

## BC Timber Sales Kamloops Business Area Fire Hazard Assessment Field Form

L/P/C name: \_\_\_\_\_

Timber Sale #: \_\_\_\_\_ Cutblock # (One form per cutblock): \_\_\_\_\_

Date: \_\_\_\_\_ Completed by: \_\_\_\_\_

This form is designed to comply with Part 1, Section 7 of the **Wildfire Act** and Division 2, Sections 11, 12 and 12.1 of the **Wildfire Regulation**. This form covers the entire Cutblock and Road Permit area. These factors below are assessing the Fire Hazard of the on-block slash accumulations, not the landing debris piles or roadside debris piles.

Fuel Loading Factors	Site Characteristics and Point Rating			
1) Fuel Depth	< 20 cm's <b>1</b>	20 cm's to 40 cm's <b>3</b>	40 cm's to 60 cm's <b>5</b>	>60 cm's <b>7</b>
2) Fuel Size (% of all fuels that are < 7.1 cm's)	< 15% <b>1</b>	15% to 30% <b>3</b>	31% to 45% <b>5</b>	>45% <b>7</b>
3) Horizontal Fuel Arrangement (% of Area)	Fuel Coverage <20% <b>1</b>	Fuel Coverage 20% to 50% <b>3</b>	Fuel Coverage 51% to 80% <b>5</b>	Fuel Coverage >80% <b>7</b>
4) Vertical Fuel Arrangement (fine fuels < 7.1 cm's)	Mixed with Soil <b>1</b>	On Ground <b>3</b>	Partially Elevated <b>5</b>	Mostly Elevated <b>7</b>
5) Vegetation (contributes to Fuel Load)	None <b>0</b>	Low <b>1</b>	Moderate <b>3</b>	High <b>5</b>
6) Risk of Ignition	No Access <b>1</b>	Poor Access <b>2</b>	Good Access (all weather road) <b>3</b>	Readily Accessible (Highway) <b>4</b>
<b>Exceeds 14</b>		<b>Hazard Assessment Total</b>		

- ❖ **Completion of Fire Hazard Assessment Forms**
  - The preparation, implementation, and supervision of fire hazard assessment and abatement is considered to be within the scope of "professional forestry" and must only be carried out by persons authorized and qualified to do so under the Foresters Act of BC.
- ❖ **Qualified Persons**
  - The following person(s) must complete the Fire Hazard Assessment:
    - A Registered Forest Professional (Association of BC Forest Professionals) in good standing and who is qualified to complete a fire hazard assessment based on their education, training, and experience and declares them "competent" in such area of practice.
- ❖ BCTS Licensees' are responsible for completing fire hazard assessments and abating any hazard created by their operations. BCTS staff are not officials, as defined in the Wildfire Act, and cannot verify if the assessment or abatement strategy developed by licensees meet legal requirements. This responsibility lies with the Compliance and Enforcement and Protection Branch.
- ❖ If the hazard assessment points from harvesting exceed 14, then slash on the block must be disposed of to bring the total rating to 14 or less. Slash accumulations created during the process of hazard reduction must be disposed of unless other resource management objectives require the debris to be left on-site. All landing debris piles and roadside debris piles are well over this final total so they are automatically considered a hazard and must be disposed of.
- ❖ Attach a map showing fire hazard areas of concern.
- ❖ If a fire hazard exists, anyone carrying out an industrial activity, operating a Dry Land Sort or camp must conduct a Fire Hazard Assessment at 3 month intervals (if within 2km's of a local government jurisdiction {i.e. city, municipality}) or at

6 month intervals (if further than 2 km's of a local government jurisdiction). L/P/C's are required to submit a copy of this assessment to the BCTS Timber Technician to be put on the Timber Sale Licence administration file.

❖ Timber Sale Licences will not be closed until BCTS receives a copy of the most recent fire hazard assessment.

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

L/P/C Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Forest Professional Name (printed) \_\_\_\_\_ RPF/RFT # \_\_\_\_\_

Forest Professional Signature \_\_\_\_\_ Date \_\_\_\_\_

**Fuel Loading Factors**

In general terms, each of the 7 factors scored should be interpreted and scored to approximate the actual conditions being assessed. Using good judgement and awareness, assess each factor - low hazard being the lowest number and high hazard being the highest number (All factors must be scored). Considerations such as; values at risk, likelihood of human or lightning fire starts, slope position, terrain, aspect, adjacent fuel hazards, local prevailing winds and local fire history should all be used when determining a hazard score and to interpret whether the total score is over or under an acceptable threshold for the specific area of activity to trigger abatement strategies.

**Fuel Depth** – Used to describe average fuel depth in a dispersed area. Ignore fuel free areas. Indicator of fuel hazard and suppression difficulty. If the dispersed area has had piling done than interpret smaller and fewer piles as lower risk than larger and frequent piles. Stratify and average out areas either piled or dispersed. If piling reduces all fuel loading to less than 20cm, assess strictly on pile size and number. If not, determine average dispersed fuel height and factor higher for the added piled fuel.

**Fuel Size** - Used to describe the amount of fine fuels. Indicator of fire ignition due to rapid drying and spread. Regardless of piled or dispersed fuel, estimate how much as a % of the total fuel loading.

**Horizontal Fuel Arrangement** - Used to describe the amount of area covered by continuous fuel. Indicator of fire spread. If piles have a 3 meter fire guard, deduct the area of the piles and guard. If piles do not have guards, include the area of the pile. Reduce % area of fuel for roads, and other disturbed or natural fuel free areas within the total area being assessed.

**Vertical Fuel** - Used to describe air space and stacking of fine fuels only for oxygen supply and preheating of fine fuels. Arrangement - much as one would kindle a camp fire. Indicator of ignition and fire behaviour. Easily confused with fuel depth but is assessing ignition vs. fuel hazard. The interpretation on piles here is how risk of ignition or risk of fire spread was altered. In piles, consider if they have reduced or increased fine fuel aeration and height.