



RESOURCE TENURES & ENGINEERING BRANCH

# **Industry & BCTS Guide to the Submission of Road Tenure via the Electronic Submission Framework (ESF)**

Version 2.5  
June 4, 2007



**BRITISH  
COLUMBIA**

Ministry of Forests and Range

**Amendment Log**

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Correction to Amendment to remove example:

Page 14 – Amendment Start and End Station examples

Page 20 – Updated XML example

Version 2.5

Page 7 & 8 – added road tenure conventions section from CP/RP Admin manual

Forsite

June 4, 2007

Reformatted to match CP/RP Admin manual

Various: Reconciliation of agreement holder and licensee terminology

Page 11, 16, 20 – Clarification of FSR Branch ID naming conventions (i.e. 3 numeric characters)

Added Appendix B: Comparison of Schema 8 and 9

### Industry/BCTS Roads Guide Issues

#### Readers:

If you notice any errors or omissions or have concerns about an interpretation provided in this guide, please send an email to the Information Management Group.

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In the subject line, type: **Roads Industry/BCTS Guide Issues**

In the body of the email, include:

- the guide's section number and heading
- your concern
- suggestions to improve the manual

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## About This Manual

### Intent

This manual provides guidance on the submission of Road Tenures through the Electronic Submission Framework (ESF) to forest industry staff, and BC Timber Sales Staff. Within the current legislative and systems framework, this guide provides clear direction on the required submission elements for road tenures within the province

### Audience

The manual targets Forest Licensee staff, BC Timber Sales Staff, consultants, and service providers working on behalf of any or all of those organizations who are tasked with completing electronic submissions of Road Tenures to MoFR, or who are interested in a better understanding of road tenure submissions requirements. Ministry of Forests and Range staff who are involved in road tenuring may also find this guide useful.

The manual is also expected to be used as a general reference for staff from other ministry business areas, computer system developers, staff of other provincial agencies, licensees and the general public.

### Manual Organization

This manual is divided into three parts:

- 1. Road Permits, Forest Service Roads, and Road Special Use Permits**
- 2. Types of Road Tenure Applications Administration**
- 3. Appendices**

The detailed Table of Contents can be used as an index to find topics of interest.

Where applicable, references are cited with [hyperlinks](#) to websites where available.

## Acknowledgements

*The Industry and BCTS Guide to the Submission of Road Tenure via the ESF is offered as best available advice from the Ministry's e-submission experts.*

The manual was written by Dave Philp (FORSITE) and Darren Bonar (FORSITE) under the direction of Andy Oetter, Dona Stapley and Brian McLennan.

**The manual utilizes pre-existing material owned by the Province of BC, such as material posted on government websites.**

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# Part 1. Road Permits, Forest Service Roads, & Road Special Use Permits

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This document is intended to provide forest industry staff, BC Timber Sales (BCTS) staff and consultants with a view of Road Tenuring and Timber Mark assignment for the purpose of applying for Road Tenure through the Electronic Submission Framework (ESF). The Road Tenure conventions described have been defined by the Ministry of Forest and Range and accurately reflect the current business processes used by MoFR to manage Forest Road Tenure in British Columbia. This document supersedes all references to Road Tenures in the Forest Industry Guide to the Submission of Forest Tenure and Permit Documents via the Electronic Submission Framework (ESF) version June 17, 2005 or earlier.

This document is specific to the tenure submission requirements for Roads under ESF Schema version 9, and Forest Tenure Administration (FTA) version 4.0. [Appendix B](#) contains a detailed comparison of schema 8 and 9.

## 1.1. Forest Roads

Under the Forest Act, all forest roads constructed on crown land must be tenured.

Industry Licensees and BCTS Licensees are required by legislation to obtain tenure from the Ministry of Forests and Range for industrial roads on crown land.

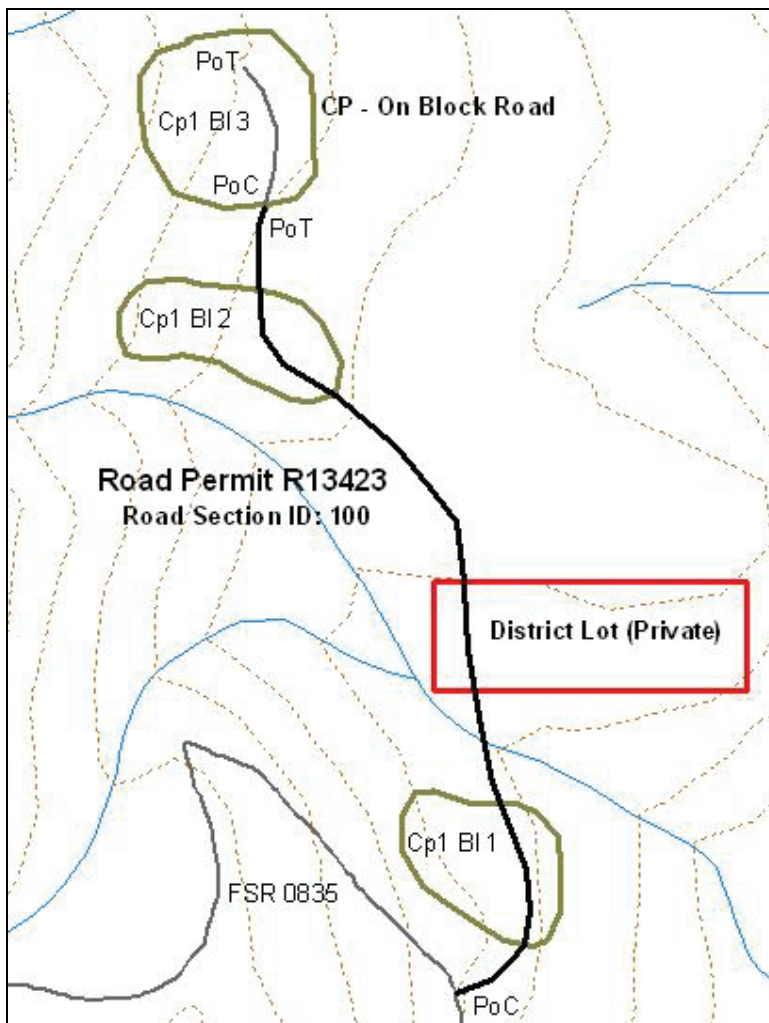
The Ministry of Forests and Range (MoFR) Operations Division (Ops) and BCTS hold the obligation on some roads not tenured by industry and must register tenure on those roads as Forest Service Roads (FSR).

Road Tenure submissions must be made for all Road Permits (RPs), Forest Service Roads (FSRs), and Road Special Use Permits (rSUPs) through the Electronic Submission Framework (ESF).

## 1.2. What is Road Tenure?

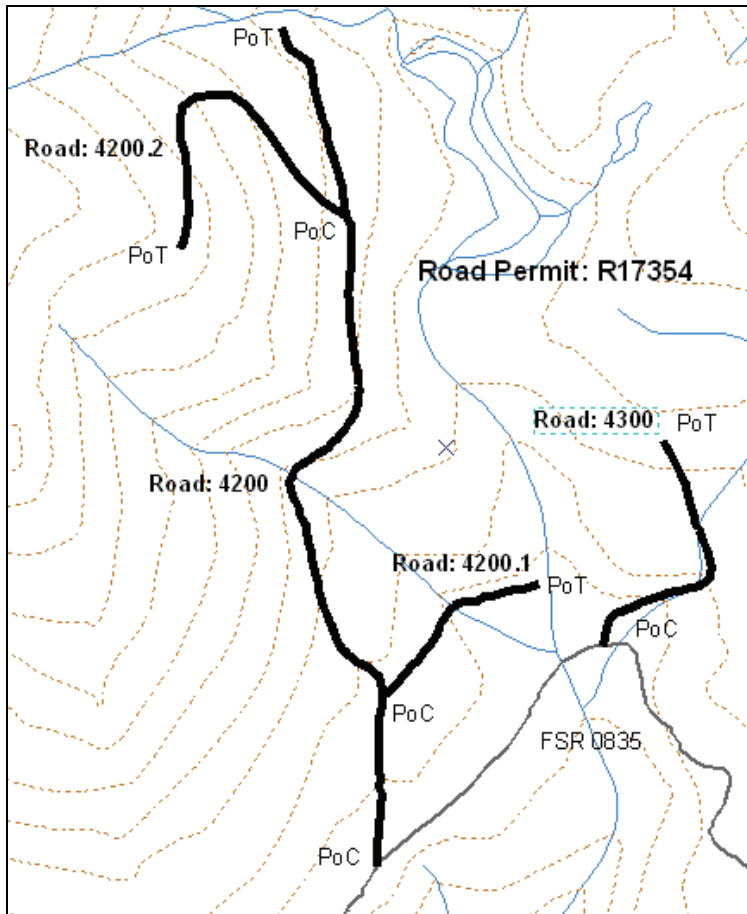
In B.C., any timber transported on Crown Land to a public road must be on tenured forest roads. A Road Tenure is an agreement between the Ministry Forests and Range and a third party that authorizes the tenure holder to occupy land and (in some cases) remove timber for the purpose of constructing a road to access timber on crown land. A Road Tenure does not track events or activity on a road, as those are collected under As-Built Roads [ABR] reporting requirements. For the business of forestry in BC, transportation of timber on crown land to a public road must be on tenured forest roads. Road Tenure must be contiguous from the timber source location to the junction with a Forest Service Road (FSR), other Road Tenure, or a public road. Transportation of timber across private land must be done in agreement with the land owner and remains the responsibility of the agreement holder. The following graphic depicts a typical scenario of a tenured road network.

Figure 1-1: Example of a Contiguous Road Tenure.



A Road Tenure should cover a logical, geographic-based road system unless part of the road is a FSR or part of the road is under a different agreement holder's road permit. For example a valley that is going to be developed for timber production is a logical geographic unit that could be covered by a single Road Tenure.

Figure 1-2: Example of a geographic based Road Tenure.



For more information on Road Tenure see the Cutting Permit and Road Tenure Administration Manual which can be found on the follow website:

<http://www.for.gov.bc.ca/hth/>.

**Note:** The Cutting Permit and Road Tenure Administration manual has been recently developed to address evolving ministry business processes and may not accurately describe the business process that support current ESF submission requirements.

### 1.2.1. Types of Road Tenures

For industry and BCTS (on behalf of their licensees) there are three types of Road Tenures that can be applied for:

- Road Permit (RP) – Ministry file type B01
- Road Use Permit (RUP) – RUP's are not currently supported by ESF

- Road Special Use Permit (rSUP) – Ministry file type S01(Forest) & S02 (Non Forest)

For MoFR and BCTS (in some situations) there are two types of Tenures:

- Forest Service Road (FSR) – Ministry file type B40
- Road Special Use Permit (rSUP) – Ministry file type S01 (Forest)

Each type of Road Tenure can have one or more unique road sections (for File Type B01, S01 and S02), or branches (only for File Type B40).

The process for applying for tenure through electronic submission is basically the same for the RPs, FSRs, and rSUPs.

## Road Permits

A road permit provides the holder of the agreement the right to occupy the land, construct the road, the obligation to maintain the road, and may also include the right to harvest timber if the crown owned timber must be harvested in order to construct the road ([Forest Act Part 8](#)).

If there are multiple road sections in the tenure area these would be tenured under one road permit with multiple road sections.

The permit would also describe how Timber Marks are assigned to timber harvested from the Tenure.

***Business Rule:*** *One Road Permit can contain one or many road sections.*

## Road Use Permits

A Road Use Permit (RUP) provides the holder of the agreement the right to use a FSR as per the terms and conditions of the agreement ([Forest Act Part 8](#)). Presently RUPs can not be applied for through the ESF. Contact your MoFR District office if you require a RUP or an amendment to an existing RUP.

## Forest Service Road

Roads managed by the Ministry of Forests and Range (Ops and BCTS) are tenured as Forest Service Roads (FSRs). Non ministry industrial users of FSRs require authorization through an RUP.

## Road Special Use Permit

Road SUP's fall into two categories:

- Forest (S01)
- Non- Forest (S02)

A Forest Use rSUP provides authority for roads used for developing natural resources related to timber development activity. A rSUP gives the holder the authority to occupy the land and build a road related to timber development activity, but does not provide for harvesting authority. A secondary harvesting authority is required if crown owned timber

needs to be removed along the rSUP road right of way. Access roads to logging camps or [quarries](#) would generally fall under this type of permit.

A Non Forest use road Special Use Permit (rSUP) provides the authority for roads that are to be used for developing natural resources other than timber. A secondary harvesting authority is also required if crown owned timber needs to be removed along the rSUP road right of way. Roads on crown land to access an oil or gas claim is an example of a Non Forestry rSUP.

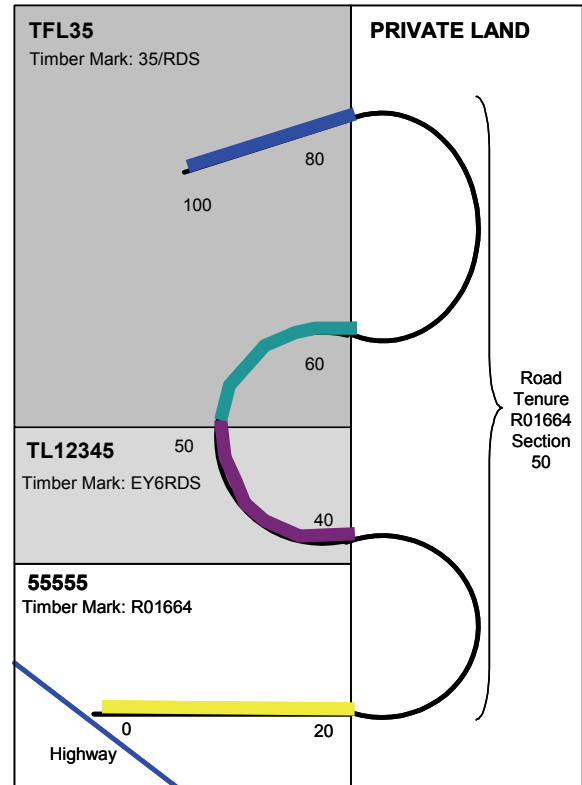
### **Cutting Permit Road (On Block)**

A Cutting Permit (CP) authorizes construction of roads as per the terms and conditions of the agreement. Roads authorized under a CP must be wholly contained in the CP area and are included within the polygons that make up the CP in the ESF/FTA submission (i.e. road(s) authorized under a CP are not submitted as lines, they are included within the area identified by the CP polygons).



Figure 1-4: Road Segments.

In the “Road Segments” example shown in Figure 1-4, road section 50 of R01664 is made up of six segments. 0-20, 20-40, 40-50, 50-60, 60-80 and 80-100. Appropriate timber marks would have to be assigned to all segments on Crown land in order to ensure the wood is associated with the correct land base. Segments 50-60 and 80-100 would share the same timber mark but are different segments because segment 60-80 is on private land. Segments must be contiguous but not overlapping.



## 1.4. Road Components

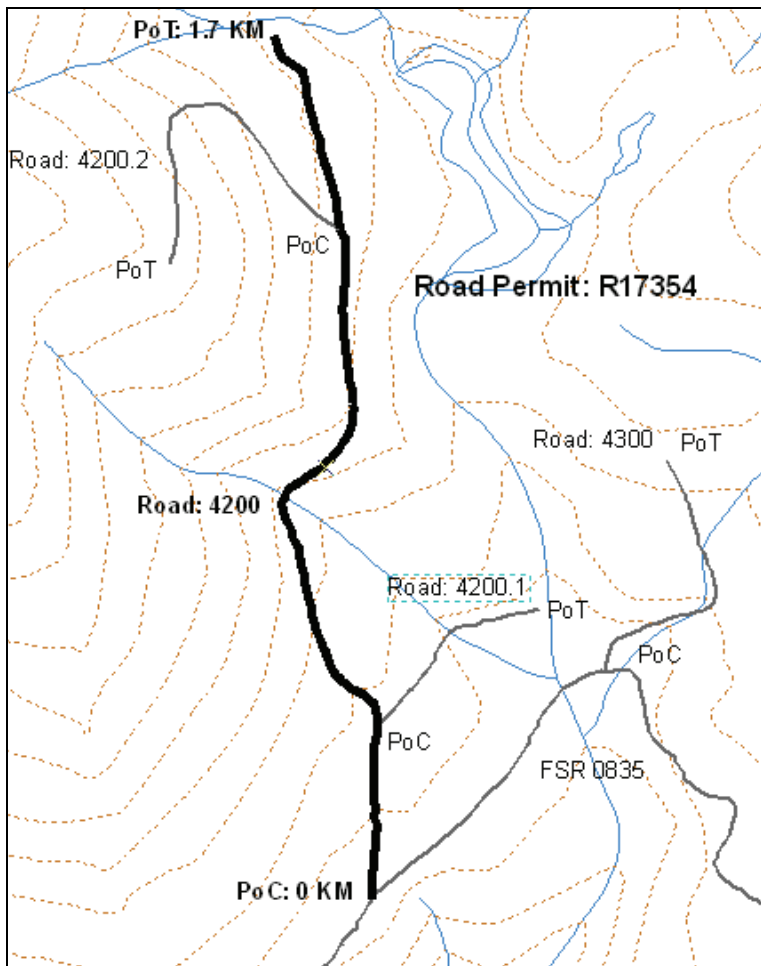
### 1.4.1. Tenured Road Sections and Branches

A tenured road section/branch describes a continuous road from the point of commencement (PoC) (usually a junction with a public road or other Road Tenure) to the point of termination (PoT) (usually the end of the road or a junction with another public road or other Road Tenure). A tenured road section/branch can be made up of one or more unique road segments (see [Road Segments](#) below).

An example tenured road section/branch would have a PoC at an intersection with a public road (e.g. a highway, another tenured road section/branch, or some other tenure holders road), and would have a PoT at the end of the road.

**Business Rule:** One road section defines one road.

**Figure 1-5: Example of a single tenured road section (in bold). A single FSR branch would be equivalent.**



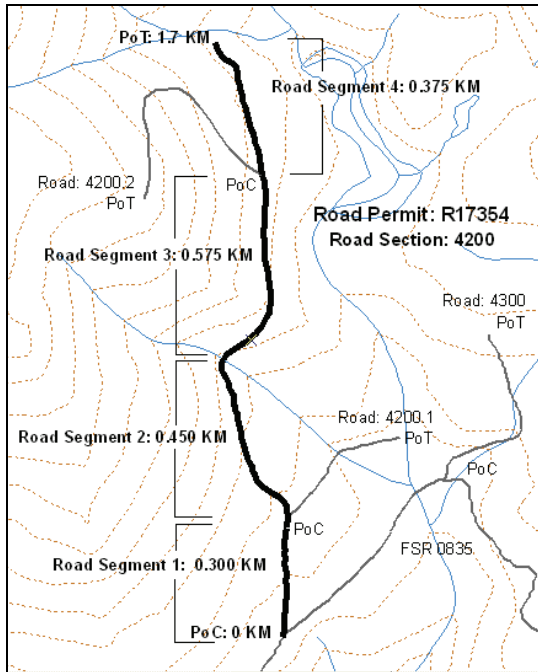
### 1.4.2. Road Segments

A road segment is a portion of a tenured road section described as from and to measures relative to the section's point of commencement (PoC).

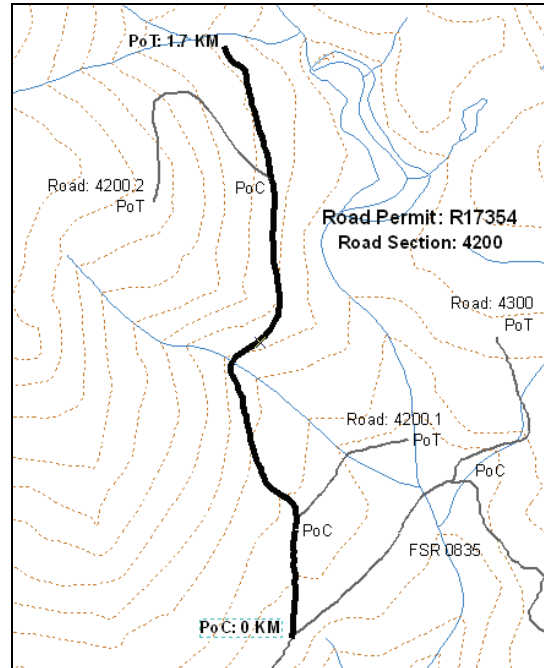
Some Forest Road Management Systems (FRMS) may store a single tenured road section/branch as a collection of multiple segments (as seen in the left hand diagram below).

The MoFR FTA system only maps roads to the section level (as seen in the right hand diagram below and on the right).

**Figure 1-6: Industry/BCTS FRMS Example:  
Four segments of Road Section 4200**



**Figure 1-7: MoFR Example:  
A single segment representing Road  
Section 4200**



For ESF submissions it is preferable that the start station or PoC establishes “proper” directionality for the road section (i.e. PoC at town end of road PoT at woods end).

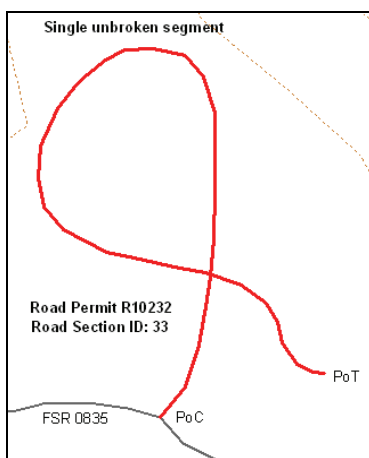
Also, for ESF submissions of most road sections/branches, potential agreement holders have two options for submitting spatial representations of road sections (see 1, and 2 below); however, in the case of self-intersecting roads (e.g. clover leaf roads, or loop roads) there is only one option (see 2 below).

1. It is preferred by MoFR that each non intersecting road section/branch submitted through the ESF is represented spatially as a single unbroken segment (as seen in the MoFR Example diagram above right). To meet this preference, potential agreement holders managing road sections/branches as multiple segments in their FRMS must consolidate all segments that make up a road section/branch to a single contiguous (unbroken) line before submitting through the ESF
2. The second option for most roads and the only option for self-intersecting roads (e.g. clover leaf roads or loop roads) is to spatially represent each road section/branch using multipart geometry. Multipart line geometry allows a submitter to represent a single line (such as a road section or branch) as a series of smaller contiguous lines in which the PoT of the first line is equal to the PoC of the second line, and the PoT of the second line is equal to the PoC of the third line, etc., until the end of the road. This series of segments must be ordered, and contiguous.

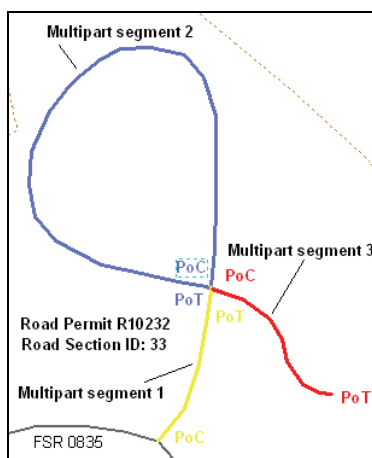
Note: individual line segments making up a multipart line string cannot intersect and individual lines making up the string cannot intersect themselves. The PoC and PoT of a segment can touch. It is for this reason that multipart line geometry is the only way to represent and submit self intersecting roads through the ESF (see diagrams below).

While the geometry may be multipart, it will represent a single road section/branch. The attribute data that will accompany the geometry in the submission document will be for a single road section/branch.

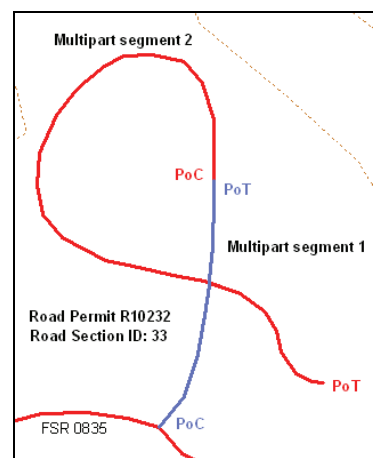
**Figure 1-8: Self-intersecting roads cannot be submitted as single lines**



**Figure 1-9: Self-intersecting roads must be submitted as multipart lines**



**Figure 1-10: Individual lines of the multipart line cannot intersect**



### 1.4.3. Road Naming Conventions

Under the electronic submission framework the potential agreement holder will submit the Road Section/Branch Identifiers for each tenured road section/branch. For road permits and road special use permits these identifiers can be up to 30 characters in length, and they can be made up of a combination of alphanumeric characters. For forest service roads these identifiers can be up to 3 characters in length, and they can be made up of numeric characters only.

For tenured road sections/branches that are currently in FTA, agreement holders must use the section/branch identifier of the section/branch as it appears in FTA for any future amendments to that road section/branch.

For road sections that do not currently exist in FTA (i.e. new sections/branches), potential agreement holders have the opportunity to identify the road as they see fit. For example if a potential agreement holder expects to refer to a road as the 4200 road, then they could use that as the section identifier for that road section (assuming that there isn't already a road section in FTA with that name under the same road permit). ESF won't allow a submitter to submit a "new" road section to a road permit that already contains a road with the same section identifier.

Potential agreement holders are encouraged to identify the road section/branch with a name or identifier that they wish the Ministry to reference the road section/branch by. Usually this name will be logical and have business significance to the agreement holder.

Potential agreement holders are discouraged from using redundant terms to identify the road section/branch. For example terms like: Section, Sec, Branch, Br are redundant and should be avoided unless there is a significant business case that warrants such terms.

Once the road identifier is submitted through ESF it will not be changed and the road section/branch will be known by that identifier until the end of its lifecycle.

**Note 1:** For road tenure submissions there is a “Road Section Identifier” field and a “Road Name” field. The “Road Section Identifier” is the primary and mandatory naming mechanism. The “Road Name” is optional and allows a agreement holder to provide a secondary identifier for a given road section/branch.

**Note 2:** The XML file format contains reserved characters that contain special meaning within the XML syntax. Use of these characters in attribute descriptions will cause the XML/GML submission to fail.

#### **XML Reserved Characters**

Character	Description
<	less than
>	greater than
&	ampersand
'	single quote or apostrophe
"	double quote
/	forward slash
%	percent

# Part 2. Types of Road Tenure Applications

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In the following sections Road Permits, Forest Service Roads, and road Special Use Permits will collectively be referred to as road tenures. It is reasonable to assume that any specification mentioned applies equally to each tenure type unless otherwise specified.

Under the electronic submission framework there are three broad categories of submissions:

- New road tenures
- Amendments of existing road tenures
- Retirements of existing road sections/branches.

## 2.1. New Tenures

New road tenures may be applied for when a potential agreement holders is looking to develop road(s) in a geographically unique area. The new road tenure will be made of at least one tenured section/branch, but it could be made up of many tenured sections/branches. For example a new road tenure could consist of mainline road, 4200, and three spur roads 4200.1, 4200.2 and 4200.3 each of which would be a unique, tenured section or branch.

**Note:** The main road identifier 4200 and spur road identifiers 4200.1, 4200.2 and 4200.3 are used as examples of typical, logical road naming sequences in the submitter's business system (submitted as mandatory "Road Section Identifier" in an ESF submission). Roads may also have local names defined (submitted as optional "Road Name" in an ESF submission).

**Note:** Submitting a new FSR to FTA has two additional steps that must be completed prior to submitting to ESF/FTA.

1. get FSR number from Property Services
2. using the FTA010 Add Tenure Screen in FTA, create the tenure in FTA (file will have a PA status)

Once those two steps have been completed BCTS or Ops can submit complete spatial and attribute data to FTA via ESF in the same manner as either BCTS or industry licensee's would do for a RP or rSUP.

A New or Amended road tenure will have mandatory and optional data requirements for both attribute (textual) data, and spatial (mapping) data.

## 2.1.1.Attribute Requirements

The attribute requirements for a net new road tenure are defined below.

\* **Note:** With the release of FTA 4.0 the PoC/PoT definitions for each tenured road section/branch will be auto-generated based on the spatial data contained in the submission document. The PoC/PoT description will be noted on the Exhibit A maps generated by FTA and will be expressed as UTM coordinates to facilitate ground location.

**Table 2-1: New Road Tenure Attribute Details.**

Field	Required	Details
Forest File ID number	No (for RPs: B01 and rSUPs: S01, S02)	The Forest File ID for a new road permit and a road special use permit is assigned by the Ministry of Forests and Range when the submission document is sent through ESF.
	Yes (for FSRs: B40)	For FSRs the Forest File ID is the number given by Property Services for the new FSR. (see <a href="#">note</a> above), and must be included in the submission document.
File Type	Yes	This is a code that identifies the type of permit.  Licensee use B01 - Road Permit and S01, S02 – Road Special Use Permit  BCTS use B01 - Road Permit, B40 – FSR, and S01, S02 – Road Special Use Permit  MoFR use B40 - FSR and S01, S02 – Road Special Use Permit.
Application Description	Yes	Written description of the reason for the application or amendment.  <b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.
District Code	Yes	Enter the 3 letter code for each district.  See <a href="http://www.for.gov.bc.ca/his/ft/techspec/">http://www.for.gov.bc.ca/his/ft/techspec/</a> for complete list of codes.
Higher Level Plan Reference	Conditional	Reference to a higher level plan, such as the Sustainable Forest Management Plan. This field is required for submissions with in the Fort St John Pilot Project area, but not required for other areas.  Up to 30 characters in length.

Licence Regulation Code	Conditional	<p>Indication of the regulation this road tenure is under. There are two valid codes:</p> <p>F – Fort St John Pilot Project Regulation</p> <p>G – Forest and Range Practices Act.</p> <p>The Licence Regulation Code is required for submission with in the Fort St John Forest Pilot Project area, otherwise it is optional. (note if not supplied by agreement holder the field will be defaulted to G)</p>
Management Unit Type	Yes	<p>Code to indicate the type of management unit the road tenure is within. Use T if applicable to the tenure, use U for all other tenures.</p> <p>Code:</p> <p>U - TSA</p> <p>T – TFL and Timber Licences (inside of TFL)</p> <p>F – Woodlot</p> <p>C – Community Forest</p> <p>Z – Timber Licence (outside of TFL)</p>
Management unit ID	Yes	<p>TSA number or file number to identify the Management Unit Type</p> <p>For Tree Farm Licenses (T) it is the TFL number (e.g. for TFL 35 it is 35).</p> <p>For Timber Supply Areas (U) it the TSA area (e.g. for the Kamloops TSA it is 11).</p> <p>See <a href="#">Appendix A</a> for a list.</p>
Application Purpose	Yes	<p>“N” to indicate a new road tenure.</p>
BCTS Office	Conditional	<p>Required if the submission is BCTS funded.</p> <p>Valid Entry - BCTS Org unit Code</p>

**Table 2-2: New Road Section/Branch Attribute Details.**

Field	Required	Details
Road Section ID	Yes	<p>This field represents the Road Section ID for Road Permits/road Special Use Permits and this field represents the Branch ID for FSRs.</p> <p>For RPs and rSUPs it is a 30 character alphanumeric string. For FSRs it is a 3 character numeric string. Enter the numbers and/or letters to identify the road section/branch. Usually this name will be logical and have business significance to the agreement holder. FSRs it is the FSR project number followed by the branch number (i.e. 12345.03).</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Road Name	Optional	<p>An alternate or local road name. The road name is <b>NOT</b> the road section/branch identifier found in FTA.</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Application Purpose	Yes	<p>Enter “N” to indicate a new road section/branch.</p> <p>Valid entries are N(ew), A(mendment), and R(etire).</p>
Tenure Width	Conditional	<p>Required for rSUP only.</p> <p>This specifies the tenure width (in meters) of the rSUP. This is the total width of tenure (half of this width will lay on each side of the centre line). The minimum road rSUP width is 20m and the maximum is 75m.</p> <p>Note: If Road width is provided in RP and FSR, it will not be used. Tenure width for FSRs and RPs defaults to the regulation width of 75m.</p>
Amendment start station	No	N/A
Amendment end station	No	N/A
Amendment type	No	N/A

## 2.1.2. Spatial Data Requirements for New Road Tenures

The spatial data that is required for new road tenures includes the centerline of all sections/branches being applied for from PoC to PoT. Each section/branch in the submissions must be defined spatially as one single contiguous section.

Figure 2-1: New Road Section 4200.

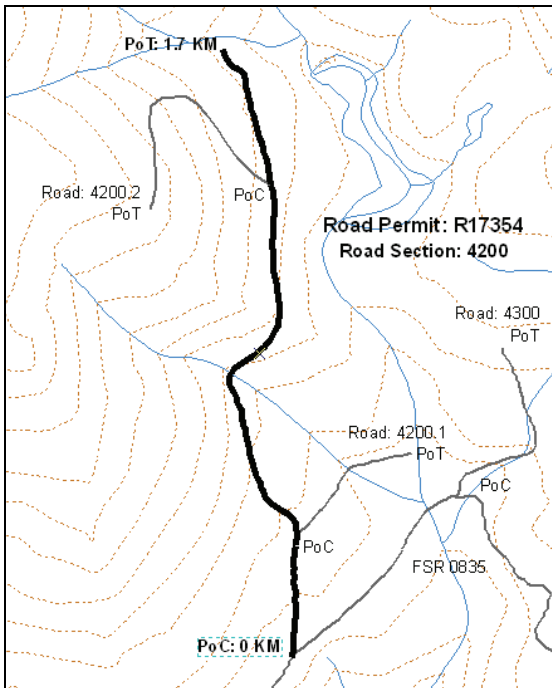
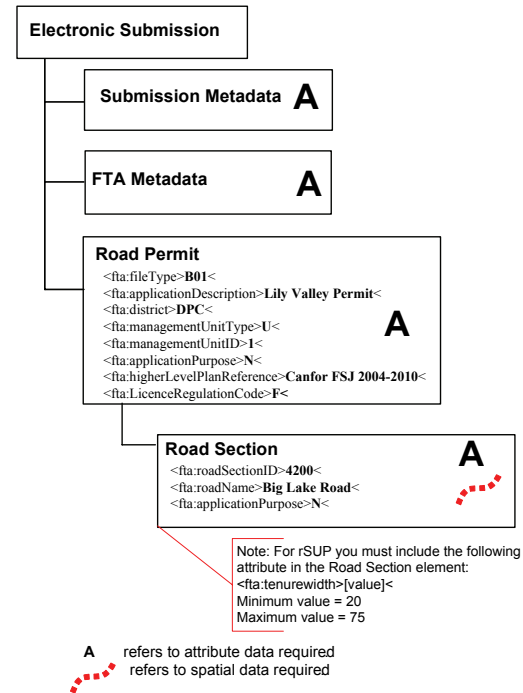


Figure 2-2: New Road Section 4200 XML Submission document view



**Note:** In the case of FSRs the diagrams above would be modified by replacing the terms road permit and road section with FSR and Branch respectively, changing the file type to B40, and changing the Road Section ID to the Branch ID.

## 2.2. Road Tenure Amendments

The next broad category of road tenure submissions are the amendment submissions. An amendment submission is used to modify the road tenure in some manner. There are four reasons why a road permit would need an amendment:

- The first is because a new section/branch is being added to an existing road tenure,
- The second is because an existing tenured road section/branch is being amended (e.g. shortening or lengthening the road section/branch).

- The third is because an existing tenured road section/branch is being re-engineered (e.g. re-alignment).

## 2.2.1. Attribute Requirements

The attribute requirements for an amended road tenure are described in the following tables.

**Table 2-3: Amended Road Tenure Attribute Details.**

Field	Required	Details
Forest File ID number	Yes	The Forest File ID or Road Tenure number assigned by the Ministry Forests and Range to the existing tenure.  Examples: Road Permit – R12345 FSR – 12345 rSUP – S12345
File Type	No	Not required for a Road Tenure Amendment.
Application Description	Yes	Written description of the reason for the application or amendment.  <b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.
District Code	Yes	Enter the 3 letter code for each district.  See <a href="http://www.for.gov.bc.ca/his/ft/techspec/">http://www.for.gov.bc.ca/his/ft/techspec/</a> for complete list of codes.
Higher Level Plan Reference	No	This field is optional for amendment submissions. It is a reference to a higher level plan, such as a Sustainable Forest Management Plan. This field is only used for submissions with in the Fort St John Forest Pilot Project area, but not required for other areas.  Up to 30 characters in length.
Licence Regulation Code	No	This field is optional for amendment submissions. Indication of the regulation this road tenure is under. There are two valid codes  F – Fort St John Pilot Project Regulation G – Forest and Range Practices Act  The Licence Regulation Code is required for submission with in the Fort St John Forest Pilot Project area, otherwise it is optional. (note if not supplied by agreement holder the field will be defaulted to G)

Management Unit Type	Optional	Code to indicate the type of management unit the road permit is within. Use T if applicable to the tenure, use U for all other tenures.  Code: U – TSA T – TFL and Timber Licences (inside of TFL) F – Woodlot C – Community Forest Z – Timber Licence (outside of TFL)
Management unit ID	Optional	TSA number of file number to identify the Management Unit Type.  For Tree Farm Licenses (T) it is the TFL number (e.g. for TFL 35 it is 35).  For Timber Supply Areas (U) it the TSA area (e.g. for the Kamloops TSA it is 11).  See <a href="#">Appendix A</a> for a list.
Application Purpose	Yes	“A” to indicate an amended road tenure  Valid entries are <b>N(ew)</b> and <b>A(mendment)</b>
BCTS Office	Conditional	Required if the submission is BCTS funded.  Valid Entry - BCTS Org unit Code

**Table 2-4: Amended Road Section/Branch Attribute Details.**

Field	Required	Details
Road Section ID	Yes	<p>This field represents the Road Section ID for Road Permits/road Special Use Permits and this field represents the Branch ID for FSRs.</p> <p>For RPs and rSUPs it is a 30 character alphanumeric string. For FSRs it is a 3 character numeric string. Enter the numbers and/or letters to identify the road section/branch. Usually this name will be logical and have business significance to the agreement holder. FSRs it is the FSR project number followed by the branch number (i.e. 12345.03).</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Road Name	Optional	<p>An alternate or local road name. The road name is <b>NOT</b> the road section identifier found in FTA.</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Application Purpose	Yes	<p>Valid entries are <b>N, A, R</b>.</p> <p>Enter “<b>N</b>” to indicate a new road section/branch or;</p> <p>Enter “<b>A</b>” if it is an amendment to a section/branch already covered by the road permit/FSR/rSUP.</p> <p>Enter “<b>R</b>” if it is an application to retire a section/branch already covered by the road permit/FSR/rSUP.</p> <p>An existing road that is being added to the road tenure would be a <b>New</b> road section/branch whereas a change in the geometry of a section/branch already covered by the road tenure would be an <b>Amendment</b>. A road on which the agreement holder no longer has obligations may be <b>Retired</b>.</p>

Tenure Width	Conditional	<p>Required for rSUP only.</p> <p>This specifies the tenure width (in metres) of the rSUP. This is the total width of tenure (half of this width will lay on each side of the centre line). The minimum road rSUP width is 20m and the maximum is 75m.</p> <p>This field is not required for rSUP retirements (i.e. application purpose = R).</p> <p>Note: If Road width is provided in RP and FSR amendments it will not be used. Tenure width for FSRs and RPs defaults to the regulation width of 75m.</p>
Amendment start station	Conditional	<p>Required for all amendments (i.e. application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>The road station where the amendment starts (in kms) of the road section/branch being amended.</p> <p>Examples</p> <p><b>Amendment to Lengthen:</b> Where road section R-100 is 2 km long, and is being amended to add 1km to the end of existing R-100, the amendment start station is “2”.</p> <p><b>Amendment to Shorten:</b> Where road section R-200 is 6km long, and is being amended to shorten the road by 2km from the end of existing R-200, the amendment start station is “0”.</p>
Amendment end station	Conditional	<p>Required for all amendments (i.e. application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>The road station where the amendment ends (in kms), of the road section being amended.</p> <p>Examples</p> <p><b>Amendment to Lengthen:</b> Where road section R-100 is 2km long, and is being amended to add 1km to the end of existing R-100, the amendment end station is “3”.</p> <p><b>Amendment to Shorten:</b> Where road section R-200 is 6km long, and is being amended to shorten the road by 2km from the end of existing R-200, the amendment end station is “4”.</p>

Amendment type	Conditional	<p>Required for all amendments (i.e. application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>Amendment type code</p> <p>Valid Codes:</p> <p>ADD (for adding or extending a road section/branch)</p> <p>REN (re-engineer, modify or re-align)</p> <p>RMV (shorten an existing road section/branch)</p>
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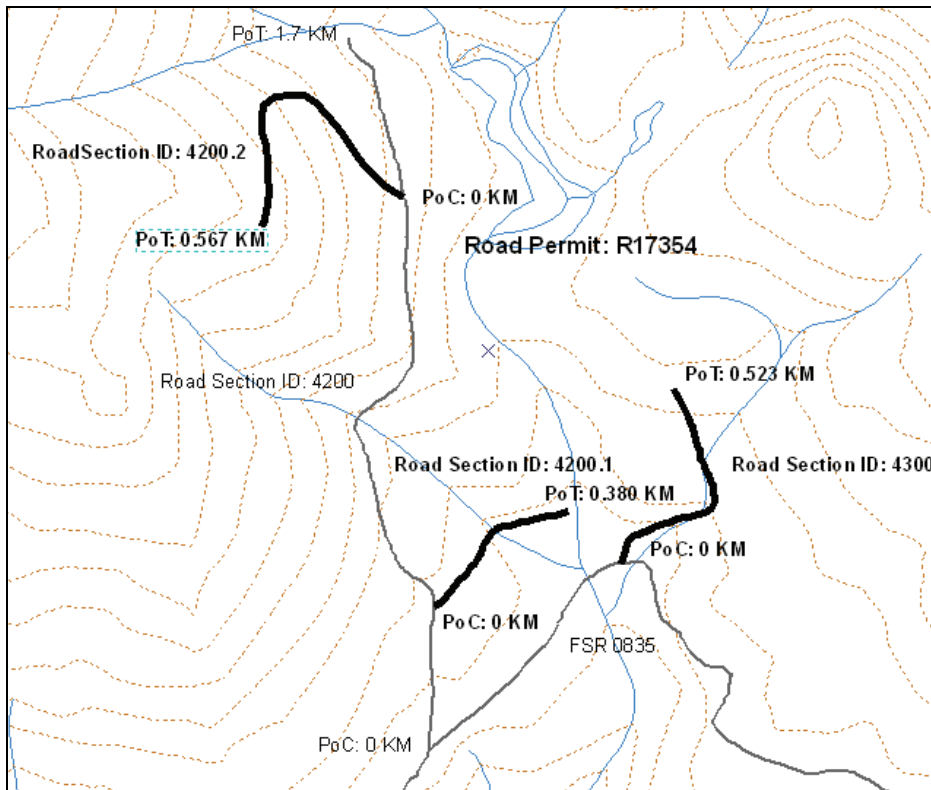
### 2.2.2. Spatial Data Requirements for Road Tenure Amendments

The spatial data that is required for amended road tenures will depend on the type of amendment being submitted. The following describes each of the four amendment scenarios supported by ESF.

#### **Add New Road Section/Branch**

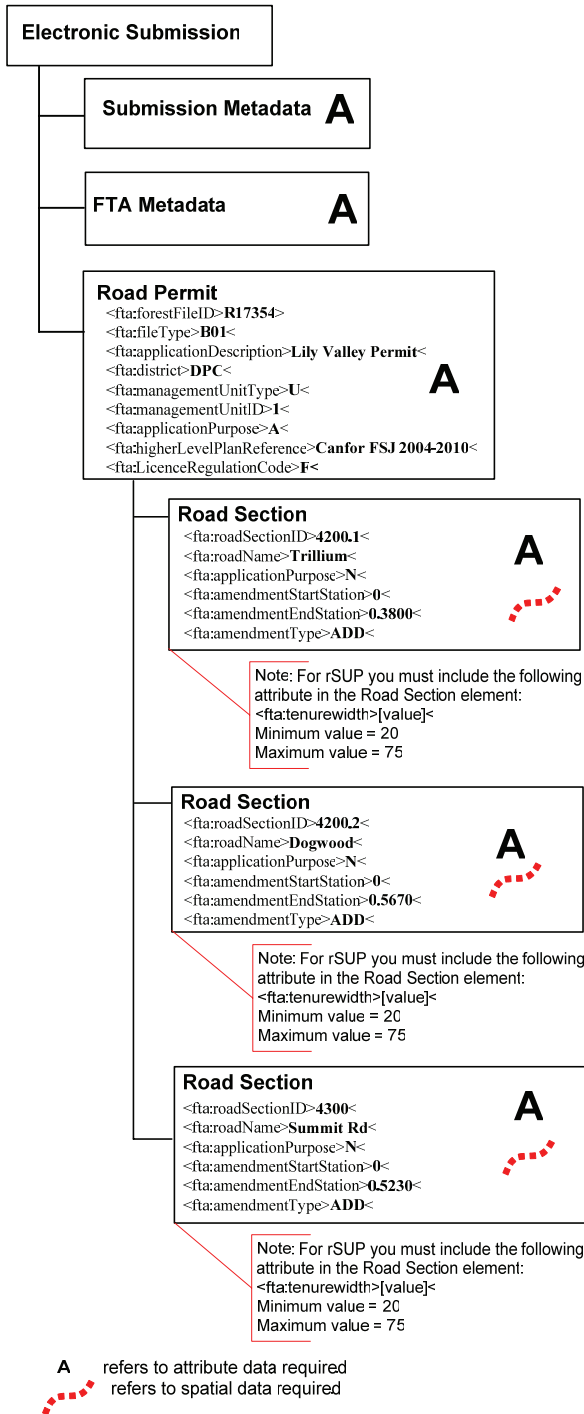
Where a new road section/branch is being added to the road tenure the only spatial that is required is the centerline of the new road section/branch from PoC to PoT. If more than one new road section/branch is being included in the submission then the centerline for each road section/branch need to be included in the submission.

**Figure 2-3: Addition of 3 New Road Sections to permit R17354.**



**Note:** In the case of FSRs the diagram above and below this paragraph will be modified by replacing the terms road permit and road section with FSR and Branch respectively, changing the file type to B40, and changing the Road Section ID to the Branch ID.

Figure 2-4: New Road Section XML Submission document view.



## Extend Length (amendment of section/branch)

Where an existing tenured road section/branch is being extended or lengthened, the spatial centerline for the entire tenured road section/branch is required from the original or new PoC through to the original or new PoT.

Figure 2-5: Road Section 4200.2 extended 600M from 0.567 KM to 1.167 KM.

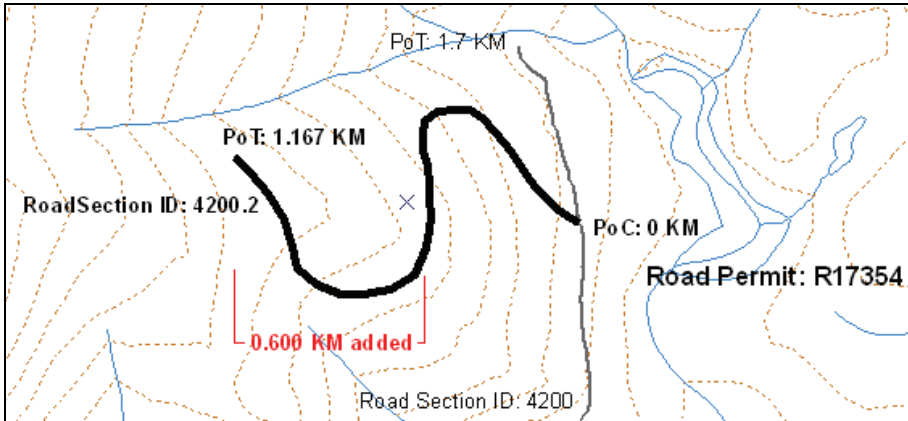
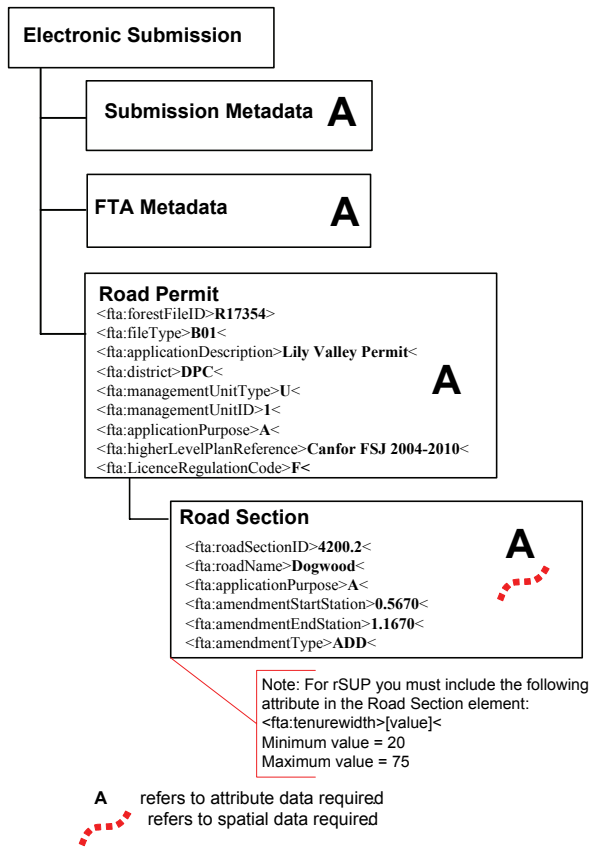


Figure 2-6: Road Section 4200.2 extended 600M from 0.567 KM to 1.167 KM Submission document view.

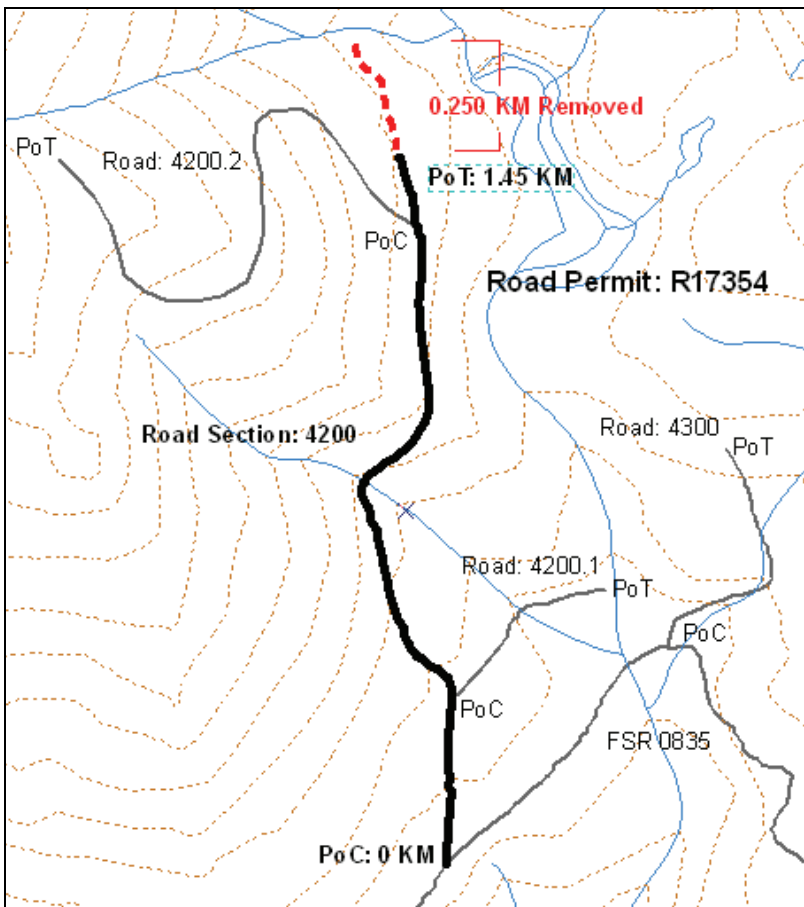


**Note:** In the case of FSRs the diagrams above will be modified by replacing the terms road permit and road section with FSR and branch respectively, changing the file type to B40, and changing the Road Section ID to the Branch ID.

### Decrease Length (amendment of section/branch)

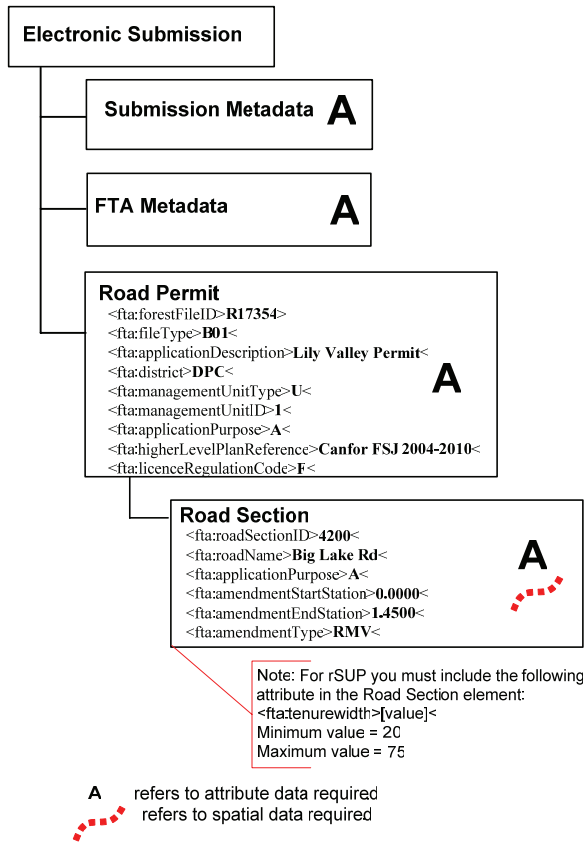
Where an existing road section/branch is being reduced or shortened, the spatial centerline for the road section/branch is required from the original PoC through to the new PoT at the relocated road endpoint.

Figure 2-7: Road Section 4200 decreased in length by 0.250 M.



**Note:** In the case of FSRs the diagrams above and below will be modified by replacing the terms road permit and road section with FSR and branch respectively, changing the file type to B40, and changing the Road Section ID to the Branch ID.

Figure 2-8: Road Section 4200 decreased in length by 0.250 M Submission document view.



## Re-engineered Road (amendment of section/branch)

Where the location of an existing road is being modified or re-aligned the spatial centerline for the entire road section/branch is required from the PoC to the PoT. Either of the PoC or PoT may be the original or new depending on the modifications required by the agreement holder.

Figure 2-9: Road Section 2000 Realigned mid section.

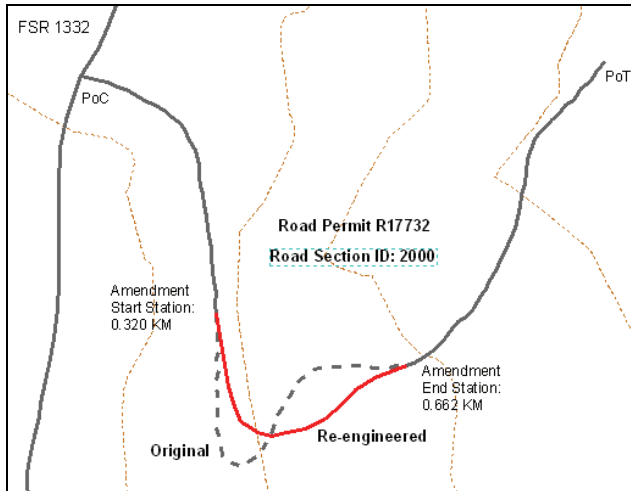
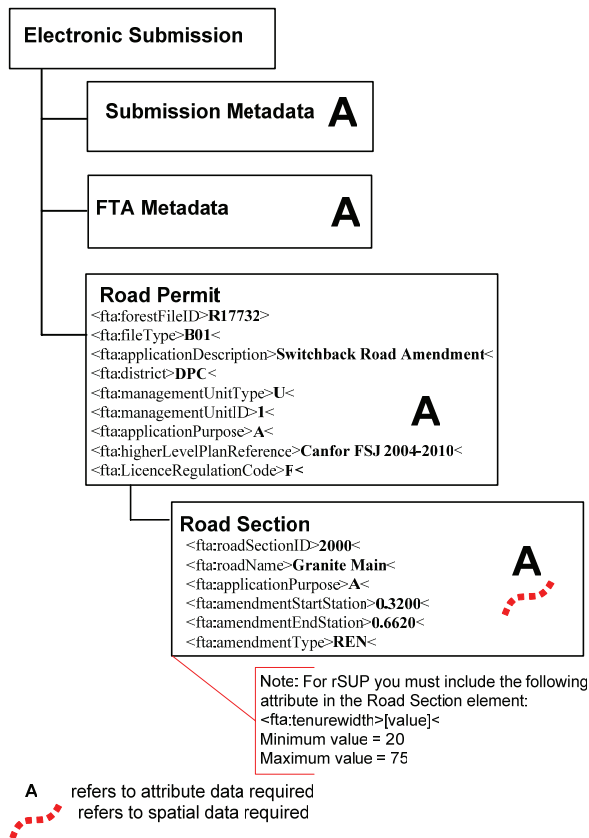


Figure 2-10: Road Section 2000 Realigned mid section Submission document view.



**Note:** In the case of FSRs the diagrams above will be modified by replacing the terms road permit and road section with FSR and Branch respectively, changing the file type to B40, and changing the Road Section ID to Branch ID.

## 2.3. Road Section/Branch Retirements

Road Section/Branch retirements are now supported by the ESF. Road Section/Branch retirements are actually amendments to existing Road Tenures. That is to say it is a submission to amend an existing road tenure by retiring one or more road sections/branches. Agreement holders can apply to retire an individual road section/branch or multiple road sections/branches from a road tenure. Note that road tenures will not be retired. It is possible that an agreement holder may apply to retire all sections/branches of a particular tenure; however, each road will be retired on a section by section basis. It is expected that different licensees and different districts will approach retirements differently. In some cases the section/branch retirement submission will start the legal proceedings to remove the obligation from the licensee, while in other cases the retirement submission will be the last step in the process. Generally, agreement holders should make arrangements with the appropriate district prior to proposing to retire a road section.

### 2.3.1. Attribute Requirements

The attribute requirements for a road section/branch retirement are described in the following tables.

**Table 2-5: Retired Road Tenure Attribute Details.**

Field	Required	Details
Forest File ID number	Yes	The Forest File ID or Road Tenure number assigned by the Ministry Forests and Range to the existing tenure.  Examples: Road Permit – R12345 FSR – 12345 rSUP – S12345
File Type	No	Not required for a Road Tenure Retirements.
Application Description	Yes	Written description of the reason for the application or amendment.  <b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.
District Code	Yes	Enter the 3 letter code for each district.  See <a href="http://www.for.gov.bc.ca/his/ft/techspec/">http://www.for.gov.bc.ca/his/ft/techspec/</a> for complete list of codes.

Higher Level Plan Reference	No	This field is optional for retirement submissions. It is a reference to a higher level plan, such as a Sustainable Forest Management Plan. This field is only used for submissions with in the Fort St John Forest Pilot Project area, but not required for other areas.  Up to 30 characters in length.
Licence Regulation Code	No	This field is optional for amendment submissions. Indication of the regulation this road tenure is under. There are two valid codes  F – Fort St John Pilot Project Regulation  G – Forest and Range Practices Act  The Licence Regulation Code is required for submission with in the Fort St John Forest Pilot Project area, otherwise it is optional. (note if not supplied by agreement holder the field will be defaulted to G)
Management Unit Type	Optional	Code to indicate the type of management unit the road permit is within. Use T if applicable to the tenure, use U for all other tenures.  Code:  U – TSA  T – TFL and Timber Licences (inside of TFL)  F – Woodlot  C – Community Forest  Z – Timber Licence (outside of TFL)
Management unit ID	Optional	TSA number of file number to identify the Management Unit Type.  For Tree Farm Licenses (T) it is the TFL number (e.g. for TFL 35 it is 35).  For Timber Supply Areas (U) it the TSA area (e.g. for the Kamloops TSA it is 11).  See <a href="#">Appendix A</a> for a list.
Application Purpose	Yes	“ <b>A</b> ” to indicate an amended road tenure  Valid entries are <b>N(ew)</b> and <b>A(mendment)</b>
BCTS Office	Conditional	Required if the submission is BCTS funded.  Valid Entry - BCTS Org unit Code

**Table 2-6: Retired Road Section/Branch Attribute Details.**

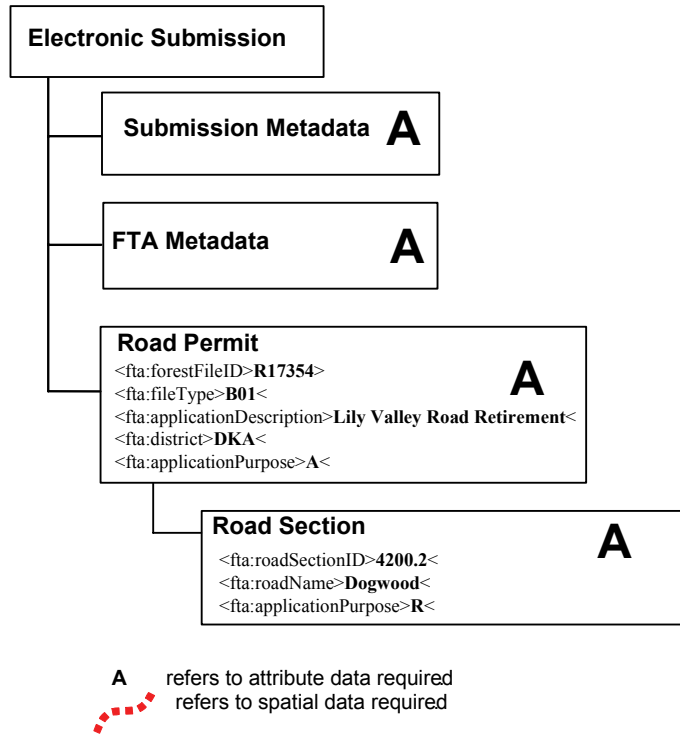
Field	Required	Details
Road Section ID	Yes	<p>This field represents the Road Section ID for Road Permits/road Special Use Permits and this field represents the Branch ID for FSRs.</p> <p>For RPs and rSUPs it is a 30 character alphanumeric string. For FSRs it is a 3 character numeric string. Enter the numbers and/or letters to identify the road section/branch. Usually this name will be logical and have business significance to the agreement holder. FSRs it is the FSR project number followed by the branch number (i.e. 12345.03).</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Road Name	Optional	<p>An alternate or local road name. The road name is <b>NOT</b> the road section identifier found in FTA.</p> <p><b>Note:</b> XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Application Purpose	Yes	<p>Valid entries are <b>N, A, R</b>.</p> <p>Enter “<b>N</b>” to indicate a new road section/branch or;</p> <p>Enter “<b>A</b>” if it is an amendment to a section/branch already covered by the road permit/FSR/rSUP.</p> <p><b>Enter “R” if it is an application to retire a section/branch already covered by the road permit/FSR/rSUP.</b></p> <p>A road on which the agreement holder no longer has obligations may be <b>Retired</b>.</p>
Tenure Width	No	<p>Required for new rSUP only.</p> <p>This specifies the tenure width (in metres) of the rSUP. This is the total width of tenure (half of this width will lay on each side of the centre line). The minimum road rSUP width is 20m and the maximum is 75m.</p> <p>This field is not required for rSUP retirements (i.e. application purpose = R).</p> <p>Note: If Road width is provided in RP and FSR amendments it will not be used. Tenure width for FSRs and RPs defaults to the regulation width of 75m.</p>

Amendment start station	No	<p>Required for all amendments (i.e. tenure application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>The road station where the amendment starts (in kms) of the road section/branch being amended.</p>
Amendment end station	No	<p>Required for all amendments (i.e. tenure application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>The road station where the amendment ends (in kms), of the road section being amended.</p>
Amendment type	No	<p>Required for all amendments (i.e. application purpose = A). This field should not be included in new submissions (i.e. application purpose = N), or in retirement submissions (i.e. application purpose = R).</p> <p>Amendment type code</p> <p>Valid Codes:</p> <p>ADD (for adding or extending a road section/branch)</p> <p>REN (re-engineer, modify or re-align)</p> <p>RMV (shorten an existing road section/branch)</p>

## 2.3.2. Spatial Data Requirements for Road Tenure Retirements

There is no spatial data required in the XML/GML document for a road section/branch retirement submission. A conceptualized view of the XML document is provided here.

Figure 2-11: A road retirement submission document view.



**Note:** A retirement will retire the entire section.

## 2.4. Special Cases

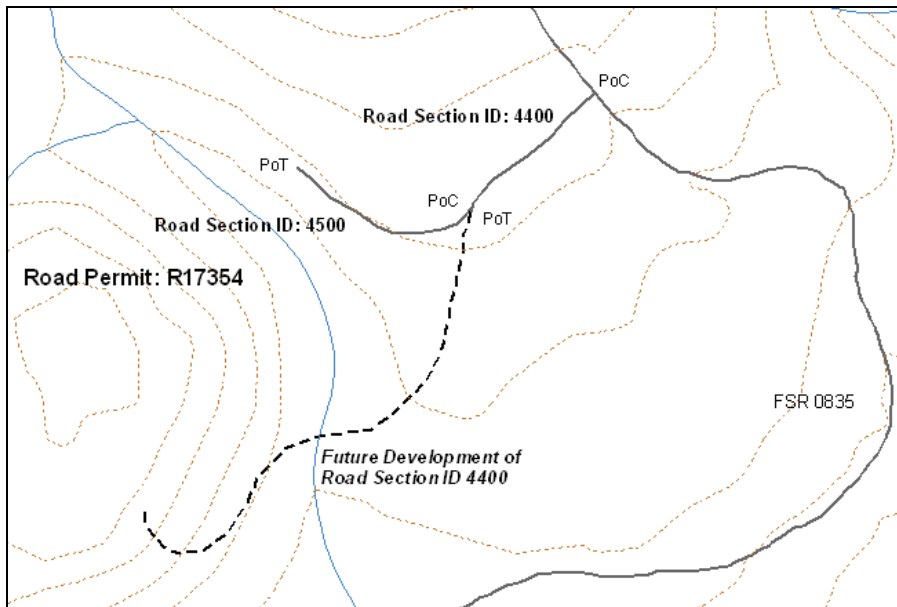
The following sections deal with unique situations in which additional information, or processes must be followed in order to process the new/amended tenure submission.

### 2.4.1. New permit with multiple contiguous sections/branches

Ministry business rules for road sectioning require that a road be represented as a single section/branch. The situation may arise where the potential agreement holder intends to submit a road tenure with multiple contiguous sections.

From the submitter's perspective this is valid as it allows the future development of each section as per their long term operational plans.

**Figure 2-12: Multiple Contiguous Road Permits to accommodate Section 4200.**



At first glance this submission (for sections 4400 and 4500) violates the ministry's business rule for the definition of a road section (see above). The intention of the submitter (i.e. the future extension of the 4400 section to access future timber) may not be readily known by the district staff approving the tenure and as a result the tenure may be rejected. It is recommended that the potential agreement holder engage in dialog with the district regarding multiple contiguous sections prior to the submission through ESF to assure that ministry understands the intention and has the opportunity to comment. It is up to the district to decide the acceptability of these special cases.

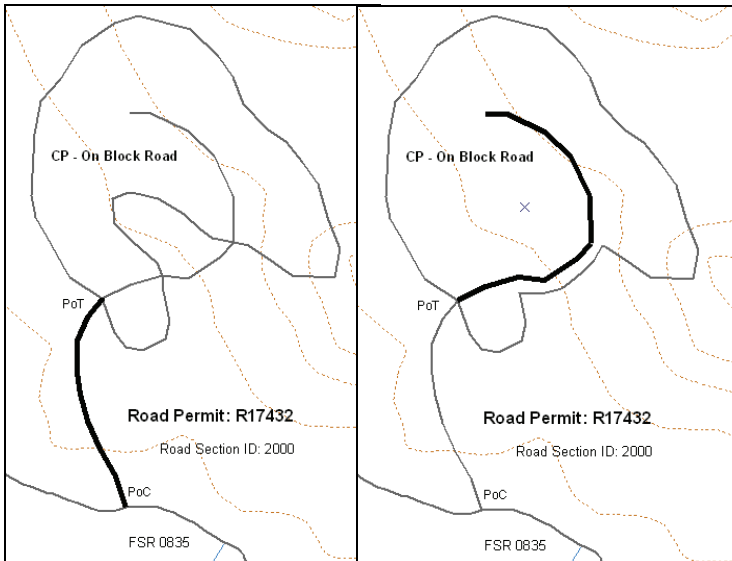
## 2.4.2. On block Roads extending beyond the block boundary

In a situation where an on-block road needs to go outside the cutblock (e.g. to facilitate a switchback loop), an application to amend either the road tenure or the cutting permit is required. The issue should only arise because the cutting authority area was not designed properly or unforeseen circumstances prevented the planned on-block road location. The CP holder would have to apply for either a CP amendment to ensure the road is wholly contained within the cutting authority area, or the road tenure holder would have to apply for a road tenure amendment to ensure the entire road section would be tenured under the road tenure up to the point where the road enters the last cutblock for the final time.

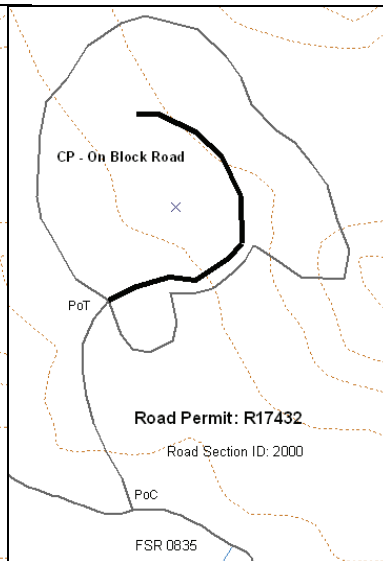
A tenured road passing through multiple blocks must be a contiguous road tenure section/branch from the start of the road to the boundary of the last block.

Roads that provide access to future wood must be tenured under road permit.

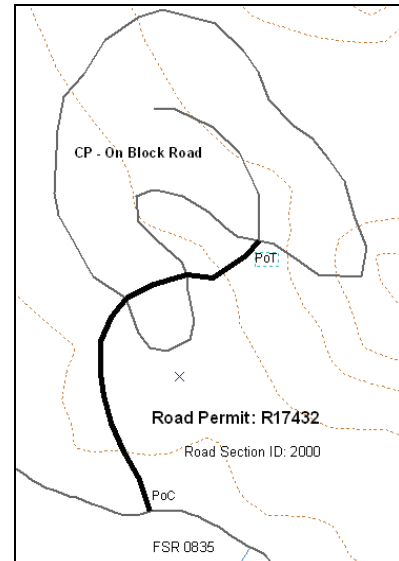
**Figure 2-13: Road Permit Cutting Permit Tenure Split.**



**Figure 2-14; The Cut Block is amended to include Road within the Cut Block.**



**Figure 2-15: Road Permit Amended to the last Cut Block entry point.**

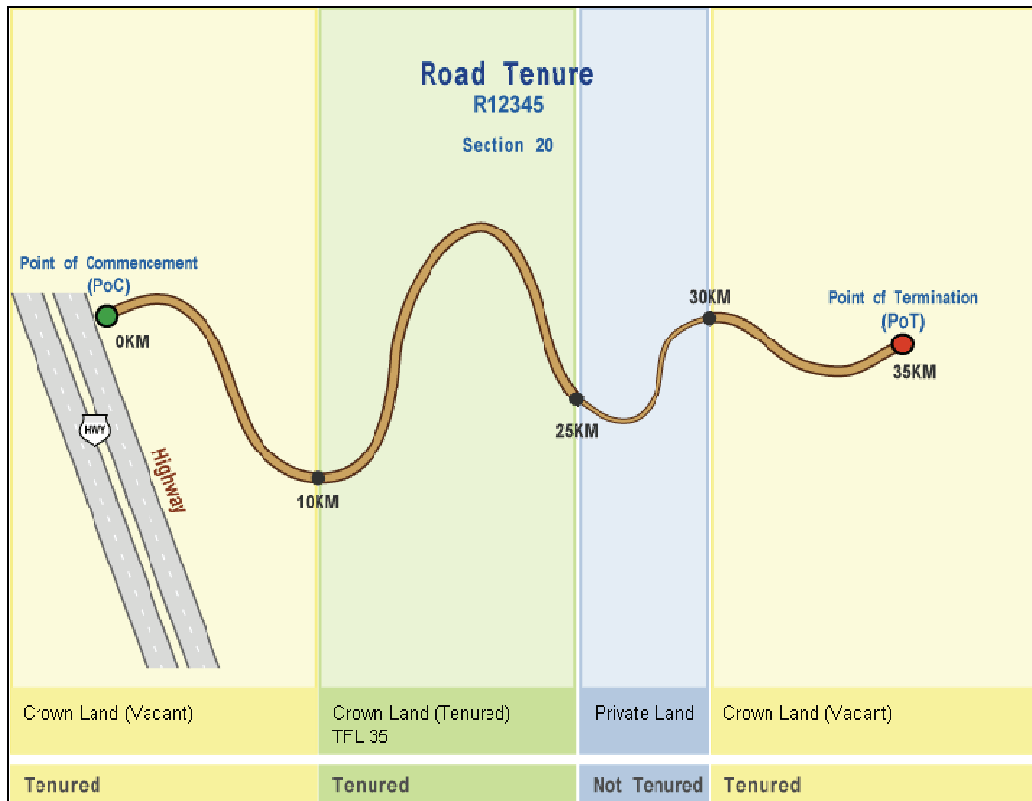


### 2.4.3. Private Land

Authorization for the Road Tenure on private land is not a function of the ministry’s Road Tenure process. The process outlined in the *Forest Act (section 120)* is designed to address the portion of a road on private land. Acquiring authorization for a road on private land must be obtained through the land owner and is the responsibility of the agreement holder.

From a submission perspective, the submitter must spatially submit the entire road in the tenure application including the portions that pass through private land. MoFR will only authorize tenure on the crown portion of the road section, not the private portion. This ‘crown tenure’ will allow the agreement holder to construct and/or maintain the road on crown land only. As noted above obtaining authorization for construction, use and maintenance of the road on private must be obtained through the land owner land is the responsibility of the agreement holder.

Figure 2-16: Tenured portions of a Road Permit section on Crown Land.



### 2.4.4. Additional requirements for Special Use Permits

Special Use Permits do not give the holders authority to harvest timber. A Special Use Permit only grants authority to occupy the land and build the road. In cases where the removal of timber is required to build the rSUP road or occupy the SUP area the holder of the SUP must also apply for a tenure that will allow them to remove the timber. In cases where timber harvesting is required on the area or right of way identified in the

(r)SUP there will be a requirement to apply for additional tenures to authorize the timber harvesting.

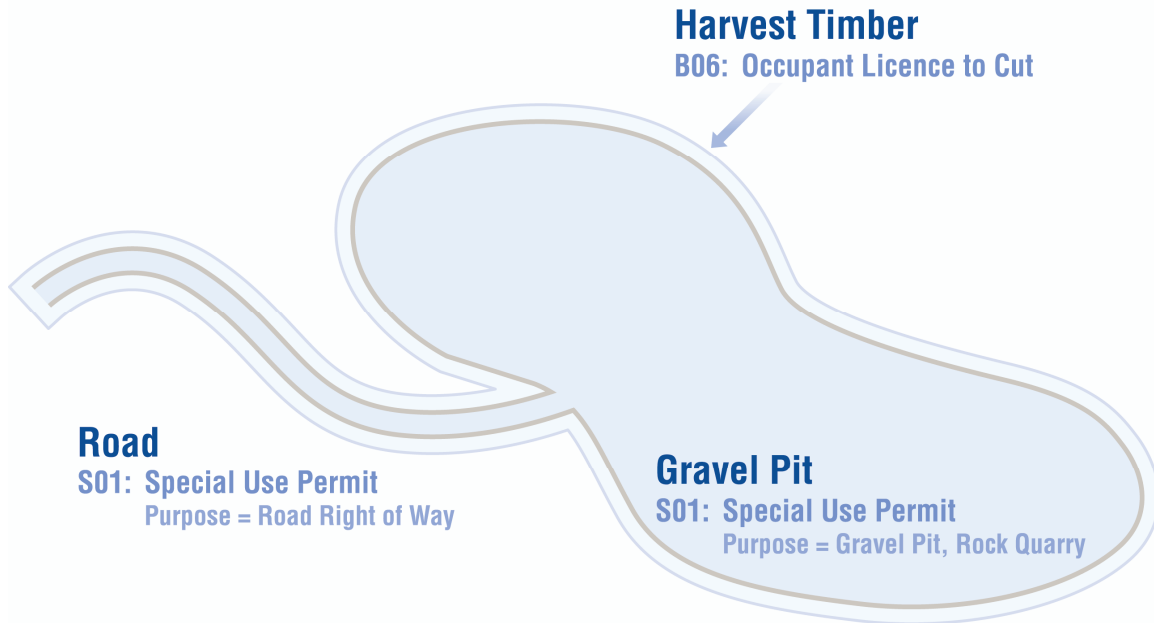
Example:

An agreement holder needs to construct a road to a gravel pit or other resource (non timber). In this scenario the road leading to the gravel pit cannot be approved under a RP or FSR because it does not meet the definition of forest use, industrial road. In order to correctly tenure this situation to allow for the occupation of the land, the construction of the road and the harvesting of timber, the agreement holder would require one rSUP for the road leading to the gravel pit, one SUP for the gravel pit itself, and since the SUP's only grant authority to occupy the land and build the road, the agreement holder must also apply for a tenure that will allow timber harvesting such as a B06 – Occupant Licence to Cut.

**Table 2-7: Special tenuring requirements when using Special Use Permits.**

FTA Submission Type	Tenure type	MoFR File Type	Purpose code	Geometry	Description
Road Application	Road Special Use Permit	S01, S02	Road, Right of Way	Linear feature	Tenure which allows for holder to occupy the land and construct the road (not remove the timber)
Harvest Application	Special Use Permit	S01, S02	Gravel Pit, Rock Quarry	Polygon Feature	Tenure which allows holder to occupy the land and construct the gravel pit (not remove the timber)
Harvest Application	Occupant Licence to Cut	B06		Polygon Feature	Tenure that allows the occupant to cut and remove timber

Figure 2-17: Three tenures required to construct and access a gravel pit.



## 2.5. ESF Submission

The example submission document views accompanying the graphic descriptions of Road Tenure submission types in this document have been structured to provide a high level representation of the XML document components in tree structure and the key attributes in an XML style pseudocode.

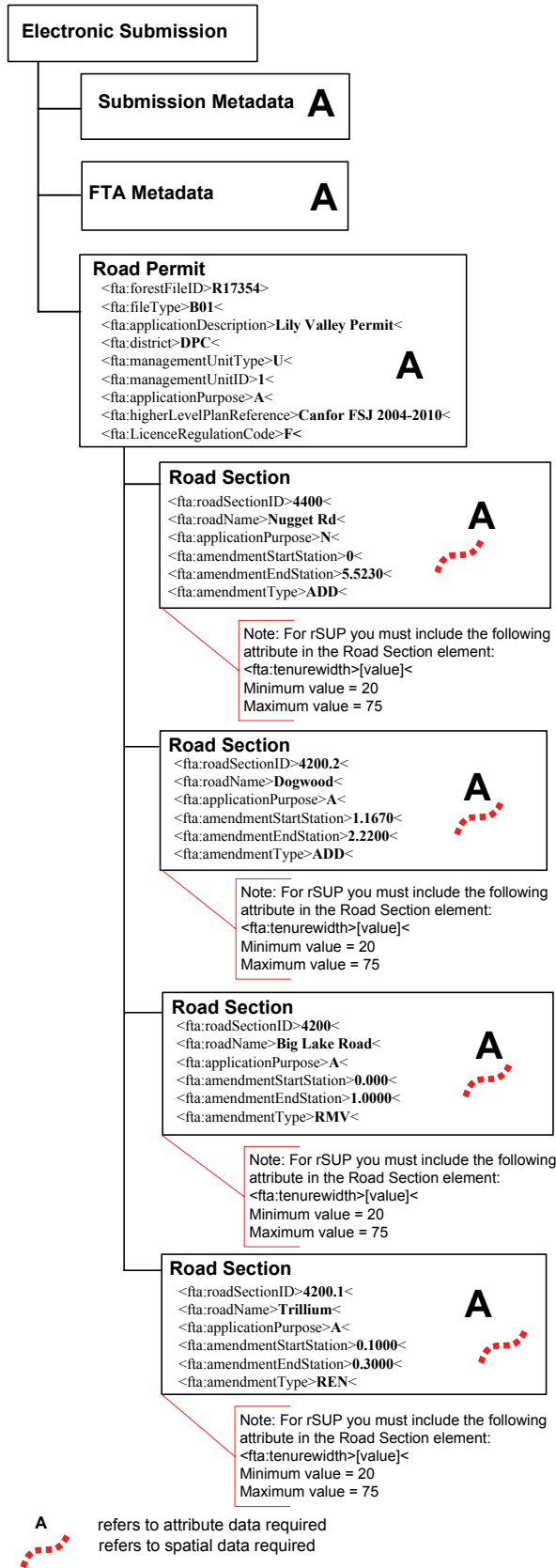
Complete technical specifications for Road Tenure submissions can be found at <http://www.for.gov.bc.ca/his/ft/techspec/>

The XML document structure is not constrained by Road Tenure, road section or the purpose of the application. Road Tenure XML submission documents can contain submissions for multiple Road Tenures with multiple road sections within each tenure.

The following example submission document view illustrates an ESF submission for a single amendment to a Road Tenure that includes:

- Addition of a new section – Road Section ID: 4300
- Extension of an existing section – Road Section ID: 4200.2
- Shortening of an existing section – Road Section ID: 4200
- Re-engineering of an existing section – Road Section ID: 4200.1

**Note:** An ESF submission XML document for a FSR is identical to a RP, which is identical to a rSUP. The terminology used in the XML format will not change. The diagram below illustrates a road permit. A FSR submission can be visualized by replacing the terms road permit, road section and road section ID with FSR, Branch and Branch ID respectively and changing the file type to B40.



# Appendix A: Management Unit ID List

Management Unit		
Type	ID	Name
U - TIMBER SUPPLY AREA	1	Arrow TSA
U - TIMBER SUPPLY AREA	2	Boundary TSA
U - TIMBER SUPPLY AREA	3	Bulkley TSA
U - TIMBER SUPPLY AREA	4	Cassiar TSA
U - TIMBER SUPPLY AREA	5	Cranbrook TSA
U - TIMBER SUPPLY AREA	6	Peace TSA (Inactive; kept for historical purposes)
U - TIMBER SUPPLY AREA	7	Golden TSA
U - TIMBER SUPPLY AREA	8	Fort Nelson TSA
U - TIMBER SUPPLY AREA	9	Invermere TSA
U - TIMBER SUPPLY AREA	10	Kalum TSA
U - TIMBER SUPPLY AREA	11	Kamloops TSA
U - TIMBER SUPPLY AREA	12	Kispiox TSA
U - TIMBER SUPPLY AREA	13	Kootenay Lake TSA
U - TIMBER SUPPLY AREA	14	Lakes TSA
U - TIMBER SUPPLY AREA	15	Lillooet TSA
U - TIMBER SUPPLY AREA	16	MacKenzie TSA
U - TIMBER SUPPLY AREA	17	Robson Valley TSA
U - TIMBER SUPPLY AREA	18	Merritt TSA
U - TIMBER SUPPLY AREA	19	Mid Coast TSA
U - TIMBER SUPPLY AREA	20	Morice TSA
U - TIMBER SUPPLY AREA	21	North Coast TSA
U - TIMBER SUPPLY AREA	22	Okanagan TSA
U - TIMBER SUPPLY AREA	23	100 Mile House TSA
U - TIMBER SUPPLY AREA	24	Prince George TSA
U - TIMBER SUPPLY AREA	25	Queen Charlotte TSA
U - TIMBER SUPPLY AREA	26	Quesnel TSA
U - TIMBER SUPPLY AREA	27	Revelstoke TSA
U - TIMBER SUPPLY AREA	29	Williams Lake TSA

U - TIMBER SUPPLY AREA	30	Fraser TSA
U - TIMBER SUPPLY AREA	31	Soo TSA
U - TIMBER SUPPLY AREA	32	Quadra TSA (Inactive; kept for historical purposes)
U - TIMBER SUPPLY AREA	33	Kingcome TSA
U - TIMBER SUPPLY AREA	34	Nootka TSA (Inactive; kept for historical purposes)
U - TIMBER SUPPLY AREA	35	Island TSA (Inactive; kept for historical purposes)
U - TIMBER SUPPLY AREA	36	Meziadin TSA (Inactive; kept for historical purposes)
U - TIMBER SUPPLY AREA	37	Strathcona TSA
U - TIMBER SUPPLY AREA	38	Arrowsmith TSA
U - TIMBER SUPPLY AREA	39	Sunshine Coast TSA
U - TIMBER SUPPLY AREA	40	Fort St. John TSA
U - TIMBER SUPPLY AREA	41	Dawson Creek TSA
U - TIMBER SUPPLY AREA	42	Cranberry TSA
U - TIMBER SUPPLY AREA	43	Nass TSA
T - TREE FARM LICENCE	1	TFL 01 Port Edward
T - TREE FARM LICENCE	3	TFL 03 Little Slocan
T - TREE FARM LICENCE	5	TFL 05 Mac-Cariboo
T - TREE FARM LICENCE	6	TFL 06 Quatsino
T - TREE FARM LICENCE	8	TFL 08 Boundary
T - TREE FARM LICENCE	10	TFL 10 Toba
T - TREE FARM LICENCE	13	TFL 13 Blue River
T - TREE FARM LICENCE	14	TFL 14 Spillimacheen
T - TREE FARM LICENCE	15	TFL 15 Inkaneep
T - TREE FARM LICENCE	18	TFL 18 Clearwater
T - TREE FARM LICENCE	19	TFL 19 Tahsis
T - TREE FARM LICENCE	23	TFL 23 Arrow Lakes
T - TREE FARM LICENCE	24	TFL 24 Moresby
T - TREE FARM LICENCE	25	TFL 25 Naka
T - TREE FARM LICENCE	26	TFL 26 Mission
T - TREE FARM LICENCE	30	TFL 30 Sinclair

T - TREE FARM LICENCE	33	TFL 33 Sicamous
T - TREE FARM LICENCE	35	TFL 35 Jamieson Ck
T - TREE FARM LICENCE	37	TFL 37 Nimpkish
T - TREE FARM LICENCE	38	TFL 38 Squamish
T - TREE FARM LICENCE	39	TFL 39 Haida
T - TREE FARM LICENCE	41	TFL 41 Kitimat
T - TREE FARM LICENCE	42	TFL 42 Tanizul
T - TREE FARM LICENCE	43	TFL 43 Fraser-Homathco-Kingcome
T - TREE FARM LICENCE	44	TFL 44 Alberni
T - TREE FARM LICENCE	45	TFL 45 Cordero-Knight
T - TREE FARM LICENCE	46	TFL 46 West Coast
T - TREE FARM LICENCE	47	TFL 47 Duncan Bay
T - TREE FARM LICENCE	48	TFL 48 Chetwynd
T - TREE FARM LICENCE	49	TFL 49 Okanagan
T - TREE FARM LICENCE	51	TFL 51 Cranberry
T - TREE FARM LICENCE	52	TFL 52 Bowron-Cottonwood
T - TREE FARM LICENCE	53	TFL 53 Naver
T - TREE FARM LICENCE	54	TFL 54 Maquinna
T - TREE FARM LICENCE	55	TFL 55 Selkirk
T - TREE FARM LICENCE	56	TFL 56 Goldstream
T - TREE FARM LICENCE	57	TFL 57 Clayoquot

## **Appendix B: Schema 8 vs 9**

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The following tables outline the differences in submission requirements between Schema 9 (FTA 4) and Schema 8 (FTA 3)

### **Road Tenure Attribute Details**

Field	Schema 8	Schema 9	Details
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Forest File ID number	Conditional	Conditional	<p>The Forest File ID or Road Tenure number assigned by the Ministry Forests and Range to the tenure. For FSRs the Forest File ID is the number given by Property Services for the new FSR. (see <a href="#">note</a> above), and must be included in the submission document</p> <p>Road Permit Example – R12345, FSR Example – 12345</p> <p>Schema 8:</p> <ul style="list-style-type: none"> <li>• optional for New submissions</li> <li>• required for amendment submissions</li> </ul> <p>Schema 9: for RPs (B01) and rSUPs</p> <ul style="list-style-type: none"> <li>• Optional for new</li> <li>• Required for Amendments</li> </ul> <p>Schema 9: for FSRs (B40).</p> <ul style="list-style-type: none"> <li>• Required for New</li> <li>• Required for Amendments</li> </ul>
File Type	Conditional	Conditional	<p>This is a code that identifies the type of permit.</p> <p>Licensee use B01 - Road Permit and S01, S02 – Road Special Use Permit</p> <p>BCTS use B01 - Road Permit B40 – FSR, and S01, S02 – Road Special Use Permit</p> <p>MoFR use B40 – FSR and S01, S02 – Road Special Use Permit</p> <p>Required for new applications</p> <p>Not Required for a Road Permit/Road Special Use Permit/FSR Amendment.</p>
Application Description	Required	Required	<p>Written description of the reason for the application or amendment.</p> <p>Note: XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
District Code	Yes	Yes	<p>Enter the 3 letter code for each district.</p> <p>See <a href="http://www.for.gov.bc.ca/his/ft/techspec/">http://www.for.gov.bc.ca/his/ft/techspec/</a> for complete list of codes.</p>
Cascade Split Code	Yes	Removed from Schema	<p>E or W to indicate east or west side of the Cascade Mountains. Any area in the Coast forest region would be coded as W, and any area in the Northern or Southern Interior forest regions would be coded as E.</p>

Management Unit Type	Required	Conditional	Code to indicate the type of management unit the road permit is within. Use T if applicable to the tenure, use U for all other tenures.  Code: T Tree Farm Licenses U Timber Supply Area Required for New Submissions (All Schemas). Optional for Amendment Submissions (for Schema 9 only)
Management unit ID	Required	Conditional	Number to identify the management unit.  For Tree Farm Licenses (T) it is the TFL number (e.g. for TFL 35 it is 35).  For Timber Supply Areas (U) it the TSA area (e.g. for the Kamloops TSA it is 11).  See <a href="#">Appendix A</a> for a list.
Higher Level Plan Reference	N/A to this schema	Conditional	Reference to a higher level plan, such as the Sustainable Forest Management Plan. This field is required for new submissions with in the Fort St John Pilot Project area, but not required for other areas. It is not required for amendments  Up to 30 characters in length.
Licence Regulation Code	N/A to this schema	Conditional	Indication of the regulation this road tenure is under. There are two valid codes:  F – Fort St John Pilot Project Regulation G – Forest and Range Practices Act.  The Licence Regulation Code is required for new submission with in the Fort St John Forest Pilot Project area, otherwise it is optional. (note if not supplied by agreement holder the field will be defaulted to G). This field is optional for amendment submissions.
Application Purpose	Yes	Required	“N” to indicate a new road permit  “A” to indicate an amended road permit/FSR.
Deemed Owner	Yes	Removed from Schema	True / False – For Schema 8 this field is no longer used and should always be FALSE.
BCTS Office	Conditional	Conditional	Required if the submission is BCTS funded.  Valid Entry - BCTS Org unit Code

### Road Section/Branch Attribute Details

Field	Schema 7/8	Schema 9	Details
Road Section ID	Required	Required	<p>This field represents the Road Section ID for Road Permits/road Special Use Permits and this field represents the Branch ID for FSRs.</p> <p>For RPs and rSUPs it is a 30 character alphanumeric string. For FSRs it is a 3 character numeric string. Enter the numbers and/or letters to identify the road section/branch. Usually this name will be logical and have business significance to the agreement holder. FSRs it is the FSR project number followed by the branch number (i.e. 12345.03).</p> <p>Note: XML reserved characters cannot be used. See <a href="#">note</a> above.</p>
Road Name	Optional	Optional	<p>An alternate or local road name. The road name is NOT the road section identifier found in FTA.</p> <p>Note: XML reserved characters cannot be used. See note above.</p>
Application Purpose	Required	Required	<p>Valid entries are N and A</p> <p>Enter “N” to indicate a new road section/branch or;</p> <p>Enter “A” if it is an amendment to a section/branch already covered by the road permit/FSR.</p> <p>Enter “R” if it is a retirement of a section/branch.</p> <p>An existing road that is being added to the road permit/FSR would be a New road section/branch whereas a change in the geometry of a section/branch already covered by the road permit/FSR would be an Amendment.</p>
Tenure Width	N/A to this schema	Conditional	<p>Required for rSUP only.</p> <p>This specifies the tenure width (in meters) of the rSUP. This is the total width of tenure (half of this width will lay on each side of the centre line). The minimum road rSUP width is 20m and the maximum is 75m.</p> <p>Note: If Road width is provided in RP and FSR, it will not be used. Tenure width for FSRs and RPs defaults to the regulation width of 75m.</p>
Provincial Forest Conflict Code	Yes	Removed from Schema	<p>Indicates if road section/branch is outside, within, or partially within a provincial forest.</p> <p>Valid entries are IN and OUT</p>

Within ALR	Yes	Removed from Schema	Indicates whether the road section/branch crosses Agricultural Land Reserve land. Valid entries are True or False
Amendment start station	Conditional	Conditional	Required for amendment submissions. Not included for new submissions. The road station where the amendment starts (in kms) of the road section/branch being amended. <u>Examples</u> <u>Amendment to Lengthen:</u> Where road section R-100 is 2 km long, and is being amended to add 1km to the end of existing R-100, the amendment start station is “2”. <u>Amendment to Shorten:</u> Where road section R-200 is 6km long, and is being amended to shorten the road by 2km from the end of existing R-200, the amendment start station is “0”.
Amendment end station	Conditional	Conditional	Required for amendment submissions. Not included for new submissions. The road station where the amendment ends (in kms), of the road section being amended. <u>Examples</u> <u>Amendment to Lengthen:</u> Where road section R-100 is 2km long, and is being amended to add 1km to the end of existing R-100, the amendment end station is “3”. <u>Amendment to Shorten:</u> Where road section R-200 is 6km long, and is being amended to shorten the road by 2km from the end of existing R-200, the amendment end station is “4”.
Amendment type	Conditional	Conditional	Required for amendment submissions. Not included for new submissions. Amendment type code Valid Codes: <ul style="list-style-type: none"> <li>• ADD (for adding or extending a road section/branch)</li> <li>• REN (re-engineer, modify or re-align)</li> <li>• RMV (shorten, remove or delete)</li> </ul>

Road state	Optional	Removed from Schema	A description of the road state. Valid Codes: P – Proposed E – Established U - Unknown
Legal description (see above for more details)	Yes	Removed from Schema	A description of Point of Commencement (PoC) and Point of Termination (PoT). Acceptable formats: <ul style="list-style-type: none"> <li>• Metes and bounds description (bearing and distance)</li> <li>• Latitude and longitude</li> <li>• UTM coordinates (XY)</li> </ul> Note: BC Albers coordinates are <u>not</u> an acceptable format for legal description.