



STANDARD OPERATING PROCEDURES

SUBJECT

Timber Marking and Transportation

Chapter

Section

Reference
File: 19200-02

Approved

PURPOSE

To provide direction on the marking requirements for scaled and unscaled timber that is being transported or being stored in decks.

This procedure is intended as a supplement to existing legislation, regulations, Ministry and Regional Policies and Procedures and is not intended to detract or alter the intent of such other directions. The procedure is intended to facilitate consistent application of timber marking requirements throughout the province.

SCOPE OF APPLICATION

The Vanderhoof and Fort St James Forest Districts.

OBJECTIVES

The objectives of this procedure are to:

- set the minimum level of marking required to identify the correct mark for scaled and unscaled timber being stored in decks or transported over land and over water;
- prevent mismarking and log theft;
- track the movement of timber to provide reasonable assurance that unscaled Crown timber arrives at the designated scale site, is scaled and reported, and is not mixed with previously scaled timber; and
- facilitate tracing timber that has been harvested without authority and also provides a deterrent for such actions.



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GENERAL CONDITIONS

- A) All timber branding must be done at the originating scale site.
- B) All marking must be done on the cutting area.
- C) All timber must be transported to a designated scale site, as per the January 1, 2009 blanket Mark Site Designation (M.S.D.) procedure (attached).
- D) Unscaled timber stored in decks before transporting must be marked with the correct mark on one end of at least 10% of the timber pieces in each deck or pile using hammer indentation.

A deck is an accumulation of logs or trees greater than 35 m³ in volume (i.e. about a truck load), at roadside or landing (i.e. accessible to a truck) which is located on a cut block where no active logging is taking place and the harvesting equipment has been removed from the cut block.

- E) **Land Transportation:** before transporting timber by truck or rail car, the correct timber mark must be legibly and conspicuously applied to the timber on at least two log ends at the front and two log ends at the rear of the load of timber using a hammer indentation, and on each side of the load of timber, truck or rail car with at least one timber mark using one of the following methods:

- Writing the timber mark in paint or crayon on the timber;
- Attaching a sign displaying the timber mark to the timber, truck or rail car;
- Using another method as directed by a forest officer

- F) Reduced marking standards for detachable trailers are approved subject to the conditions specified in Regional Executive Directors approval letter Dated February 10, 2012. (File 216150-03)
- G) Before transporting timber by raft or bundles or on a barge, the timber must be marked by hammer stamp, painted "dots" of the correct colour that has been designated to that specific timber mark, or with metal raft-tags, on at least four butts on each bundle, and a sufficient number of "dots" or tags on a barge that equals four per bundle. There must be no mixing of marks on a barge, and there should not be a mixing of marks in rafts unless operationally



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GENERAL CONDITIONS (con't)

necessary – in which case the bundles must be conspicuously marked with the correct "dots", metal raft-tags, or hammer stamps so there is no confusion as to which timber mark each bundle comes from.

- H) **Timber that will be watered:** the correct timber mark must be legibly and conspicuously applied on one log end of **each piece** of timber using a hammer indentation. The district manager may make exemptions and conditions on an individual basis.
- I) Higher levels of marking may be imposed as a condition of a cutting authority where the risk of loss, mismarking, or theft warrants (including decks).
- J) A person transporting timber must, at all times, have in his or her possession a written record of the timber being transported which must include all of the following information:
- 1) Identification, by company name, assigned truck number or vehicle licence number, of the truck, rail car, or vessel in which the timber is being transported;
 - 2) A description of the location of origin of the timber (local place name, road system name, etc.);
 - 3) The date and time at which the transport of that timber begins;
 - 4) The destination of the timber (by site number, place name, etc.);
 - 5) The timber mark or brand applied to the timber;
 - 6) The name and signature of the transport operator, (must be legible);
 - 7) If the timber has been scaled, the scaler's signature and licence number or the signature of an authorized person at the scale site; and
 - 8) A unique serial number.
- K) In the event a load arrives at a scaling site without a Load Description Slip, the scale site operator is to immediately (or as soon as possible) notify the district office, and set the load aside for inspection by a forest officer. The truck may proceed on its way after unloading.



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- L) Licensees and forest service staff must keep a record of all Load Description Slip books, which they issue. The licensee must retain a ledger of Load Description Slips and be available for review by a forest officer. The written record must be retained on file for 5 years and be made available to a forest officer upon request.
- M) Licensees must keep a copy of the Load Description Slip for each load received, and submit them to a forest officer on the 5th of each month.
- N) Exemptions may be granted for exceptional situations with serious operational constraint or unsafe conditions.¹ All exemptions will require four-corner paint or crayon marking as a minimum.¹ Application must be made to the district manager or the designated forest officer. Minor volumes (300 m³) of low-value timber, (i.e. pulp, private wood) may be exempted on a one-time basis only.
- O) **Timber to the Vancouver region:** all timber transported to sites in the Vancouver region will be marked as follows:
- both ends of every log must be marked with the correct timber mark using hammer indentation.
- P) **Timber mark posted on site:** licensee must post a sign at the point of exit displaying the timber mark (not the cutting permit number) for the area. This will serve to remove any confusion on the part of log haulers as to the correct mark.
- Q) **Special forest products:** may be exempted by the district manager on an individual basis.
- R) In the event a marking hammer is lost, the district manager is to be advised immediately and a replacement hammer re-ordered. Temporary exemptions may be granted to allow for the continuation of hauling, (i.e painted marks), until the new hammer arrives.



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REFERENCES

- *Forest Act*, Part 5 and Part 6
- Timber Marking and Transportation 253/97

Lynda Currie
District Manager
Vanderhoof/Fort St. James Forest Districts

File: FOR-2150-02/ Timber Mark/ Scale Site Designation

December 18, 2008

To: District Managers and District Scaling Supervisors
Northern Interior Forest Region

The purpose of this letter and attached notice is to communicate a new procedure regarding the designation of unscaled timber, originating within the Northern Interior Forest Region (NIFR).

Legislation in the *Forest Act* and *Timber Marking and Transportation Regulation* requires that unscaled timber be transported to a scale site that is designated by a forest officer. Since the Northern Interior Forest Region was formed in 2003 we have used a Standard Operating Procedure which allows licensees to transport timber from their own tenures to their own scale sites within a district or timber supply area (TSA), without making specific application to the ministry.



Licensees without scale sites (such as woodlot and timber sale licensees) or licensees transporting across district or TSA boundaries require a specific application be sent to the ministry, before the forest officer designates the scale site. This is accomplished by either faxing or emailing of applications, usually from the timber buyer, to the forest district where the timber originates from. The district scaling staff then reviews the applications, signs the designation forms, returns them to the senders and enters the information into the corporate data base.

Earlier this year the Southern Interior Forest Region (SIFR) initiated a blanket Mark Site Designation (MSD) procedure which allows all unscaled timber originating in that region to be hauled to any authorized scale site, without a specific application process. Experience in the SIFR so far has shown significant time and cost savings to both the ministry and industry with minimum risk to revenue loss. Recent discussions with our regional management team has indicated implementing the blanket MSD procedure in the NIFR would likely result in a similar outcome.

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To: District Managers and District Scaling Supervisors

I am implementing this new procedure effective January 1, 2009. In order to communicate this to a wide audience I would like a copy of the notice distributed in tenure packages for the 2009 calendar year as well as posted at all scale sites.

Yours truly,



W.J. (Bill) Warner, R.P.F.
Regional Executive Director
Northern Interior Forest Region

Attachment(s): Notice to all Mark Holders and Transporters of Timber

pc: Steve Kozuki, Council of Forest Industries, Prince George

¹ R.A. (Al) Gorley,
Regional Manager
Prince George Forest Region

file 975-20 letter dated August 22, 1997



File: 216150-03

February 10, 2012

EXEMPTION APPROVED FOR MARKING DETACHABLE TRAILERS

All Forest Licensees
Omineca Region

Dear Licensees:

Permission to not use signs/paint on detachable truck trailers

In response to a request submitted December 19th, 2011, I hereby approve reduced marking standards for your detachable trailers. This exemption is subject to the conditions below and has been given partly because of the normal business practice of seldom disconnecting these trailers.

Pursuant to Section 84(5) of the *Forest Act* all timber originating from the Omineca Region is hereby granted an exemption from the timber marking requirements as specified below from subparagraphs 84 (1)(d) and 84 (3)(b) of the *Forest Act*, subject to the following conditions:

This exemption pertains only to timber harvested under timber marks originating in the Omineca Region and hauled to operations within the Omineca Region.

1. Hammer marking will continue to be applied to the front and back of each truck configuration including the detachable trailer.
2. On each side of the truck, or on the first section of the load of timber, a sign must be attached displaying the timber mark or the sides of the load must have the mark applied using paint or crayon as described in section 4(1) of the *Timber Marking and Transportation Regulation*.
3. Should for any reason a trailer be detached during transport or at any time before scaling has been completed at the destination site, the load must be marked in full compliance with the *Timber Marking and Transportation Regulation* and a copy of the transport documents attached in a waterproof container at the corner of the load most easily accessible to any forest officer.

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All Forest Licensees

4. This exemption is only valid from February 15, 2012 to December 31, 2012 and can be rescinded anytime.

Yours truly,



W. J. (Bill) Warner, R.P.F.
Regional Executive Director
Omineca Region
Ministry of Forests, Lands and Natural Resource Operations