Prince George TSA Public Discussion Paper

January 2010

Errata Sheet

Page 14, "Opportunities for improving mid-term timber supply", paragraph 3.

In the original report the implications of simultaneously lowering minimum harvest volumes and increasing haul times were discussed. After publication it was discovered the wrong forecasts were mistakenly used to compute the impacts. Below is the corrected paragraph three:

In all the scenarios presented, it was assumed that the minimum criteria for a road-accessible stand to be harvested were that it should have at least 182 cubic metres/hectare and a round trip transport time of 7.7 hours. For rail-accessible stands, the minimum criteria were 246 cubic metres/hectare and 3.9 hours of road transport (round trip) to the railhead. If the volume criterion was lowered by 10 percent to 164 cubic metres/hectare and 221 cubic metres/hectare respectively, and the round trip time increased by 10 percent to 8.5 hours and 4.3 hours respectively, relative to scenario 2A, mid-term timber supply could be increased by 10 percent. If the volume criterion was lowered by 20 percent and the round trip time was increased by 20 percent, then mid-term timber supply could be increased by 21 percent. Finally, if the volume criterion was lowered by 30 percent and the round trip time was increased by 30 percent, then mid-term timber supply could be increased by 31 percent. It was noted that most of this increased volume was from balsam-leading stands. Currently, balsam comprises about four percent of the total harvest or 16 percent of the non-pine harvest. If these low-volume, long-haul distance stands could be harvested economically then they could contribute to timber supply.

Page 14, "Summary", bullet 4

Given the error discussed above, bullet 4 should read:

4. Each simultaneous percentage point change in minimum harvestable volumes and maximum haul distances results in approximately a percentage point change on mid-term timber supply.