 4(c), 4(d) and 5.

### 3.5.1.2 Haul Method

Cost estimates do not recognize different types of logging trucks. The estimate is based upon the possible haul method, either highway or off-highway and not specifically on the licensee's particular method.

Highway hauling is assumed when loaded logging trucks must travel in part over roads administered under the *Highway Act*, without truck-to-truck transfer, to the point of appraisal, or on roads administered under the *Industrial Road Act* and Forest Service Roads as defined in *Forest Act* where prolonged known road restrictions prevent the use of oversize loads, or in all instances where the volume per tree is less than 0.20 m<sup>3</sup>.

Off-highway hauling is assumed when loaded logging trucks can travel over roads administered under the *Industrial Road Act* and Forest Service Roads as defined in *Forest Act* to the point of appraisal, or to a recognized reload. Where prolonged known restrictions (e.g., bridge load limit, narrow road, through rock cut, Regulations under the *Workers Compensation Act*, etc.) prevent the use of oversize loads, highway haul is assumed.

### 4.3.2 Tabular Cost Estimates

Tabular costs are determined using the procedures and criteria in this section for the total length of road that the submitting professional certifies is required to remove the timber from the cutting authority area.

#### 4.3.2.1 Subgrade Construction

The subgrade construction cost estimate includes:

- clearing,
- grubbing,
- stripping,
- debris disposal,
- stump removal,
- ditch construction,
- turnout construction (not landings),
- material costs, and
- installation of culverts with diameters under 950 mm or the equivalent cross-section area or single log abutment culverts up to 3.4 m span.

Right-of-way felling and logging is excluded.

#### 4.3.2.2 Subgrade Construction Variables

For appraisal purposes the following subgrade construction variables are recognized:

1. Section length: (L)
  - a. Each section should be representative of a single moisture class. Section lengths are recorded to the nearest 0.1 km. Each section should be 1 km or longer, although some individual section lengths less than 1 km but greater than or equal to 0.100 km are acceptable for extreme variations of slope or percent rock. The section length includes that portion traversing through landings. For ground skidding, short roads (up to and including 100 m long) that access single landings are included in the MPS equation (section 3.4) and are not eligible for development cost estimates.
  - b. All road segments less than 0.100 km, excluding short ground skidding spurs less than 0.100 km, are to be aggregated with other adjacent road segments, making appropriate adjustments to average site conditions using the distance-weighted averages for the site variables for that section.
  - c. A short spur road less than 0.100 km that does not access a single landing may be aggregated with a similar stand-alone non-adjacent road section.

## 2. Road Types :

- **Snow/Ice Road** : - A snow/ice road is a single lane seasonal winter road including turnouts, with a flat road profile that is built with a combination of snow, ice and dirt, on a surface that may or may not have been stumped. The driving surface is built up using multiple layers of snow and ice such that extra stabilizing material costs are not applicable. A flat road profile means the side slope is less than or equal to 15% and there is minimal side cut. Minimal means that cuts into mineral or organic soil must not exceed 0.5 m in depth for distances up to 0.1 km. Seismic lines being used for roads, that have not previously been used as roads, will be considered as new construction and qualify as snow/ice roads provided they fall within the above criteria.
- **Long Term (LT)** - A long term road is a road with a continuous raised sub-grade and ditch line (the raised sub-grade and ditch line may be interrupted for short section <100 m in length (e.g., when crossing a short section of rock or at the crest of a hill). In flat terrain the ditch line may simply be the depression created when sub-grade material is excavated to create a raised sub-grade.
- **Short Term (S)** - A short term road is a road with the stumps removed and a bladed running surface. There may be elements of ditching and elevated grade, particularly around wet areas but these features are not continuous.

## 3. Uphill Side Slope: (SLOPE %)

Uphill side slope percent may show a variation of (+/- 15% about the average) within any section length and represents the average of all slopes in the section to a maximum of 50%. To derive an average for uphill side slope percent, several representative cross-section measurements are taken along the section length and the sum of one-half of the distance on each side of the measurement is applied as a weight against the measurement at that cross-section. The uphill side slope percent is measured at right angles to the road centreline and is recorded to the nearest integer. Where the road is located on a bench, the uphill side slope of the bench is used.

**Table A6-2 Zonal Tabular Adjustment Table**

Scale Based												
Zone	BA	CE	FI	HE	LA	SP	WH	YE	GP <sup>1</sup>	DP <sup>2</sup>	Average	
SW <sup>3</sup>	-18.85	-17.12	-17.12	-17.12	-17.12	-17.83	-17.12	-17.12	-17.15	-16.30	-17.12	
5	0.42	-18.42	-13.12	-7.54	-1.43	-3.00	-1.43	-1.43	1.13	-0.87	-1.43	
6	-0.57	-0.70	-1.77	-2.52	-1.77	-1.66	-1.77	-1.77	-0.73	-1.77	-1.77	
70K	7.81	-5.40	-7.31	-3.39	-5.36	6.21	-5.11	-3.75	3.77	4.75	1.78	
7SE	6.87	-5.47	-10.21	-5.34	-6.10	3.45	-7.45	-12.33	-2.03	0.32	-2.35	
8	-3.10	-7.05	-15.97	-6.98	-4.14	-3.60	-16.26	-4.14	-0.14	-1.23	-4.14	
9	10.19	3.63	3.63	3.63	3.63	2.93	3.63	3.63	3.05	5.00	3.63	

Cruise Based												
Zone	BA	CE	FI	HE	LA	SP	WH	YE	GP	DP	Average	
SW <sup>3</sup>	-17.03	-18.85	-17.09	-18.85	-18.85	-18.66	-18.85	-18.85	-17.73	-19.24	-18.85	
5	-2.38	-4.39	-5.20	-4.39	-4.39	-2.95	-4.39	-4.39	-4.17	-5.01	-4.39	
6	-2.38	-4.39	-5.20	-4.39	-4.39	-2.95	-4.39	-4.39	-4.17	-5.01	-4.39	
70K	5.25	-3.66	0.56	2.91	2.91	4.17	-2.30	2.91	2.68	2.53	2.91	
7SE	4.85	1.56	1.39	4.30	4.30	5.28	4.30	4.30	3.82	4.25	4.30	
8	-1.41	-3.51	-4.03	-3.93	-3.93	-2.80	-3.93	-3.93	-3.89	-4.21	-3.93	
9	7.69	7.30	7.30	7.30	7.30	7.78	7.30	7.30	6.87	7.34	7.30	

<sup>1</sup> GP (green pine) is all appraised Lodgepole pine volume except Lodgepole pine red and grey attack

<sup>2</sup> DP (dead pine) is appraised Lodgepole pine red and grey attack volume

<sup>3</sup> SW (smallwood) is the previous Zone 25 and applies to only those cutting permits under the licences listed in Table A6-3 where the cutting permit and the licence restricts harvesting to stands where the net merchantable volume per tree is less than 0.2m<sup>3</sup>/tree and the licence has not expired.

**Table A6-3 Smallwood Licence Table**

<b>Licence</b>	<b>Licence Expiry Date<sup>1</sup></b>
A55524	2011-12-31
A55525	2012-05-31
A55527	2012-05-31
A55528	2011-12-31
A55529	2012-05-31
A55578	
A61106	2010-08-31
A61108	2010-08-31
A61109	2011-06-30
A65442	2011-10-31
A73171	2014-11-30
A75735	2010-07-05
A77509	
A79982	
A80600	
A81242	2011-12-06
A81700	2011-12-05
A82224	2012-06-06
A82520	2012-08-15
A82523	2012-08-15
A83544	2010-11-28
A83857	2011-06-24
A83858	2011-06-24
A84161	
A84685	
A85417	
A86036	
A86416	2010-09-09
PA16	

<sup>1</sup> Expiry date listed if before July 1, 2012