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To: All Forest Licensees,
BCTS Managers
District Managers,
Southern Interior Forest Region

From: D. S. Robertson, R.F.T., A.T.E.
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Southern Interior Forest Region



Damaged Stands - Standards for Re-Cruising - (*Cruising Manual 2.1.4*)

The purpose of this memorandum is to address concerns raised in regards to areas that have been cruised and subsequently have experienced events (I.e. windthrow, fires, insect attack, snow/ice damage) that directly affect the cruise data **prior** to the determination of the stumpage rate.

Section 2.1.4 of the *Cruising Manual* states the requirements for recruising. Subsection 5 states that recruising is to be done “*As determined by the Regional Manager or their designate.*”

Often the only information that may be required to be re-collected is data for the parameter affected by the “change” event (I.e. blowdown codes, fire codes, etc.)

For appraisal purposes, the most accurate information is required to determine a stumpage rate.

The *Forest Act* states:

Accuracy of information submitted 105.1

A holder of an agreement under this Act who (a) is required under this Act, or (b) obliged under the agreement to submit information to the government for use in determining, redetermining or varying a stumpage rate, or for any other purpose under this Act, must ensure that the information is accurate.

All Forest Licensees,

The following guidance and interpretations are to be used when determining whether an area that is affected by these circumstances is to be re-cruised.

Regional Interpretation for Re-Cruising Damaged Stands.

1. Cutting authorities that are cruised and subsequently have events (that alter the accuracy of the cruise data for appraisal purposes) occur **prior** to the determination of the stumpage rate, are to be re-cruised to collect the information for that aspect of the cruise that has changed (i.e. the collection of “new” and/or revised beetle codes after a flight)
2. Re-cruising (for the changed information only) is based on the significance of the impact of the damage to the original data of the cruise.

For example:

- A cutting authority’s original cruise indicates green attack damage codes on the timber. Subsequently, further beetle flights have occurred and there have been changes in damage codes from green to red and/or grey attack.

(I.e. more than 10% of all trees in a cutting authority have risk group changes, or more than 5% of all trees have a missing or extra damage code. *Cruising Manual section 3.6.3.1.4 & 5*)

3. **Where a cutting authority has already been appraised**, it shall only be recruised when appropriate for changed circumstances as outlined in the *Interior Appraisal Manual* and in section 2.1.4 of the *Provincial Cruising Manual*.

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