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Date: October 29, 2021

To: Interior Executive Directors

From: Honourable Katrine Conroy, Ministry of Forests, Lands, Natural Resource Operations  
and Rural Development

**Re: Amendment No. 1 - Interior Appraisal Manual, November 1, 2021**

The main purpose of this amendment is to update the average sawlog stumpage rate tables. A few minor policy updates were made to reflect current information.

This amendment will come into force on November 1, 2021. Copies of the amendment and the amended *Interior Appraisal Manual* are available at the following link:

<http://www2.gov.bc.ca/gov/content/industry/forestry/competitive-forest-industry/timber-pricing/interior-timber-pricing/interior-appraisal-manual>

Further amendments or revisions to this manual require my approval.



Katrine Conroy  
Minister

pc: Melissa Sanderson, Assistant Deputy Minister, Forest Policy and Indigenous Relations Division  
Jim, Schaffhuizen, Executive Director, Forest Policy and Indigenous Relations Division  
Allan Bennett, Director, Timber Pricing Branch  
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Amanda Fouty, Director, Pricing and Tenures, Regional Operations Division, South Area  
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Bruce Sullivan, Revenue Officer, Regional Operations Division - South Area  
Darius Low, Revenue Team Lead, Regional Operations Division - North Area



# TIMBER PRICING BRANCH

## Interior Appraisal Manual

Effective July 1, 2021

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Cost Base of: 2019

**Includes Amendments**

Amendment No. 1

**Effective Date**

November 1, 2021



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### 3.3 Specified Operations

1. Subject to section 3.3.1(1), a specified operation cost estimate described in this section may be included in an appraisal data submission if it is used in the harvesting or transportation of timber on the cutting authority and meets the requirements.
  - a. In the case of a Timber Sale Licence the cost estimate is only included if it is required, or for high development costs (refer to section 3.3.6).
2. Specified operation cost estimates may be weighted according to the applicable volume. For Water and Special Transportation systems, and Uneven-aged Forest Management, the applicable volume must include the entire cutblock(s) volume (i.e. no splitting cutblocks).

#### 3.3.1 Water Transportation Systems

1. A water transportation cost estimate is included in an appraisal data submission if the transportation route selected for the purposes of section 1.4.4(3) includes the water transportation system.

##### 3.3.1.1 Surface Tow System

1. Towing is the transportation of logs by water and is deemed to include all costs of dumping, booming, developing and operating dumping and booming grounds, and towing.
2. The cost estimate may include an amount for each of the following:
  - a. Dump and Boom
    - i. Reservoir and Marine = \$5.30/m<sup>3</sup>  
(Reservoir: Arrow, Kinbasket, Ootsa, Revelstoke, and Williston)
    - ii. Natural Lake = \$2.50/m<sup>3</sup>
  - b. Tow
    - i. Reservoir and Marine = \$2.91/m<sup>3</sup>  
(Reservoir: Arrow, Kinbasket, Ootsa, Revelstoke, and Williston)
    - ii. Natural Lake = \$1.60/m<sup>3</sup>
  - c. Dewater and Reload = \$4.06/m<sup>3</sup>  
(Only considered if a dam transfer is required or if logs are dewatered and reloaded on trucks for further transportation to the mill yard)

##### 3.3.1.2 Log Barge System

1. Barging is the transportation of logs by barge and is deemed to include all analogous costs involved in the barging of logs.
  - a. Log Barge = \$16.29/m<sup>3</sup>

### 3.3.2 Special Transportation Systems

#### 3.3.2.1 Rail Transportation

1. Rail transportation is the transportation of logs by rail and deemed to include all costs associated with servicing the appropriate cutting authorities, (excluding all on-site costs of owning and operating a camp facility).
2. The cost estimate for rail transportation may include an amount for each of the following:
  - a. Truck-to-Rail Transfer = \$4.06/m<sup>3</sup>  
(Only considered if railway transportation is used in combination with truck haul transportation)
  - b. Railway transportation is based on the following table for the points of origin shown.

**Table 3-5: Railway 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

#### 3.3.2.2 Barge Transportation (Used for Truck Haul)

1. Barge transportation (used for truck haul) is the transportation of logging trucks by private barge/ferry where a transportation route is interrupted by a body of water and is deemed to include all costs of servicing the appropriate cutting authorities (including the operation of a bubble-system where applicable).  
The cost estimate (regardless of ownership) is \$4.55/m<sup>3</sup>.

#### 3.3.2.3 Barge Transportation (Not Used for Truck Haul)

1. Barge transportation (not used for truck haul) is the transportation of crew when a cutting authority can be served only by water, and daily (operating days only) ferry/barge services are feasible for crew transportation.  
The cost estimate (regardless of ownership) is \$1.29/m<sup>3</sup>.

### 4.5.3 Total Silviculture Cost Estimate

Total Silviculture (\$/m<sup>3</sup>) =

$$\text{Silviculture (\$/m}^3\text{)} + \frac{\text{Root Disease Control (\$)}}{\text{ATNCV or TNCRV (m}^3\text{)}^1}$$

**Table 4-7: BEC Silviculture Cost Estimates**

The dollar per hectare (\$/ha) cost estimates are net of overhead.

BEC Unit	Basic \$/ha	Enhanced \$/ha	BEC Unit	Basic \$/ha	Enhanced \$/ha
BWBS	1,195	-	ESSFwc2	1,564	-
BWBSdk	1,182	-	ESSFwc3	1,622	260
BWBSmk	1,230	-	ESSFwc4	1,628	-
BWBSmw	957	-	ESSFwcv	1,444	-
BWBSvk	1,366	-	ESSFwh1	1,589	-
BWBSwk1	1,074	-	ESSFwh2	1,966	-
BWBSwk2	1,341	-	ESSFwh3	1,528	-
BWBSwk3	1,158	-	ESSFwk1	1,657	354
CWH	637	-	ESSFwk2	1,323	-
CWHds1	689	-	ESSFwm1	1,124	-
CWHms1	576	-	ESSFwm2	1,406	-
CWHvm1	847	-	ESSFwm3	1,279	-
CWHvm2	601	-	ESSFwm4	1,096	-
CWHws1	560	-	ESSFwv	1,908	-
CWHws2	548	-	ESSFxc1	1,269	335
ESSF	1,308	-	ESSFxc2	1,327	335
ESSFdc1	1,382	-	ESSFxc3	1,246	-
ESSFdc2	1,239	415	ESSFxcv1	1,185	-
ESSFdc3	1,458	-	ESSFxcv2	547	-
ESSFdh1	1,006	-	ICH	1,683	-
ESSFdh2	1,006	-	ICHdk	1,398	-
ESSFdk1	1,056	-	ICHdm	1,111	-
ESSFdk2	1,074	-	ICHdw1	2,270	-
ESSFdv1	768	-	ICHdw3	1,551	-
ESSFdv2	1,547	-	ICHdw4	1,921	-
ESSFmc	917	227	ICHmc1	1,298	-
ESSFmh	1,176	-	ICHmc2	1,310	-
ESSFmk	1,536	221	ICHmk1	1,289	-
ESSFmm1	1,568	-	ICHmk2	1,491	-
ESSFmm2	1,366	-	ICHmk3	1,202	124
ESSFmm3	1,068	-	ICHmk4	1,084	-
ESSFmv1	705	323	ICHmk5	1,717	-
ESSFmv2	894	-	ICHmm	1,761	-
ESSFmv3	1,038	236	ICHmw1	1,796	-
ESSFmv4	911	-	ICHmw2	1,758	-
ESSFmw1	924	245	ICHmw3	1,430	-
ESSFmw2	1,012	-	ICHmw4	1,869	-
ESSFvc	3,170	-	ICHmw5	1,507	-

<sup>1</sup> For scale based CAs, use ATNCV. For cruise based CAs use TNCRV.

BEC Unit	Basic \$/ha	Enhanced \$/ha
ICHvc	2,307	-
ICHvk1	3,211	-
ICHvk2	2,229	28
ICHwc	1,426	-
ICHwk1	1,964	-
ICHwk2	1,428	239
ICHwk3	1,907	203
ICHwk4	1,357	121
ICHxm1	1,321	-
ICHxw	1,838	-
IDF	1,234	-
IDFdc	1,261	-
IDFdh	1,456	-
IDFdk1	1,277	511 872**
IDFdk2	1,433	598
IDFdk3	943	1,093**
IDFdk4	663	1,471**
IDFdk5	981	-
IDFdm1	1,461	-
IDFdm2	1,091	-
IDFdw	1,234	-
IDFmw2	1,609	-
IDFww	1,234	-
IDFww1	1,234	-
IDFxc	1,131	-
IDFyh1	1,225	214
IDFyh2	1,551	552 718**
IDFyh4	1,456	-
IDFyk	1,131	-
IDFxm	1,190	934**
IDFyw	1,387	-
IDFyx1	1,509	-
IDFyx2	1,234	-
MH	500	-
MHm1	500	-
MHm2	500	-
MS	1,044	-
MSdc1	1,170	-
MSdc2	1,194	-
MSdc3	1,267	-
MSdk	1,111	-
MSdm1	1,318	-
MSdm2	1,095	-
MSdm3	1,091	-
MSdv	1,139	-
MSdw	1,067	-
MSxk1	979	362
MSxk2	991	412

BEC Unit	Basic \$/ha	Enhanced \$/ha
		1,170**
MSxk3	915	-
MSxv	326	-
PP	1,509	-
PPxh1	1,509	-
PPxh2	1,509	-
SBPS	587	-
SBPSdc	646	340
SBPSmc	642	-
SBPSmk	763	414
SBPSxc	299	-
SBS	1,255	-
SBSdh1	1,464	-
SBSdh2	1,610	-
SBSdk	1,034	205
SBSdw1	1,113	597
SBSdw2	998	476
SBSdw3	997	233
SBSmc1	1,014	222
SBSmc2	910	429
SBSmc3	701	340
SBSmh	1,816	236
SBSmk	1,144	-
SBSmk1	1,067	243
SBSmk2	1,841	-
SBSmm	1,086	-
SBSmw	1,537	400
SBSvk	1,632	295
SBSwk1	1,337	232
SBSwk2	1,305	-
SBSwk3	1,237	225
SWB	1,048	-
SWBmks	1,048	-
SWBvk	1,048	-
SWBvks	1,048	-
<sup>1</sup> BWBSdk1	1,193	-
<sup>1</sup> BWBSdk2	1,182	-
<sup>1</sup> BWBSmw1	689	-
<sup>1</sup> BWBSmw2	1,778	-
<sup>1</sup> ESSFdk	1,059	-
<sup>1</sup> ESSFdm	1,195	-
<sup>1</sup> ESSFdv	1,398	-
<sup>1</sup> ESSFmw	924	-
<sup>1</sup> ESSFvv	1,788	-
<sup>1</sup> ESSFwc1	1,856	-
<sup>1</sup> ESSFwm	1,124	-
<sup>1</sup> ESSFxc	1,246	-
<sup>1</sup> ICHdw	1,911	-
<sup>1</sup> ICHdw2	1,464	-



BEC Unit	Basic \$/ha	Enhanced \$/ha
<sup>1</sup> IDFdk	1,092	-
<sup>2</sup> IDFmw1	1,321	-
<sup>2</sup> IDFxh4	1,456	-
<sup>1</sup> MSdk1	1,111	-
<sup>2</sup> MSmw1	1,006	-
<sup>2</sup> MSmw2	1,006	-

BEC Unit	Basic \$/ha	Enhanced \$/ha
<sup>1</sup> MSxk	957	-
<sup>1</sup> PPdh1	1,509	-
<sup>1</sup> PPdh2	1,509	-
<sup>2</sup> PPxh3	1,509	-
<sup>1</sup> SWBdk	1,048	-
<sup>1</sup> SWBdks	1,048	-

<sup>1</sup> Indicates BEC units that have expired and are not to be included in appraisals submitted after October 31, 2018.

<sup>2</sup> Indicates BEC units that have expired and are not to be included in appraisals submitted after October 31, 2021.

Reference applicable Land Management Handbook crosswalk tables where necessary.

\*\* Indicates 2017 Wildfire Enhanced Silviculture Plan

## 4.6 Low Grade Percent Adjustment

1. The POA low-grade percent adjustment by timber species as shown in Tables 4-8 and 4-9 must be used in the calculation of the specified operations and tenure obligation adjustment to account for the timber that is priced at the statutory rate.
2. The low-grade percent adjustment for each timber species to be used in the appraisal or reappraisal of the cutting authority area must be the percent adjustment by timber species by the POA to which the cutting authority area is appraised. Where the Total Net Coniferous Volume of timber on the cutting authority area is comprised of 35% or greater red and grey Mountain Pine Beetle (MPB) attacked Lodgepole pine, the adjustment from Table 4-9 is used. For cutting authorities with less than 35% red and grey MPB attacked Lodgepole pine, the adjustment is used from Table 4-8.
3. The low-grade percent adjustment to be used in the calculation of the specified operations and tenure obligation adjustment for a cutting authority area being appraised or reappraised is the sum of the products of the net coniferous cruise volume of each timber species in the cutting authority area multiplied by the low-grade percent adjustment for that species, divided by the Total Net Coniferous Volume on the cutting authority area.
4. The low-grade percent adjustment does not apply to cruise based cutting authorities.

## **6 Miscellaneous Policies**

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

- Each of the following forest zones referred to in Tables 6-1, 6-2, 6-4, 6-4a, 6-5 and 6-6 is made up of the following forest districts and or geographic units:
  - North Central Zone - Mackenzie, Nadina, Prince George (less Robson Valley TSA), Quesnel and Stuart Nechako
  - North East Zone - Fort Nelson and Peace
  - North West Zone - Coast Mountain (excluding that portion that lies geographically within the North Coast Timber Supply Area), Skeena Stikine
  - South Central Zone - Williams Lake TSA Blocks A, B, C, D, E & I
  - South East Zone - Okanagan Shuswap, Rocky Mountain, Selkirk, and Thompson Rivers (plus Robson Valley TSA)
  - South West Zone - 100 Mile House, Cascades, and Williams Lake TSA Blocks F, G, H, and J to N
- Each of the following species referred to in Tables 6-1, 6-2, 6-4, 6-4a and 6-5 is as follows:
  - BA - Balsam
  - CE - Western redcedar
  - FI - Interior Douglas-fir
  - HE - Hemlock
  - LA - Larch
  - LO - Lodgepole pine
  - SP - Spruce
  - WH - White pine
  - YE - Yellow pine
  - AVG - Average of all species
- Where a species of coniferous timber is not listed in Table 6-1, 6-2, 6-4, 6-4a and 6-5, the average rate for the zone (AVG) must be used for that species of timber.

**Table 6-1: Coniferous Average Sawlog Stumpage Rates in \$/m<sup>3</sup>**

FOREST ZONE	BA	CE	FI	HE	LA	LO	SP	WH	YE	AVG
North Central	102.53		119.82	87.83		96.99	105.88			103.94
North East (Fort Nelson)	96.85					96.87	95.44			95.92
	71.96					73.08	77.02			76.58
North West	56.77	45.47		37.31		85.44	79.32			53.95
South Central	93.63		113.00			90.26	98.30			96.99
South East	105.39	95.35	102.05	85.30	104.38	103.97	108.14	89.78	102.86	101.77
South West	121.64	131.03	117.54	126.27	104.38	115.74	127.87	107.34		120.70

### 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. Section 1.4.2, sections 6.1.2 through 6.5, commercial thinning in section 6.6, and sections 6.7 through 6.9 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.
4. Notwithstanding subsection (1), (2), and (3), when a cutting authority is issued for the specific purpose to include projects funded by the Forest Enhancement Society of BC, the stumpage rate must be determined through a full appraisal (“fully appraised”). Refer to section 6.11 for details regarding cutting authorities with FESBC funding.

### 6.1.2 Woodlot Licences

1. Except as provided in subsection (2) and (8) 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 cutting authority issued for a woodlot licence is the rate prescribed in Table 6-2 for the forest zone in which the blanket salvage cutting authority 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 1.4.2, 6.1.1, 6.1.3 through 6.5, commercial thinning and Pre-harvest Waste Assessment in section 6.6, and sections 6.7 through 6.9 do not apply to Woodlot Licence cutting authorities.

8. Notwithstanding subsection (1) through (7), when a cutting authority is issued for the specific purpose to include projects funded by the Forest Enhancement Society of BC, the stumpage rate must be determined through a full appraisal (“fully appraised”). Refer to section 6.11 for details regarding cutting authorities with FESBC funding.

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

FOREST ZONE	BA	CE	FI	HE	LA	LO	SP	WH	YE	AVG
North Central	15.38		17.97	13.17		14.55	15.88			15.59
North East (Fort Nelson)	14.53					14.53	14.32			14.39
	10.79					10.96	11.55			11.49
North West	8.52	6.82		5.60		12.82	11.90			8.09
South Central	14.04		16.95			13.54	14.75			14.55
South East	15.81	14.30	15.31	12.80	15.66	15.59	16.22	13.47	15.43	15.27
South West	18.25	19.65	17.63	18.94	15.66	17.36	19.18	16.10		18.10

### 6.1.3 Incidental Conifer in Deciduous Leading Stands

1. Except as provided in section 5.1.1(4), this section applies to coniferous timber in a cutting authority area where the total estimated volume of all deciduous species to be harvested is greater than 70% of the total estimated volume of all species to be harvested.
2.
  - a. The stumpage rate for coniferous timber is the rate prescribed in Table 6-3 for the smaller of the area of the forest district/district portion, timber supply area, region, or Area in which the entire cutting authority area for the tenure 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 must be the sum of the rate determined under paragraph (a) of this subsection and the silviculture levy determined under section 5.3.
3. A stumpage rate determined under subsection 2 must be redetermined on June 1, of each year in accordance with this section.
4. Notwithstanding subsection (2) in this section, the stumpage rate may be determined through a full appraisal in accordance with chapters 1, 2, 3, 4, and 5.
5.
  - 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.

**Table 6-3: Coniferous Average Sawlog Stumpage Rates in \$/m<sup>3</sup> by Smallest Geographic Unit**

Smallest Geographic Unit	Average	<sup>1</sup> ESC	Smallest Geographic Unit	Average	<sup>1</sup> ESC
<b>North Area</b>	95.19	101.51	<b>South Area</b>	106.45	113.68
<b>Northeast Region</b>	95.92	101.24	<b>Cariboo Region</b>	115.57	123.87
Fort Nelson District	76.58	82.42	100 Mile House District	116.81	127.39
Peace District	95.92	101.24	Cariboo-Chilcotin District	126.90	133.69
Fort St. John TSA	93.81	100.39	Williams Lake TSA, blks F-H, J-N	128.89	135.78
Dawson Creek TSA	96.88	101.63	Williams Lake TSA, blks A-E, I	96.99	102.18
<b>Omineca Region</b>	104.59	111.97	Quesnel District	103.47	112.46
Mackenzie District	86.99	93.94	Quesnel TSA	103.47	112.46
Prince George District	110.15	117.95	Cascadia TSA, blks 5-8	103.47	112.46
Robson Valley TSA	88.52	95.92	<b>Kootenay/Boundary Region</b>	101.82	108.76
Prince George TSA, blks E-I	111.03	118.84	Rocky Mountain District	111.71	117.21
Stuart Nechako District	103.74	110.37	Invermere TSA	113.92	118.23
Prince George TSA, blks A-C	106.18	112.62	Cranbrook TSA	109.72	116.29
Prince George TSA, blk D	94.79	102.13	Selkirk District	97.78	105.31
<b>Skeena Region</b>	77.41	82.24	Arrow TSA	91.16	98.86
Coast Mountains District	33.30	36.98	Cascadia TSA, blks 1-3	91.16	98.86
Nass TSA	34.17	39.55	Boundary TSA	100.96	110.08
Kalum TSA	32.40	34.31	Golden TSA	107.82	112.63
Cascadia TSA, blks 9-11	32.40	34.31	Revelstoke TSA	81.36	92.31
Pacific TSA	32.40	34.31	Cascadia TSA, blk 4	81.36	92.31
Nadina District	100.54	106.41	Kootenay Lake TSA	108.38	114.51
Morice TSA	100.87	106.55	<b>Thompson/Okanagan Region</b>	105.31	112.22
Lakes TSA	99.09	105.81	Cascades District	114.88	120.93
Skeena Stikine District	80.59	84.46	Merritt TSA	123.36	129.37
Bulkley TSA	92.89	97.35	Lillooet TSA	87.08	93.26
Kispiox TSA	66.40	69.59	Okanagan Shuswap District	103.48	110.43
Cassiar TSA	34.17	39.55	Thompson Rivers District	100.04	107.62

<sup>1</sup> ESC is the average rate excluding basic silviculture costs.

Note: For 100 Mile, Fort Nelson, Mackenzie, Okanagan and Thompson Rivers the TSA and District geographic boundary is equal; Prince George TSA blks A-C = former Fort St. James District; Prince George TSA blk D = former Vanderhoof District.

## **6.4 Salvage Timber Stumpage Rates**

### **6.4.1 Post-Harvest Material or Damaged Timber**

1. This section applies to cutting authorities issued under licences which do not have an allowable annual cut.
2. Post-Harvest Material is defined as:
  - a. wooden culverts and bridges, or
  - b. post logging residue.
3. Damaged Timber is defined as:
  - a. Trees that are dead or damaged as a result of wind, fire, snow press, drought, landslide, flooding; or
  - b. Trees as a result of the effects of forest pests or disease that are dead; or
  - c. Trees that require management and control of insect infestation or will die within one year (sanitation timber salvage), as determined by the district manager.
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. Cut block(s) must be less than or equal to 5 hectares in size; (unless the silviculture system used on the cut block is other than clear cutting, and at the completion of harvest the trees retained on the harvested area conform to the specifications in the Chief Forester's Reference Guide for Forest Development Plan Stocking Standards for the applicable silviculture system).
  - d. Salvage logging stumpage rates may only be determined for a cutting authority where more than one-third of the total estimated volume of coniferous timber to be harvested in the cutting authority area is damaged timber.
  - e. Post-Harvest Material 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.



- f. Salvage cannot occur on a road right-of-way which has an active timber mark associated with it.
- g. Except for a minister directed reappraisal (as provided in section 2.2.4), a stumpage rate determined under this section is fixed for the term of the cutting authority and all extensions.
5. a. The Damaged Timber sawlog stumpage rate for each species of coniferous timber is the rate in Table 6-4 or 6-4a for the Forest Zone in which the cutting authority area is located. The stumpage rates in Table 6-4a may be used when the:
- estimated total net coniferous volume of timber on each cutblock is comprised of 80% or more Burnt Timber<sup>1</sup> (Burnt timber means any trees that meet the definition of Fire Codes A, B or C as per the Cruising Manual), and
  - the burnt timber is evenly distributed throughout the cutblock(s).
- b. Where the Crown is responsible for basic silviculture on the cutting authority area, the stumpage rate for each species of coniferous timber must be the sum of the rate determined under paragraph (a) of this subsection and the silviculture levy determined under section 5.3.
- c. Notwithstanding paragraph (a), the stumpage rate for Damaged Timber may be determined through a full appraisal in accordance with chapters 1, 2, 3, 4 and 5.
6. The Post-Harvest Material sawlog stumpage rate for each species of coniferous timber is 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 in \$/m<sup>3</sup>**

FOREST ZONE	BA	CE	FI	HE	LA	LO	SP	WH	YE	AVG
North Central	61.87		69.72	40.96		54.07	65.91			61.68
North East (Fort Nelson)	58.44					54.01	59.41			56.93
	43.42					40.74	47.94			45.44
North West	34.26	25.40		17.40		47.63	49.38			32.02
South Central	56.50		65.75			50.32	61.19			57.56
South East	63.60	53.26	59.38	39.78	54.39	57.96	67.31	47.99	60.36	60.39
South West	73.40	73.19	68.39	58.89	54.39	64.53	79.59	57.38		71.63

<sup>1</sup> Eighty (80) percent or more of the estimated total net coniferous volume defined as burnt timber in each cutblock, based on a professional estimate by a forest professional registered with the Association of BC Forest Professionals. The professional estimate must include a description and supporting information of how the estimate was generated.

**Table 6-4a: Coniferous Average Sawlog Stumpage Rates for Salvage of Fire Damaged Timber in \$/m<sup>3</sup>**

FOREST ZONE	BA	CE	FI	HE	LA	LO	SP	WH	YE	AVG
North Central	43.35		69.72	33.86		44.78	49.38			49.17
North East (Fort Nelson)	40.95					44.72	44.51			45.38
	30.43					33.74	35.92			36.23
North West	24.01	21.71		14.38		39.45	36.99			25.52
South Central	39.59		65.75			41.67	45.84			45.88
South East	44.56	45.52	59.38	32.89	47.23	48.00	50.43	39.77	52.67	48.14
South West	51.43	62.55	68.39	48.68	47.23	53.44	59.63	47.55		57.10

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

FOREST ZONE	BA	CE	FI	HE	LA	LO	SP	WH	YE	AVG
North Central	25.63		59.91	21.96		48.49	52.94			49.66
North East (Fort Nelson)	24.21					48.44	47.72			45.83
	17.99					36.54	38.51			36.59
North West	14.19	36.38		9.33		42.72	39.66			25.78
South Central	23.41		56.50			45.13	49.15			46.34
South East	26.35	76.28	51.03	21.33	52.19	51.98	54.07	44.89	51.43	48.62
South West	30.41	104.82	58.77	31.57	52.19	57.87	63.93	53.67		57.67

#### 6.4.2 Blanket Salvage Cutting Authorities

1. This section may apply to cutting authorities issued under licences with an allowable annual cut or maximum harvest volume; excluding Community Forest Agreements in section 6.1.1, Woodlots Licences in section 6.1.2, BCTS or any timber in the Research Forests noted in Table 6-7.
2. Cutblocks amended into blanket salvage cutting authorities prior to February 15, 2016, must use section 6.4.2 of this manual as it was prior to February 15, 2016.
3. Cutblocks amended into blanket salvage cutting authorities on or after February 15, 2016 must be consistent with the Deputy Minister Memo: *Harvesting under a Blanket Salvage Permit (For Interior Regions)* signed January 29, 2016, where the cutblocks must be:
  - a. less than or equal to 15 hectares in size and 5000 m<sup>3</sup> in volume; (unless the silviculture system used on the cut block is other than clear cutting, and at the completion of harvest the trees retained on the harvested area conform to the stocking standards specified in an approved Forest Stewardship Plan); and
  - b. issued for purposes of harvesting damaged timber as defined in section 6.4.1 (3); and
  - c. consistent with *District Guidelines for Blanket Salvage Cutting Authorities*.

EQUIPMENT DESCRIPTION	BLUE BOOK SECTION NUMBER	<sup>1</sup> BLUE BOOK CATEGORY	<sup>2</sup> BLUE BOOK MODELS	\$/HOUR
Grader	8.1	Class 6 200-249 FWHP	<b>Cat</b> 140K, 140M VHP+, 160K; <b>Deere</b> 770G, 772G, <b>Komatsu</b> GD655-5, GD655-6	176.25
Lifting Equipment - Crane	9.2	20 tones (18 tonnes)		126.00
Loader - Front End 4X4 (Gravel)	10.2	Class 10 5 cu yd (3.82m <sup>3</sup> )	<b>Deere</b> 744K; <b>Volvo</b> L120H2	188.60
Loader – Front End (Logs)	10.2	Class 12 6 cu yd (4.59m <sup>3</sup> )	<b>Case</b> 1121F; <b>Deere</b> 824K; <b>Komatsu</b> WA480-6; <b>Volvo</b> L180H, L180H2	196.95
Skidder - Grapple Rubber Tired	17.1	Class 1 21,000 – 28,000 lbs (104-152 hp)	* <b>Cat</b> 515, 518C; * <b>Clark/Ranger</b> 666-C, 666-D, F-66, F-66-D, H-66- G; * <b>Deere</b> 540, 548-D/E/G/GII/GIII; * <b>Timber Jack</b> 360-D, 380 A/B/C *2005 & older model years	*106.90
Skidder + Towed Roller: Vibratory Steel Wheel	17.1 & 13.6	3-4 tons (2.7- 3.6 tonne)	Section 17.1 Class 1 Skidder (2005 & Older) + Towed Vibratory Steel Wheel, 3-4 tons (2.7-3.6 tonnes)	122.15
Skidder + Towed Roller:	17.1 & 13.5	32 in. diameter (813mm) 2 drum	Section 17.1 Class 1 Skidder (2005 & Older) + Towed Grid Roller, 2 Drums, 32 inch (813mm) diamater	123.05
Tractor - Crawler	15.2	Class 3 85-129.9 FWHP	<b>Case</b> 1150M, 750M, 850M; <b>Cat</b> D6K2-T4; <b>Deere</b> 550K, 650K; <b>Dressta/Dresser</b> TD8S, TD9S	147.45
Tractor - Crawler	15.2	Class 4 130-189.9 FWHP	<b>Case</b> 1600M, <b>Cat</b> D6N-T4; <b>Deere</b> 700K	189.95
Tractor - Crawler	15.2	Class 5 190-259.9 FWHP	<b>Cat</b> 2050M; <b>Cat</b> D6T, D6T-T4; <b>Deer</b> 850K; <b>Dressta</b> TD-15M Extra	239.85
Tractor - Crawler	15.2	Class 6 260-359.9 FWHP	<b>Cat</b> D8T-T4; <b>Deere</b> 950K, 1050 K	286.85
Tractor - Crawler	15.2	Class 7 360-519.9 FWHP	* <b>Cat</b> DT9, D9T-T4 *2011-2015 model years	*329.55
Truck – Concrete Transit Mix	4.5	8 cu yd (6.1 m <sup>3</sup> )	Concrete Transit Mix Truck, 8cu yd (6.1m <sup>3</sup> )	113.95
Truck – Standard S/A or Tandem Gravel Dump Truck	16.1	14 cu yd (10.7m <sup>3</sup> )	Standard haul	107.45

EQUIPMENT DESCRIPTION	BLUE BOOK SECTION NUMBER	<sup>1</sup> BLUE BOOK CATEGORY	<sup>2</sup> BLUE BOOK MODELS	\$/HOUR
Truck – Standard S/A or Tandem Gravel Dump Truck	16.1	14 cu yd (10.7m <sup>3</sup> )	Rip rap haul (Additional 10%)	118.20
Truck - Off Highway Heavy Duty Dump Truck – Articulated	16.8	20-24 tonnes (22-26 tons)	<b>Cat 725C, 730, Deere 260E; Volvo A25G</b>	170.80
Truck - Off Highway Heavy Duty Dump Truck – Articulated	16.8	25–29 tonnes (28-32 tons)	<b>Cat 725C, 730; Deere 310E; Volvo A30G</b>	188.65
Truck – Logging (Highway)	16.2-C	6 axle 45,000 kg	6 Axle Logging Truck (Highway)	134.35
Truck – Log Self Loading	16.2-C & 16.3	6 axle unit 45,000kg GVW with 5 ton Crane	Truck – Logging (Highway) and 5 ton (4.5 tonnes) Deck Crane	148.00
Truck - Lowbed	16.2-C	5 axle unit	25 tonnes approx max load, Tandem tractor and lowbed	145.66
Truck - Lowbed	16.2-C	7 axle unit	7 axel: 41 tonnes approx max load, A or B train (or triple axle with booster)	174.63
Truck – Lowbed	16.2-C	8 axle unit	A or B train (or triple axle with booster)	196.09
Truck – Miscellaneous – Pilot Vehicle	16.2-A		Pilot Vehicle	60.95

Source: 2019-2020 B.C. Road Builders & Heavy Construction Association, Equipment Rental Rate Guide (“The Blue Book”).