



Province of
British Columbia

OFFICE OF THE
MINISTER

Ministry of
Forests



MEMORANDUM

File: 195-30/CAPP

January 28, 2000

To: Regional Managers

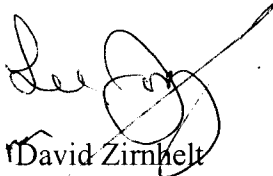
From: The Honourable David Zirnelt
Minister of Forests

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

I hereby approve Amendment No. 5 to the *Coast Appraisal Manual*, and attach a copy for your use. The following sections are amended as follows:

- Section 4.5.2.2 Revised towing cost estimate for Silverhope Creek point of origin.
- Section 4.6.2 Definition of marshalling area has been revised.
- Section 4.6.3 Revised to clarify.

This amendment will come into force on February 1, 2000. Further amendments or revisions to this manual require my approval.



David Zirnelt
Minister

Attachment

pc: Bill Howard, Director, Revenue Branch

All Subscribers, *Coast Appraisal Manual*



FOR FURTHER INFORMATION CONTACT:

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MANUAL TITLE Coast Appraisal Manual	
REVISION No. Amendment No. 5	ISSUE DATE February 1, 2000
MANUAL CO-ORDINATOR Judy Laton Revenue Branch	
AUTHORIZATION (Name, Title) W. Howard Director, Revenue Branch	

Please make the following changes to your copy of the above Ministry manual. Please insert the following specified pages and **file this notice** immediately after the Amendments Tab.

ACTION (Remove/Insert)	(VOL.) CHAPTER-SECTION-SUBJECT	PAGE(S)	COMMENTS
	TABLE OF CONTENTS		
REMOVE	Chapter 4	29 - 30	
INSERT	Chapter 4	29 - 30	
REMOVE	Chapter 4	33 - 34	
INSERT	Chapter 4	33 - 34	
INSERT	Minister's Letter and Manual Transmittal		After Amendments Tab

Table 4-7: Towing Cost Estimates

Code	Point of Origin	P/A	\$/m3	Code	Point of Origin	P/A	\$/m3
ALBE	ALBERNI	A	0.00	BUIM	M. OF BUTE INLET	G	1.79
CHCK	CHINA CREEK	A	0.76	KIIM	M. OF KINGCOME INLET	G	2.84
COCK	COLEMAN CREEK	A	0.85	KNIM	M. OF KNIGHT INLET	G	3.06
MTCK	MacTUSH CREEK	A	0.78	LOUM	M. OF LOUGHBOROUGH	G	2.00
SARV	SARITA RIVER	A	0.99	TOIM	M. OF TOBA	G	1.81
SPCK	SPENCER CREEK	A	0.89	NACK	NAKA CREEK	G	2.38
TOBY	TOQUART BAY	A	1.14	NOBY	NORTHWEST BAY	G	1.19
UCHU	UCHUCKLESIT	A	0.94	PHAR	PHILLIPS ARM	G	1.95
UCLU	UCLUELET	A	1.21	PTEB	PORT ELIZABETH	G	2.55
CHEM	CHEMAINUS	C	0.00	PTHD	PORT HARDY	G	2.93
COBY	COWICHAN BAY	C	0.89	PTHV	PORT HARVEY	G	2.37
JORV	JORDAN RIVER	C	1.56	PTMN	PORT McNEILL	G	2.70
LADY	LADYSMITH	C	0.78	PTNE	PORT NEVILLE	G	2.32
NANA	NANAIMO	C	0.91	PORV	POWELL RIVER	G	1.39
PTRE	PORT RENFREW	C	1.81	SENA	SECOND NARROWS	G	0.96
SOOK	SOOKE	C	1.47	SYIN	SEYMOUR INLET	G	3.77
VICT	VICTORIA	C	1.24	SEBY	SOUTHWEST BAY	G	2.28
AGAM	AGAMEMNON	G	1.18	SQUA	SQUAMISH	G	0.94
BECV	BEAVER COVE	G	2.61	STIL	STILLWATER	G	1.24
COUR	COURTENAY	G	1.54	TEAR	TEAKERNE ARM	G	1.67
DRIN	DRURY INLET	G	3.04	THIN	THEODOSIA INLET	G	1.67
EVRV	EVE RIVER	G	2.32	THSO	THOMPSON SOUND	G	2.68
FOHA	FORWARD HARBOUR	G	2.13	WASA	WAKEMAN SOUND	G	3.00
FRAR	FREDERICK ARM	G	1.90	GAMB	GAMBIER ISLAND	G	0.00
BUIH	H. OF BUTE INLET	G	2.20	HOAB	ABOVE HOPE BRIDGE	P	1.52
JEIH	H. OF JERVIS INLET	G	1.61	CHWK	CHILLIWACK	P	1.05
KIIH	H. OF KINGCOME INLET	G	3.06	HALF	FOOT HARRISON LAKE	P	1.24
KNIH	H. OF KNIGHT INLET	G	3.06	PILF	FOOT OF PITT LAKE	P	0.80
LOUH	H. LOUGHBOROUGH	G	2.19	HABY	HARRISON BAY	P	1.11
SEIH	H. OF SECHELT INLET	G	1.49	HATZ	HATZIC	P	0.96
TOIH	H. OF TOBA INLET	G	2.03	HALH	HEAD HARRISON LAKE	P	1.60
INAR	INDIAN ARM	G	1.11	PILH	HEAD OF PITT LAKE	P	0.94
KLBY	KELSEY BAY	G	2.17	HALM	MID HARRISON LAKE	P	1.44
MNCK	McNAB CREEK	G	0.85	PIRV	PITT RIVER BRIDGE	P	0.00
MEBY	MENZIES BAY	G	2.02	SICK	SILVERHOPE CREEK	P	2.43
MESD	MEREWORTH SOUND	G	3.41	WHON	WHONNOCK	P	0.86
JEIM	MOUTH JERVIS INLET	G	1.21				

P/A = Point of Appraisal as follows:

- A = ALBE - ALBERNI - the head of Alberni Inlet;
- C = CHEM - CHEMAINUS - tie-up grounds in the vicinity of Chemainus representing the facilities from Nanaimo Harbour to Cowichan Bay;
- G = GAMB - GAMBIER ISLAND - representing all facilities in Howe Sound area;
- P = PIRV - PITT RIVER BRIDGE - representing the facilities along the Fraser River and Pitt River.

Table 4-8: Barging Cost Estimates

Code	Point of Origin	P/A	\$/m3	Code	Point of Origin	P/A	\$/m3
BACK	BARR CREEK	A	5.05	BOIN	BOSWELL INLET /SECURITY BAY	G	6.37
BLBY	BLOWHOLE BAY	A	4.76	CAIS	CAMPBELL ISLAND	G	7.15
CLCK	CLEAGH CREEK	A	5.83	DIBY	DINAN BAY	G	10.98
COHA	COAL HARBOUR	A	6.02	ELHA	ELCHO HARBOUR	G	7.27
CYRV	CYPRE RIVER	A	4.17	FEBY	FERGUSON BAY	G	10.87
EAIN	EASY INLET	A	5.29	RIIH	HEAD OF RIVERS INLET	G	6.65
ESIN	ESPINOSA INLET	A	5.08	SBEH	HEAD OF SOUTH BENTINCK ARM	G	7.75
GORV	GOLD RIVER	A	4.82	HNRV	HONNA RIVER	G	9.99
HEBY	HEAD BAY	A	4.74	KMBY	KEMANO BAY	G	9.12
BESH	HEAD OF BEDWELL SOUND	A	4.27	KHIN	KHUTZEYMATEEN INLET	G	10.20
HENO	HECATE CHANNEL - NOOTKA	A	4.77				
HOLB	HOLBERG	A	6.26	KIMS	KIMSQUIT	G	7.84
HORV	HOUSTON RIVER	A	4.70	KLEM	KLEMTU	G	7.54
HUCK	HUSHAMU	A	6.11	KUIN	KUMEALON INLET	G	9.19
INGE	INGERSOLL	A	5.86	KWBY	KWATNA BAY/MINERVA CREEK	G	7.18
JELA	JEUNE LANDING	A	6.00	KWRV	KWINAMASS RIVER	G	10.16
KEIN	KENDRICK INLET	A	4.65	MCBY	McCLINTON BAY	G	11.04
KOHA	KOPRINO HARBOUR	A	5.73	MOIN	MOSES INLET/INRIG BAY	G	6.68
KUCV	KULTUS COVE	A	5.90	NAHA	NADEN HARBOUR	G	10.73
MCKK	McCURDY CREEK	A	4.80	NABY	NASS BAY	G	10.39
MORV	MOOYAH RIVER	A	4.65	NORV	NOOTUM RIVER	G	6.82
OUIV	OUOUKINSH INLET	A	5.35	OCFA	OCEAN FALLS	G	7.18
PLHA	PLUMPER HARBOUR	A	4.61	POIS	PORCHER ISLAND	G	9.44
PTEL	PORT ELIZA	A	4.93	PRRU	PRINCE RUPERT	G	9.57
RACV	RANKIN COVE	A	4.38	RESO	RENNELL SOUND	G	10.03
STCV	STEAMER COVE	A	4.29	REPA	RENNERS PASSAGE	G	10.01
TLRV	TLUPANA RIVER	A	4.72	SCRV	SCOTIA RIVER	G	10.17
TSRV	TSOWWIN	A	4.70	SWIN	SEWELL INLET	G	9.54
WIHA	WINTER HARBOUR	A	5.73	SKIN	SKIDEGATE INLET	G	9.97
ZEBA	ZEBALLOS	A	5.14	SOBY	SOUTH BAY	G	10.03
ALAR	ALICE ARM	G	10.85	STEW	STEWART	G	11.15
ALBY	ALLIFORD BAY	G	9.97	TASU	TASU SOUND	G	9.51
BEAN	BEATTIE ANCHORAGE	G	9.50	TUIN	TUCK INLET	G	9.67
BECO	BELLA COOLA	G	7.53	WECK	WEEWANIE CREEK	G	8.76
BIBY	BISHOP BAY	G	8.43	WOCH	WORK CHANNEL	G	10.20

Note: P/A = Point of Appraisal as defined on the previous page.

* Includes river towing.

4.6 Administration and Other Costs

4.6.1 Corporate and Forestry Overhead

Corporate General and Administrative Overhead cost estimates are compiled from surveyed expenses at the corporate licensee level and include all aspects of executive and administrative support functions at the Head Office attributable to logging operations, operating and support costs of the logging and log supply departments, all right-of-way easements, foreshore and other land leases necessary for the logging function.

Corporate Forestry and Engineering is compiled from the surveyed harvesting operations and includes supervisory, administrative and vehicle support functions; it also includes cruising, environmental protection measures (including hydro and other seeding) and the cost of performing residue and waste surveys. Silviculture overheads are also included in this phase. Any costs that will be reimbursed through the *Forest Act*, Section 110, or by funding from any Crown agency are excluded except as noted in Section 6.5.

The cost estimates are:

Corporate, General and Administrative Overhead	(\$/m ³) =	6.88
Corporate Forestry and Engineering	(\$/m ³) =	5.06
Total Corporate and Forestry Overhead	(\$/m ³) =	11.94

4.6.2 Crew Transportation (Labour)

Crew transportation refers to the labour costs associated with moving logging crews by vehicles from the appraisal marshalling area to the centre of the work area in the cutting authority being appraised, and return.

The appraisal marshalling area is defined as follows:

1. In situations where the cutting authority area being appraised is Accessible (as determined in Section 4.6.3), the contractually binding designated marshalling area, or in the absence of one, the nearest of the (a) camp, (b) crew vehicle storage area, or (c) centre of the nearest community.
2. In a situation where the cutting authority area being appraised is Isolated (as determined in Section 4.6.3), the contractually binding designated marshalling area, or in the absence of one, the nearest of the (a) camp or (b) crew vehicle storage area.

The appraisal marshalling area need not be the location actually used by a given licensee.

Where more than one appraisal marshalling area or route is reasonable, the area or route chosen for appraisal purposes will be the one that yields the least total operating cost estimate according to this manual.

For the purposes of this section, a “vehicle” may be a motor vehicle or a boat. When “vehicle” is taken to mean boat, the “vehicle storage area” may be a boat dock or wharf where the crew can embark and disembark.

The formula for crew transportation is:

$$$/m^3 = 1.5976 + 0.0395 (D)$$

Where: D is the weighted average one way distance in kilometres (rounded to the nearest 0.1 km) from the centre of the appraisal marshalling area to the centre of the work area in the cutting authority area being appraised. In situations where the appraisal marshalling area is a community, D will be measured from the post office of that community.

Where: D=0, the Crew Transportation cost estimate is equal to zero.

The crew transportation cost estimate includes both crew travel time costs and crew vehicle operator time costs.

The cost of vehicle ownership, lease, rental, maintenance and operations are included in Section 4.6.3, Camp Overhead.

4.6.3 Camp Overhead

The Camp Overhead phase cost estimate recognizes two types of logging operations according to the mode of access for logging crews to the highway system:

1. Accessible Cutting Authority

An accessible cutting authority is one where the appraisal marshalling area is connected, by a road suitable for crew buses, to the centre of the nearest community. The nearest community must be a city, district municipality, town or village and must have retail food and gasoline services located nearby.

The cost estimate covers the depreciation, maintenance and operating costs of camp and crew marshalling area facilities, shop and office and other pertinent buildings; and provides for daily and/or periodical commuting costs.

The cost estimate for accessible cutting authorities is: \$12.31/m³