

APR 30 2012

To: Interior Executive Directors

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

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

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

- Section 1.1 Section reference has been corrected.
- Section 3.6(3) Revised text clarifies that supporting documentation may be requested by the person who determines the stumpage rate before a specified operation is included in an appraisal.
- Section 3.6.3(5) New subsection added identifying the documentation requirements where two licensees have shared the building and operating costs of a single camp.
- Section 4.4 Cascadia and Pacific TSAs have been added to table 4-4
- Section 6.1 The coniferous average sawlog stumpage rates in tables 6-1 and 6-2 are updated.
- Section 6.3 The coniferous average sawlog stumpage rates in table 6-3 are updated.
- Section 6.4 The coniferous average sawlog stumpage rates in tables 6-4 and 6-5 are updated.
- Section 6.6 Additional clarification for the application of hogged tree material and wood chips has been added in the footnotes for Table 6-6.
- Section 6.7 Cassiar TSA is added to the list.

This amendment will come into force on May 1, 2012. Further amendments or revisions to this manual require my approval.



Steve Thomson  
Minister

Attachment

pc: Murray Stech, Director, Timber Pricing Branch





Ministry of  
Forests, Lands and  
Natural Resource Operations

## MANUAL REVISION TRANSMITTAL

FOR FURTHER INFORMATION OR IF YOU HAVE A CHANGE OF ADDRESS, PLEASE CONTACT:  Bob Bull Senior Timber Pricing Forester (Interior) Timber Pricing Branch Ministry of Forests, Lands and Natural Resource Operations 1 <sup>st</sup> Floor, 1520 Blanshard Street Victoria, BC V8W 3K1 Phone: 250 – 356-7709 Email: Bob.Bull@gov.bc.ca FAX: 250 - 387-8393	<b>MANUAL TITLE</b>	
	Interior Appraisal Manual	
	<b>AMENDMENT</b>	<b>ISSUE DATE</b>
	Amendment No. 5	May 1, 2012
<b>MANUAL CO-ORDINATOR</b>		
Ashley Sasaki Publications/Administrative Co-ordinator		
<b>AUTHORIZATION (Name, Title)</b>		
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	PAGE(S)	COMMENTS
	TABLE OF CONTENTS		
Remove Insert	Chapter 1	5-6	After Chapter 1 Tab
Remove Insert	Chapter 3	13-16	After Chapter 3 Tab
Remove Insert	Chapter 4	25-26	After Chapter 4 Tab
Remove Insert	Chapter 6	1-4 7-12 15-18	After Chapter 6 Tab
INSERT	Letter from Minister and Transmittal Sheet		After Amendments Tab



**“Net Merchantable Volume”** means unless otherwise specified in the manual, the post reduction cruise volume compiled to the Interior Standard Merchantable Specifications in Table 1-1 of this manual;

**“New Construction”** means the following construction phases: subgrade construction, placement of additional stabilizing material and the construction and installation of drainage and other pertinent structures;

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

**“Prescribed Minimum Stumpage Rate”** means the minimum stumpage rate prescribed by the *Minimum Stumpage Rate Regulation* (BC Regulation 354/87);

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

**“Reconstruction and Replacement”** means replacement or structural repair of a major drainage structure (e.g., replacing stringers, cross ties, or cribbing), or major resurfacing, which means resurfacing sections of more than 0.3 km in length that were initially surfaced but have deteriorated due to long term wear and tear, where stabilizing material was not previously used, or major reconstruction, which means restoring at least 0.1 km of road (per occurrence) that requires complete rebuilding of the subgrade;

**“Regional Manager”** means a regional executive director of the Ministry or except for section 1.2.1(1)(b), the regional executive director’s designate;

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

**“Remedial Fence and Wing Fence”** means a fence that is required to remedy, reduce or manage the impact of timber harvesting activities on range management;

**“Road Permit”** means road permit or road timber mark;

**“Salvage”** except as provided in section 6.4, means a cutting authority area where greater than one-third of the net coniferous cruise volume is attacked by mountain pine beetle or other pests;

**“Scale Based”** means the stumpage payable is based on a scale of the timber harvested from the cutting authority area in accordance with part 6 of the *Act*;

**“Single Unit”** means a cutblock has one continuous boundary and it is not made up of two or more pieces separated by timber that is not within the gross area of the cutblock from the cruise compilation;

**“Species Net Volume”** is the species net volume reported in the appraisal summary report from the cruise compilation for the cutting authority area;

**“Stand as a Whole (SAAW) Pricing”** means that one stumpage rate is determined for all of the net merchantable timber on the cutting authority area. In a cruise based cutting

authority, the single stumpage rate applies to all of the net merchantable volume identified in the cruise conducted in accordance with the *Cruising Manual*,

**“Stud Log Percent”** means the net volume of 5 m logs with top diameters under 20 cm expressed as a percentage of the total net cruise volume. The stud log percent is rounded to the nearest whole percentage point;

**“Stumpage Appraisal Parameter”** means:

- |                                   |  |
|-----------------------------------|--|
| a. Interior Average Market Price, | d. Lumber Average Market Values,                 |
| b. BC Consumer Price Index,       | e. Interior Basic Silviculture Costs by Species, |
| c. US Dollar Exchange rate,       | f. Final Neutrality Adjustment.                  |

**“Suitable Secondary Stand Structure Survey”** means a suitable secondary stand structure survey as defined in section 1(4) of the *Forest Planning and Practices Regulation*

**“Timber Harvesting”** means the felling or removal of timber other than on road rights-of-way or landings on a cutblock;

**“Timber Sales Manager”** means the Timber Sales Manager or the Timber Sales Manager’s designate;

**“Total Net Coniferous Volume”** is the total of the species net volumes for all coniferous species on the cutting authority area;

**“Total Net Cruise Volume”** means the sum of the species net cruise volumes reported in the appraisal summary report from the cruise compilation for the cutting authority area;

**“Total Net Deciduous Volume”** is the total of the species net volumes for all deciduous species on the cutting authority area,

**“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.

### 3.6 Specified Operations

1. Only the specified operations described in sections 3.6.1 to 3.6.6 may be considered in an appraisal or reappraisal.
2. Where appropriate, specified operations are weighted according to the applicable net cruise volume.
3. **Before a specified operation is used in an appraisal it must be approved by the person who determines the stumpage rate and the supporting information must be made available upon request.**

#### 3.6.1 Water Transportation

Water transportation occurs when logs must be transported by water between the cutting authority and the point of appraisal or reload. This includes the costs of strapping logs on the truck, dumping, booming, developing and operating dumping and booming grounds, and towing. The specified operation for reservoir lakes applies to all marine appraisals and to Arrow, Kinbasket, Ootsa, Revelstoke and Williston Lakes. All other lakes receive the natural lake specified operation.

1. Dump and Boom:

Reservoir Lakes and Marine: = 2.69/m<sup>3</sup>

Natural Lakes: = 2.69/m<sup>3</sup>

2. Tow:

All \$/m<sup>3</sup> = 1.2832 + 0.0042 \* d

Where d = one way tow distance in kilometres.

3. Dewater and Reload:

All = 2.38/m<sup>3</sup>

Only considered if the mill infeed is not located on the same lake, or a dam transfer is required.

#### 3.6.2 Special Transportation Systems

A special transportation system specified operation may be used in the appraisal where geographic conditions dictate its use.

The cost estimates include all costs associated with servicing the appropriate cutting authorities, (excluding all on-site costs of owning and operating a camp facility) and operation of bubble systems where applicable.

The recognized special transportation systems are as follows:

1. Railway

a. Truck-to-Rail Transfer

When logs are appraised by railway for part of the way between the cutting authority and the point of appraisal, the cost estimate for the truck-to-rail transfer part of the phase is:

$$\text{All} = 2.38/\text{m}^3$$

b. Railway Transportation

The railway transportation cost estimate is based on the following table for the points of origin shown. Otherwise, the best information on hand is used.

**Table 3-5 Rail Log Transportation**

Origin	Cost Estimate	Point of Appraisal
Leo Creek	\$13.18/m <sup>3</sup>	Fort St. James
Lovell	\$17.31/m <sup>3</sup>	Fort St. James
Bear Lake	\$24.27/m <sup>3</sup>	Fort St. James
Minaret Creek	\$26.66/m <sup>3</sup>	Fort St. James
Niteal	\$23.23/m <sup>3</sup>	Fort St. John



2. Barge/Ferry Used for Truck Haul (Private)

When a truck haul road is interrupted by a body of water and the operation of a barge/ferry system is the most efficient means to provide a transportation link to harvesting areas, the specified operation for this phase, regardless of ownership is:

All lakes = 5.89/m<sup>3</sup>

3. Barge/Ferry Not Used for Truck Haul (Private)

When a cutting authority can be served only by water, and daily (operating days only) ferry/barge services are feasible for crew transportation, the specified operation for this phase, regardless of ownership is:

All lakes = 1.29/m<sup>3</sup>

**3.6.3 Camp Costs**

1. A camp specified operation may be included in an appraisal if all of the criteria in this section are met for the cutting authority area being appraised.
2. Workers, who work on the cutting authority area, will reside in the camp and travel each day of work during timber harvesting and hauling operations from the camp to the cutting authority area.
3. The licensee submitting the appraisal must incur the following:
  - i. Costs to establish the camp either through capital expenditure or through long term lease arrangements, and
  - ii. Costs to operate and maintain the camp.
4. The camp must:
  - a. Be comprised of buildings or structures of a permanent or semi-permanent nature,
  - b. Have a cookhouse(s) and a bunkhouse(s),
  - c. Have full time camp staff, and
  - c. Be located outside of a support centre listed in Table 3-6.

**Table 3-6 Support Centres**

**Northern Interior Forest Region**

Burns Lake	Kitwanga	Smithers	Terrace
Houston	New Hazelton	Stewart	Prince George
Kitimat	Fort St. James	Fraser Lake	Fort St. John
Chetwynd	Fort Nelson	Mackenzie	Dawson Creek
Vanderhoof			

**Southern Interior Forest Region**

Boston Bar	Kamloops	Merritt	Salmon Arm
Clearwater	Kelowna	Pemberton	Vernon
Hope	Lillooet	Penticton	Nakusp
Canal Flats	Creston	Grand Forks	Nelson
Castlegar	Fernie	Greenwood	Revelstoke
Cranbrook	Golden	Invermere	100 Mile House
McBride	Valemount	Princeton	Quesnel
Williams Lake			

5. Where two licensees share the costs referred to in paragraph three or four of this section for a single camp, each licensee must compile a statement of costs for the entire camp, and the costs and volume attributable to its licence.
6. Where a cutting authority area serviced by a camp may be accessed only by rail, the camp specified operation is \$4.50/m<sup>3</sup>, otherwise the specified operation is \$2.40/m<sup>3</sup> for all other types of access.

**3.6.4 Skyline and Intermediate Support Skyline**

Skyline yarding estimates will be recognized for each block where the average yarding distance is greater than 300 m, or intermediate supports are required.

The average yarding distance is determined by:

1. Drawing a series of transects (minimum four) with their origin at a landing, being equi-angle apart and measured to the back-line. This is done for each block; blocks will not be amalgamated for the purpose of average yarding distance calculation. The volume for the system is the sum of the volumes of qualifying blocks.
2. Yarding distance will be measured as slope distance from the centre of the landing to the falling boundary.
3. The sum of transect lengths divided by the number of transects equals the average yarding distance.
4. The exception to the above; where the ministry and the licensee agree that Forest and Land Management is better served by the use of a skyline system in a particular logging chance, then the average yarding distance greater than 300 meters requirement is waived.

**Table 4-4 Road Management Cost Estimates**

Region	TFL #	TSA	TSA #	Supply Block	\$/m <sup>3</sup>	
Northern Interior		Bulkley	3	All	1.95	
		Cassiar	4	All	1.95	
		Cranberry	42	All	1.95	
		Dawson Creek	41	All	0.95	
		Fort Nelson	8	All	1.78	
		Fort St. John	40	All	0.95	
		Kalum	10	All	1.93	
		Kispiox	12	All	1.93	
		Lakes	14	All	1.46	
		Mackenzie	16	All	1.04	
		Morice	20	All	1.46	
		Nass	43	All	1.93	
		Prince George	24	A, B, C	1.04	
		Prince George	24	D	1.16	
		Prince George	24	E, F, I	1.24	
		Prince George	24	G, H	0.97	
		Cascadia	45	S	1.93	
		Pacific	44	28-A, 28-B	1.93	
		1				1.93
		30				0.97
	41				1.93	
	42				1.04	
	48				0.95	
	53				0.97	
Southern Interior		100 Mile House	23	A, B, C, D	0.92	
		100 Mile House	23	E, F, G, H	0.92	
		Arrow	1	All	3.26	
		Boundary	2	C, D, G	3.26	
		Boundary	2	E, F	1.77	
		Cranbrook	5	All	1.75	
		Golden	7	All	3.42	
		Invermere	9	All	1.75	
		Kamloops	11	1	2.04	
		Kamloops	11	2, 3, 4	0.99	
		Kootenay Lake	13	All	2.50	

Region	TFL #	TSA	TSA #	Supply Block	\$/m <sup>3</sup>	
Southern Interior		Lillooet	15	All	1.93	
		Merritt	18	All	1.08	
		Okanagan	22	1, 2, 3	1.77	
		Okanagan	22	4, 5, 6, 7	1.77	
		Okanagan	22	8, 9	3.42	
		Quesnel	26	A, B, C, D	0.68	
		Quesnel	26	E, F, G, H, I	0.97	
		Revelstoke	27	All	3.42	
		Robson Valley	17	All	2.04	
		Williams Lake	29	A, B, C, D, E, I	0.86	
		Williams Lake	29	F, G, H, J	0.92	
		Williams Lake	29	K, L	0.92	
		Williams Lake	29	M, N	0.92	
			Cascadia	45	C	0.97
			Cascadia	45	K, O	3.26
		3				3.26
		5 <sup>1</sup>				1.24
		8				1.77
		14				1.75
		15				1.77
		18				2.04
		23				3.26
		33				3.42
		35				0.99
		49				1.77
	52				0.97	
	55				3.42	
	56				3.42	
	59				1.77	

<sup>1</sup> That portion of TFL 52 that was within the former TFL5.

# Miscellaneous Policies

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**6**

## 6.1 Coniferous Average Sawlog Stumpage Rates by Forest Zone and Species

1. a. Each of the following forest zones referred to in Tables 6-1, 6-2, 6-4 and 6-5 is made up of the following forest districts:
  - i. North Central Zone - Fort St. James, Mackenzie, Nadina, Prince George, Quesnel and Vanderhoof Forest Districts.
  - ii. North East Zone - Fort Nelson and Peace Forest Districts.
  - iii. North West Zone - Kalum and Skeena Stikine Forest Districts.
  - iv. South East Zone - Arrow Boundary, Columbia, Headwaters, Kamloops, Kootenay Lake, Okanagan Shuswap and Rocky Mountain Forest Districts.
  - v. South West Zone - 100 Mile House, Cascades, Central Cariboo and Chilcotin Forest Districts.
- b. Where a species of coniferous timber is not listed in Table 6-1, 6-2, 6-4 and 6-5, the rate that shall be used for that species of timber is the rate listed in the column headed as OTHER.

**Table 6-1 Coniferous Average Sawlog Stumpage Rates in \$/m<sup>3</sup> by Forest Zone and Species**

FOREST ZONE	BALSAM	CEDAR	FIR	HEMLOCK	LARCH	L. PINE	SPRUCE	Y. PINE	OTHER <sup>1</sup>
North Central	5.24	-	14.93	-	-	4.25	7.00	-	6.11
North East	0.96	-	-	-	-	1.91	2.30	-	2.13
North West	1.53	2.20	-	1.81	-	3.73	2.49	-	2.33
South East	5.75	11.52	8.28	7.51	8.59	6.29	6.06	2.84	7.04
South West	6.49	7.78	9.35	5.13	-	8.68	5.93	-	7.91

<sup>1</sup> Average for the Forest Zone

**6.1.1 Community Forest Agreements**

1. The sawlog stumpage rate for each species of coniferous timber harvested under any cutting authority issued under a Community Forest Agreement is the rate prescribed in Table 6-2 for the forest zone in which the cutting authority area is located.
2. Sections 1.4(1)(d), sections 6.1.2 through 6.5 and section 6.7 through 6.9 of this chapter do not apply to Community Forest Agreement cutting authorities.
3. The stumpage rate determined under this section is redetermined on August 1 of each year in accordance with this section.

**6.1.2 Woodlot Licences**

1. Except as provided in subsection (2) of this section, the sawlog stumpage rate for each species of coniferous timber harvested under a cutting permit issued for a woodlot licence with an effective date after November 30, 2008 is the rate prescribed in Table 6-2 for the forest zone in which the cutting authority area is located.
2. Where a woodlot licence cutting permit has been issued with an effective date after November 30, 2008 for the purpose of using amounts from an eligible extended road amortization agreement in an appraisal, then the stumpage rate will be determined using the procedures in this manual excluding this section.
3. Except as provided in subsection (4) of this section, the sawlog stumpage rate for coniferous timber harvested under a road permit issued for a woodlot licence is the rate prescribed in Table 6-2 for the forest zone in which the timber mark applies.
4. Where a woodlot has an eligible extended road amortization agreement before December 1, 2008 the sawlog stumpage rate for a road permit with an effective date on or after December 1, 2008 is calculated using the procedures in section 6.3.
5. The sawlog stumpage rate for each species of coniferous timber harvested under a blanket salvage permit issued for a woodlot licence is the rate prescribed in Table 6-2 for the forest zone in which the blanket salvage permit applies.
6. The stumpage rate determined under subsections (1), (3) and (5) of this section is redetermined on August 1, each year in accordance with this section.
7. Except as provided in subsections (2) and (4) of this section, sections 1.4(1)(d), 6.1.1, 6.1.3 through 6.5, 6.7 and 6.8 do not apply to woodlot licences.

**Table 6-2 Community Forest Agreements and Woodlot Licences:  
Coniferous Average Sawlog Stumpage Rates in \$/m<sup>3</sup>**

FOREST ZONE	BALSAM	CEDAR	FIR	HEMLOCK	LARCH	L. PINE	SPRUCE	Y. PINE	OTHER <sup>1</sup>
North Central	0.79	-	2.24		-	0.64	1.05	-	0.92
North East	0.25	-	-	-	-	0.29	0.35	-	0.32
North West	0.25	0.33	-	0.27	-	0.56	0.37	-	0.35
South East	0.86	1.73	1.24	1.13	1.29	0.94	0.91	0.43	1.06
South West	0.97	1.17	1.40	0.77	-	1.30	0.89	-	1.19

<sup>1</sup> Average for the Forest Zone

### 6.1.3 Incidental Conifer in Deciduous Leading Stands

1. Except as provided in section 5.1.1(5), this section applies to coniferous timber in a cutting authority area where the total volume of all deciduous species to be harvested is greater than 70% of the total estimated net volume to be harvested.
2.
  - a. The stumpage rate for each species of coniferous timber must be determined by using the stumpage rate prescribed in Table 6-1 for the forest zone in which the cutting authority area is located.
  - b. Where the Crown is responsible for basic silviculture on the cutting authority area, the stumpage rate for each species of coniferous timber shall be the sum of the rate determined under paragraph (a) of this subsection and the silviculture levy determined under section 5.2.4.
3. A stumpage rate determined under subsection 2 shall be redetermined on June 1, of each year in accordance with this section.



- the rate approved by the Regional Manager, and shall apply to the net merchantable volume on the cutting authority area.
- c. Where the forestry licence to cut is issued without competition for the purposes described in paragraph (a)(i) of this section the sawlog stumpage rate for such species of coniferous timber shall be:
    - i. Except as provided in (ii), the stumpage rate in Table 6-1 for the forest zone in which the cutting authority area is located.
    - ii. If more than one-third of the total volume of coniferous timber on the cutting authority area is damaged timber as defined in section 6.4(3) then the stumpage rate in Table 6-4 for the forest zone in which the cutting authority area is located.
    - iii. When the licence to cut is issued to the lowest eligible bidder on a contract issued for the purpose referred to in paragraph (a)(i) of this subsection, the stumpage rate determined from the applicable paragraph (c)(i) or (c)(ii) above.
  - d. Where the forestry licence to cut is issued without competition meets the requirements set out in paragraph (a)(ii) of this section, the coniferous sawlog stumpage rate shall be \$1.20/m<sup>3</sup> when the licence to cut is issued to the lowest eligible bidder on a contract issued for the purpose referred to in paragraph (a)(ii).
  - e. Notwithstanding any paragraph in this subsection when the timber on the cutting authority area will be scaled as chips or hogged tree material the stumpage rate shall be the minimum stumpage rate.
2. An upset stumpage rate determined under this section must be calculated using the *Interior Appraisal Manual* in effect on the date that the rate is determined and must not be less than the district's variable cost to prepare the timber for sale as calculated by the district manager.
  3. Notwithstanding subsections 1(c) or (d) the stumpage rate for the forestry licence to cut may be determined in accordance with chapters 1, 2, 3, 4 and 5. The cruise data that is used in the appraisal may be from the cruise of a comparable cutting authority as per section 1.5.1.1.
  4. Except as provided in section 2.2.2, when the upset stumpage rate or stumpage rate is determined under this section, the total stumpage rate is fixed for the term of the cutting authority and all extensions.

### 6.3 Road and Blanket Salvage Permits

1. a. In this section the area of a forest district or the area of a timber supply area does not include the area of a park located within that district or timber supply area.
- b. In this section the area of a Tree Farm Licence will be included in the area of the district or timber supply area in which it is geographically located.
2. Except as provided in 6.1.2(3) and (5) and subsections (3) and (4) of this section, the stumpage rate for a road permit or a blanket salvage permit shall be the weighted average sawlog stumpage rate:
  - a. from the table provided to the regions by Timber Pricing Branch for all cutting authorities, authorizing harvesting on cutting authority areas that have been fully appraised, that authorize the harvesting of timber in the same forest district in which the road or blanket salvage permit cutting authority area is located, and that are issued under the licence that entitles the licensee to apply for the road or blanket salvage permit, if there is a minimum positive scaled based billed volume of 500 cubic metres of coniferous sawlogs from which the weighted average sawlog stumpage rate may be determined, or
  - b. the stumpage rate is the stumpage rate prescribed in Table 6-3 for the smaller of the area of the same forest district or the area of the same timber supply area in which the road permit or blanket salvage permit cutting authority area is located.
3. The bonus bid if applicable will be added to the stumpage rate determined under subsection 2(b).

**Table 6-3 Coniferous Average Sawlog Stumpage Rates by Smallest Geographic Unit**

TSA is Smallest Geographic Unit			
District	Rate (\$/m <sup>3</sup> )	TSA	Rate (\$/m <sup>3</sup> )
Arrow Boundary Forest District	7.22	Arrow TSA	8.27
		Boundary TSA	6.15
Cascades Forest District	9.58	Merritt TSA	10.32
		Lillooet TSA	1.61
Columbia Forest District	3.70	Golden TSA	3.37
		Revelstoke TSA	3.95
Headwaters Forest District	7.55	Robson Valley TSA	0.73
Kalum Forest District	0.70	Nass TSA	1.38
		Kalum TSA	0.59
Nadina Forest District	2.29	Lakes TSA	2.88
		Morice TSA	2.20
Peace Forest District	2.13	Dawson Creek TSA	1.63
		Fort St John TSA	2.62
Rocky Mountain Forest District	4.67	Cranbrook TSA	5.24
		Invermere TSA	3.94
Skeena Stikine Forest District	3.58	Bulkley TSA	4.82
		Kispiox TSA	4.92
		Cassiar TSA	0.25

<b>District is Smallest Unit<sup>1</sup></b>			
<b>TSA</b>	<b>Rate (\$/m<sup>3</sup>)</b>	<b>District</b>	<b>Rate (\$/m<sup>3</sup>)</b>
Kamloops TSA	8.45	Kamloops Forest District	8.26
		Headwaters District portion	7.55
Williams Lake TSA	6.31	Central Cariboo Forest District	7.21
		Chilcotin Forest District	0.31
Prince George TSA	8.16	Fort St. James Forest District	5.83
		Prince George Forest District	9.64
		Vanderhoof Forest District	6.04

<sup>1</sup>Smallest geographic unit

<b>District &amp; TSA are the same</b>		
<b>District</b>	<b>TSA</b>	<b>\$/m<sup>3</sup></b>
100 Mile House Forest District	100 Mile House TSA	4.12
Kootenay Lake Forest District	Kootenay Lake TSA	6.12
Fort Nelson Forest District	Fort Nelson TSA	4.56*
Mackenzie Forest District	Mackenzie TSA	4.95
Okanagan Shushwap Forest District	Okanagan TSA	9.01
Quesnel Forest District	Quesnel TSA	6.62

\* Regional rate

<b>Regions</b>	
<b>Regions</b>	<b>Rate (\$/m<sup>3</sup>)</b>
RNI	4.56
RSI	7.22

4. If there are no records from which the weighted average sawlog stumpage rate may be determined under paragraphs (a) or (b) of subsection (2) of this section, then the stumpage rate, for each species of coniferous timber, is the rate in Table 6-1 for the forest zone in which the road or blanket salvage permit cutting authority area is located.
5. The stumpage rate for a road permit granted to the holder of a timber sale licence entered into under section 20 of the *Act* will be the same as the stumpage rate for the timber sale licence which entitled the licensee to apply for the road permit.
6. The stumpage rate for a road permit for a licence other than a BCTS licence shall be redetermined on June 1 of each year in accordance with the procedure in this section.
7. The costs of roads authorized for construction under road permits are eligible for inclusion as development cost estimates under section 4.3 in the appraisal of the licensees' first fully appraised tributary cutting authority. These roads will not be considered as existing roads under section 4.3.1.3(2).
8. Where a woodlot has an eligible extended road amortization agreement before December 1, 2008 the sawlog stumpage rate for a road permit with an effective date on or after December 1, 2008 is calculated using the procedures in this section.

9. The stumpage rate for a blanket salvage cutting permit shall be redetermined on June 1 each year in accordance with the procedures in this section.
10. Except as provided in 6.3(5), all new Road and Blanket Salvage Permits must be scale based for billing.

## **6.4 Salvage Timber Stumpage Rates**

1. This section applies to cutting authorities issued under licences which do not have an allowable annual cut. Salvaged timber is either post harvest material or damaged timber:
2. Post Harvest Material is either:
  - a. wooden culverts and bridges, or
  - b. post logging residue.
3. Damaged Timber is timber that:
  - a. Has been blown down,
  - b. Has been damaged by fire, disease, snow press, or
  - c. Will die within one year, as determined by the district manager, as a result of the affects of the mountain pine beetle, or other forest pests.
  - d. Will be or has been used for trap trees and associated overflow trees.
4. Except as provided in section 6.2.1(1)(c)(ii), the criteria and methodology for the calculation of salvaged timber stumpage rates are:
  - a. Post harvest material may not be combined in the same cutting authority area with damaged timber.
  - b. Except where damage to adjacent or contiguous timber occurs after harvesting is completed on the adjacent primary logging cutting permit area and the harvesting equipment has been demobilized from the area, damaged timber salvage cutting authority areas must be scattered, and not be adjacent to or contiguous with an existing cutting authority area.
  - c. Except as provided in subsection (4)(d) of this section the total area of a clearcut salvage harvesting area shall not exceed 5 hectares.
  - d. Where salvage of only damaged stems through partial cutting will leave a stand that meets minimum stocking standards, the area harvested may be larger than 5 hectares.
  - e. Salvage logging stumpage rates may only be determined for a cutting authority where more than one-third of the total volume of coniferous timber to be harvested in the cutting authority area is damaged timber.
  - f. Post harvest salvage may only occur after primary logging has been satisfactorily completed and residue and waste assessments have been submitted to and accepted by the Ministry.

- g. Salvage cannot occur on a road right-of-way which has an active timber mark associated with it.
  - h. Except as provided in section 2.2.2, a stumpage rate determined under this section is fixed for the term of the cutting authority and all extensions.
5. Where salvaged timber is damaged timber, the sawlog stumpage rate for each species of coniferous timber shall be the rate in Table 6-4 for the Forest Zone in which the cutting authority area is located.
  6. Where the salvaged timber is post harvest material, the sawlog stumpage rate for each species of coniferous timber shall be the rate in Table 6-5 for the forest zone in which the cutting authority area is located.

**Table 6-4 Coniferous Average Sawlog Stumpage Rates for Salvage of Damaged Timber by Forest Zone and Species in \$/m<sup>3</sup>**

FOREST ZONE	BALSAM	CEDAR	FIR	HEMLCOK	LARCH	L. PINE	SPRUCE	Y. PINE	OTHER <sup>1</sup>
North Central	3.14	-	13.44		-	3.19	6.30	-	3.67
North East	0.58	-	-	-	-	1.43	2.07	-	1.28
North West	0.92	1.98	-	1.09	-	2.80	2.24	-	1.40
South East	3.45	10.37	7.45	4.51	7.73	4.72	5.45	2.13	4.22
South West	3.89	7.00	8.42	3.08	-	6.51	5.34	-	4.75

<sup>1</sup> Average for the Forest Zone

**Table 6-5 Coniferous Average Sawlog Stumpage Rates for Salvage of Post Harvest Material by Forest Zone and Species in \$/m<sup>3</sup>**

FOREST ZONE	BALSAM	CEDAR	FIR	HEMLOCK	LARCH	L. PINE	SPRUCE	Y. PINE	OTHER <sup>1</sup>
North Central	1.31	-	7.47		-	2.13	3.50	-	1.53
North East	0.25	-	-	-	-	0.96	1.15	-	0.53
North West	0.38	1.76	-	0.45	-	1.87	1.25	-	0.58
South East	1.44	9.22	4.14	1.88	4.30	3.15	3.03	1.42	1.76
South West	1.62	6.22	4.68	1.28	-	4.34	2.97	-	1.98

<sup>1</sup> Average for the Forest Zone

## 6.6 Miscellaneous Stumpage Rates

1. Unless otherwise specified in this manual, the stumpage rates, at the time of scale for timber harvested for the purposes described, in the districts listed, in the forest district specific section of Table 6-6 are as prescribed in that table. This table does not apply to cruise based cutting authorities.

**Table 6-6 Miscellaneous Stumpage Rates**

*All Interior Forest Regions*

Species	Code <sup>1</sup>	Product	Reserve Stumpage Rate
All Species	SB	Shake & Shingle Bolts, Blocks and Blanks.	\$5.30/m <sup>3</sup>
All Species	SK	Shakes	\$6.00/m <sup>3</sup>
Cedar	PR	Posts & Rails (Split and Round)	\$3.00/m <sup>3</sup>
All other Species	PR	Posts & Rails (Split and Round)	\$1.20/m <sup>3</sup>
All Species	MT	Mining Timbers	\$3.00/m <sup>3</sup>
All Species	FW	Firewood	\$0.50/m <sup>3</sup>
Yew		All	\$0.25/m <sup>3</sup>
All Species	CH	Wood chips from post-harvest material where a waste assessment has been made <sup>2</sup>	\$0.25/m <sup>3</sup>
All Species	HF	Hogged tree material from post-harvest material where a waste assessment has been made <sup>2</sup>	\$0.25/m <sup>3</sup>
All Species		Grades 4 and 6, except where the upset stumpage rate is determined under section 6.2.1(1)(a) and (b) and 5.1.1(5)	\$0.25/m <sup>3</sup>
Deciduous Species		All, except grades 4 and 6 and except where the upset stumpage rate is calculated under section 6.2.1(1)(a) and (b) and 5.1.1(5)	\$0.50/m <sup>3</sup>
All Species	SS	Stakes & Sticks.	\$1.20/m <sup>3</sup>
All Species	XM	Christmas Tree: under 3m 3-5 m over 5 m	\$0.20/each \$1.00/each \$1.50/each
All Species		Logs salvaged below the high water levels of Reservoir Lakes and the Slocan, Kootenay, Mineral, Babine and Ootsa Lakes	\$0.25/m <sup>3</sup>
All Species		Marine Beachcomb	\$0.70/m <sup>3</sup>
All Coniferous		For logs harvested from the following Research Forests: Alex Fraser (UBC), Aleza Lake (UBC and UNBC), College of New Caledonia (CNC), and Fort St. James (UNBC)	\$0.25/m <sup>3</sup>
All Species		Firmwood Reject	NIL

<sup>1</sup> Special Forest Product as identified in section 94(3) of the *Act* and described in the *Scaling Manual*.

<sup>2</sup> **The rate does not apply to the timber mark for the original scale based or cruise based cutting authority.** Where the post harvest material is removed under a different tenure from the original cruise based cutting authority, a waste assessment is not required.

**District/TSA Specific**

Description of Activity	Forest District/TSA	Reserve Stumpage Rate
New Crown land area disturbed for mining exploration trails, seismic lines <sup>1</sup> , gas or oil well sites and right-of-way to well sites <sup>2</sup> , or, authorizations for investigative purposes issued under the <i>Land Act</i> .	Rocky Mountain Peace Ft. Nelson Mackenzie Cassiar	\$1,881/ha \$849/ha \$836/ha \$460/ha \$948/ha

<sup>1</sup> The corresponding district reserve stumpage rate from the above table is adjusted according to the category of line clearing as follows:

- Category 1 - no adjustment
- Category 2 - 1/2 of the reserve stumpage rate
- Category 3 - 1/3 of the reserve stumpage rate

The gross area for each category reported as new line on either; the Oil and Gas Commission's Geophysical Final Plan cover sheet or an As Cleared Plan is multiplied by the reserve stumpage rate as adjusted above (refer to Appendix V for category definitions).

<sup>2</sup> For pipe line rights-of-way a stumpage rate must be determined by using the above rates for cutting authorities containing 2 000 m<sup>3</sup> or less, of merchantable coniferous volume. For pipe line rights-of-way cutting authorities greater than 2 000 m<sup>3</sup> see section 6.7.



## 6.7 Linear Tenures

1. For this section:

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

- A right-of-way to a mine site, or
- A mining exploration trail in a district other than Fort Nelson, Peace, Mackenzie, Rocky Mountain, **Cassiar TSA**, or
- A pipeline right-of-way where the volume of timber on the cutting authority area is greater than 2 000 cubic metres, or
- A pipeline right-of-way where the volume is 2 000 m<sup>3</sup> or less in a district other than Fort Nelson, Peace, Mackenzie, or Rocky Mountain, **Cassiar TSA**, or
- A hydro transmission line, or
- A highway right-of-way for a road administered by the *Ministry of Transportation and Infrastructure*, or
- A forestry licence to cut issued under section 47.6(3) of the *Act* in conjunction with a BCTS road development contract, or
- A fence line or protection of a fence line administered under the *Range Act*, or
- Roads authorized under the *Land Act*.

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

2. The stumpage rate for a linear tenure shall be the stumpage rate prescribed in Table 6-3 for the smaller of the area of the forest district, timber supply area or region in which the entire cutting authority area for the linear tenure is located.
3. The costs of roads constructed on the cutting authority area for a linear tenure are only eligible for inclusion as part of the development cost estimate in the licensee’s first fully appraised tributary cutting authority area if those costs were not used in a full appraisal under subsection (4) of this section.
4.
  - a. Notwithstanding any other subsection in this section the stumpage rate for a linear tenure may be determined through a full appraisal.
  - b. Where the stumpage rate is determined in accordance with this subsection, the cruise data that is used in the appraisal may be from the cruise of a comparable cutting authority as per section 1.5.1.1.
5. A stumpage rate determined under this section shall be fixed for the term of the linear tenure and all extensions.

## **6.8 Controlled Recreation Areas (CRAs)**

1. The sawlog stumpage rate for coniferous timber harvested under any cutting authority issued for a cutting authority area within a CRA is the stumpage rate approved by the director for each quarter.
2. The stumpage rate determined under subsection (1) is redetermined on the anniversary date of the cutting authority in accordance with this section.
3. Notwithstanding any other subsection in this section, the stumpage rate may be determined through a full appraisal in accordance with chapters 1, 2, 3, 4 and 5.