

TABLE II: COMPARATIVE TABLE OF VARIOUS RATES PROPOSED BY WITNESSES AND IN SUBMISSIONS

Phase	Andrew Meyer (Area Engineer Interfor)	Dr. Andrew Howard (KPMG)	Lineham Logging	Lineham 1997 Canfor Rates	D. Bendickson Report
General Assumptions	Assumes payroll loading of 48% Assumes average crummy cost of \$49.50/day Assumes saw cost \$30/day Assumes travel time 1.56 hrs/day	Assumes accuracy of mathematical equations which predict productivity in "production phases" Assumes theoretical complement of equipment and labour for production & camp/sort phases (see App. A)	Assumes payroll loading of 51.88%, which is a weighted average on all workers in the phases, based upon actual costs to Lineham. Assumes average crummy cost of \$39.50/hr Assumes saw cost \$42.15/day Assumes travel time 1.89 hrs/day Same methodology as Meyer Report, different assump ⁿ 's	Weighted average of 1997 figures (See Table I)	Assumes payroll loading 50% Each phase includes depreciation, which is derived either through the fact that machine rates are taken from rental rates (which already include depreciation) or from his work-up on those machines whose rates are not taken from rental rates. From rental rate for each machine, "backs out" profit and risk in order to add on at end. Assumes 8 hr. day for all labour/equipment (except fallers) so as to avoid overtime. Assumes 40,000 m ³ volume for all calculations. Assumes average logging chance.
Falling	Assumes 8 fallers Assumes 138 m ³ /day • \$239,618 • <u>\$4.29/m³</u>	Assumes 131 m ³ /day (see App. B) • <u>\$4.40/m³</u>	Assumes 8 fallers Assumes 125 m ³ /day production • \$288,919.05 • <u>\$5.18/m³</u>	Assumes 110 m ³ /day production • \$242,182 • <u>\$6.05 m³</u>	Assumes 110 m ³ /day production
Yarding	Assumes 2 grapple yarders Assumes 550 m ³ /day Assume 92% yarded, 8% cherry picked. • \$334,803 • <u>\$6.00/m³</u>	Assumes ? m ³ /day (see App. B) • <u>\$9.38/m³</u>	Assume 2 grapple yarders (197 m ³ /day) & tower yarder (200 m ³ /day) for 53 days (third side b/c of Canfor production) Assume 83% yarded; 17% cherry picked. • \$376,548.32 • <u>\$6.75/m³</u>	Assumes 180 m ³ /day production • \$415,874 • <u>\$12.16/m³</u>	Assumes 180 m ³ /day production
Loading	Assumes 2 log loaders Assumes 10 hr day Assumes 598 m ³ /day • \$231,812 • <u>\$4.15/m³</u>	Assumes 320 m ³ /day (see App. B) • <u>\$3.94/m³</u>	Assume 3 log loaders (b/c of tower) Assume 530.6 m ³ /day • \$278,702.35 • <u>\$4.99/m³</u>	Classifies cherry-picking as part of the loading phase - assumes productivity of 300 m ³ /day production for cherry-picking Assumes 250 m ³ /day production for conventional loading • \$223,361 • <u>\$5.58 m³</u>	Classifies cherry-picking as part of the loading phase - assumes productivity of 300 m ³ /day production for cherry-picking Assumes 250 m ³ /day production for conventional loading • \$223,361 • <u>\$5.58 m³</u>
Travel Time	See vehicle cost/trip time assumptions above Yarding: Assumes \$31.73/hr Loading: Assumes \$99/day for 2 trucks @ \$31.73/hr • \$124,481 • <u>\$2.23/m³</u>	Calculated using distance by road class from each cut block and design travel speeds for road classes, with some spot checking for reasonableness. Factored into "Benefit Loading" (see Appendix E - column 5)	See vehicle cost/trip time assumptions above Analyzed block-by-block Assume 39.50/hr Assumes extra 10 minutes for crew to get to site and back; deduction of that time from this category will have impact on productivity of phases • \$170,242.67 • <u>\$3.05/m³</u>	• \$4.42/m ³	