

REPORT OF

INDEPENDENT EXPERT SCHEDULERS

APPOINTED UNDER

THE TASMANIAN FORESTS
INTERGOVERNMENTAL AGREEMENT

Owen Hoffmann
David Williams

12th October 2011

EXECUTIVE SUMMARY

An area of 430,000 ha of native forest within the 572,000 ha nominated by ENGO's through the Statement of Principles process is identified in the Tasmanian Forests Intergovernmental Agreement, 7th August, (TFIA) for immediate protection.

As provided under the TFIA, Independent Expert Schedulers (IES) were appointed to determine what harvesting work is currently occurring in coupes within this 430,000 ha area; the contractual wood supply that this harvesting is required to meet; and whether there are practical alternatives coupes outside the 430,000 ha area (and preferably outside the 572,000 ha area) for meeting these contractual wood supply requirements. The intention of this work is to reschedule harvesting work outside the 430,000 ha area to the maximum extent possible, but also to identify what harvesting work cannot be rescheduled and is required to meet demonstrated wood supply requirements.

For this purpose, and at the request of the Australian and Tasmanian Governments, we focused our work on the 41 coupes that Forestry Tasmania had identified as scheduled for harvesting in the period up until the end of December 2011.

In addition to reviewing the status of work in all of these coupes, we examined the rationale behind the current Forestry Tasmania harvesting schedule and coupe selection (which, as a result of the loss of pulpwood sales to Triabunna is now driven substantially by the need to provide a sufficient volume of merchandising logs and peeler billets) to meet supply commitments, while also reducing pulpwood volumes where possible. Consideration was also given to include coupes that while not supplying merchandising logs were important in ensuring that the quality of high quality sawlog is also being maintained.

Forestry Tasmania's 3-year harvesting schedule includes 497 coupes. These coupes were closely analysed in a systematic filtering process to determine whether there were other coupes that could be suggested as alternatives for coupes inside the 430,000ha identified area and/or the 572,000 ha identified area, taking into account logistical, regulatory and economic requirements. While it has been possible to reschedule a number of coupes to align with current wood supply requirements, this analysis has also indicated that there are almost no opportunities to introduce new replacement coupes between now and the end of 2011 due to either planning, regulatory, operational or logistical constraints.

As a result of all our investigations, we have concluded (and Forestry Tasmania has agreed) that 7 coupes should be re-scheduled and it is understood that this has already occurred, 1 additional coupe may be able to be re-scheduled if additional roading can be undertaken, 4 have been suspended, 3 have already been completed, and 1 is a plantation and therefore not native forest. We have also concluded that harvesting and/or necessary preparatory work has commenced in relation to the remaining 25 coupes, and that harvesting is required in order to meet demonstrated wood supply requirements. This is summarised in table 1 below.

Table 1 – Conclusions regarding the 41 coupes in the identified area

Re-schedule – do not harvest in 2011	7
Possibly reschedule – subject to roading	1
Suspended – do not harvest in 2011	4
Completed – should be regenerated	3
Plantation (not native forest)	1
Harvesting work cannot be rescheduled	25
Total	41

REPORT OF INDEPENDENT EXPERT SCHEDULERS APPOINTED UNDER THE TASMANIAN FORESTS INTERGOVERNMENTAL AGREEMENT

TASK FOR INDEPENDENT EXPERT SCHEDULERS

The Independent Expert Schedulers (IES) were appointed on 20th September 2011 by the Department of Agriculture, Fisheries and Forestry to determine what harvesting work is currently occurring in coupes within the ENGO-nominated 430,000 ha area (identified area); the contractual wood supply that this harvesting is required to meet; and whether there are practical alternatives coupes outside the 430,000 ha area (and preferably outside the 572,000 ha area) for meeting these contractual wood supply requirements. The intention of this work is to reschedule harvesting work outside the 430,000 ha area to the maximum extent possible, but also to identify what harvesting work cannot be rescheduled and is required to meet demonstrated wood supply requirements. The terms of reference for this work (set out below) were provided by the Australian and Tasmanian Governments with the intention of informing decisions relating to key elements of clauses 18, 26 and 27 of the Tasmanian Forests Intergovernmental Agreement, 7th August 2011 (TFIA).

The Independent Expert Schedulers appointed

- Owen Hoffmann - Bachelor Forest Science (Melb)
- David Williams – Master Forest Science (Melb), Bachelor Science Forestry (Hons) (Melb), Diploma Forestry (Cres), Graduate Diploma Economic Statistics (UNE).

TERMS OF REFERENCE

The Independent Expert Schedulers were contracted to use their professional expertise and judgement, taking into account all relevant data made available by Forestry Tasmania (FT) and others, to:

- 1/ Determine what harvesting work is currently occurring in coupes within the 430,000 ha area nominated by the ENGOs. This should include an assessment of the gross and net coupe area, per cent of net area harvest completed, and/or the level of preparatory harvesting work that has been undertaken, including:
 - Roading
 - Forest Practices Plan status
 - Any other preparatory harvesting work undertaken.

Forestry Tasmania should be asked to provide a short written statement indicating their agreement, or otherwise, with the status of the coupes as determined by the Experts.

- 2/ Determine the contractual wood supply that this harvesting work is required to meet, including identification of the species, grade, timing and regional location of the wood supply required.
- 3/ Determine where there are alternative coupes outside the 430,000 ha area, and preferably outside the ENGO nominated 572,000 ha area, that could theoretically satisfy the contractual wood supply requirements identified in 2 above.

- 4/ Determine whether the coupes identified in 3 above are practical alternatives for meeting the contractual wood supply requirements identified in 2 above taking into account logistical, regulatory and economic requirements.
- 5/ Based on all of the above, and with the clear intention of rescheduling harvesting work outside the 430,000 ha area to the maximum extent possible, provide advice to the Tasmanian and Australian Governments as soon as possible (and by 10th October 2011 at the latest) on:
 - a. Which coupes can be rescheduled, practically and economically, within the review period (i.e. up to the end of 2011), while still meeting contractual and regulatory requirements; and
 - b. What harvesting work cannot be rescheduled and is required to continue within the 430,000 ha nominated area to meet demonstrated wood supply requirements.

The tasks undertaken by the experts are to include analysis of all relevant FT coupe documentation and activity lists (e.g. Forest Practices Plans, coupe activity lists) as well as customer orders and delivery performance to date. A field audit should also be undertaken of a representative sample of coupes (noting the need for specific wood types and regional supply).

APPROACH TO THE REVIEW

List of coupes

At the request of the Australian and Tasmanian Governments, we focused our work on the 41 coupes that Forestry Tasmania had identified as scheduled for harvesting in the period up until the end of December 2011.

The list of 41 coupes is shown table 3 below.

Sources of information & assistance

In undertaking the task, we used information and assistance from a number of sources including the TFIA and associated documents, and FT senior staff. The main documents included:

- District and statewide harvest schedules,
- 2011/2012 - 3 year plan,
- Weekly delivery schedules,
- Forest Practices Plans (FPP) for those of the 41 coupes that have approved FPP's,
- Log specifications including Huon Merchandising Yard log specifications,
- Forest Management Plan 2008 Sustainability Charter,
- Evaluation of Wood Resource Scenarios relevant to the Tasmanian Forests Statement of Principles to lead to an Agreement – Final Report to Signatories. Forestry Tasmania, 6th June 2011
- Independent review of Forestry Tasmania Sustainable Yield Systems. CL Brack & Prof J Vanclay, 1st June 2011.

FT managers and senior staff were generous with their time and information which facilitated the review. Information was conveyed during field visits and meetings with FT managers in Hobart and

field locations. We identified additional questions and the need for further information as work progressed. Comprehensive and timely answers and information were provided by FT staff.

Field inspections of operations

Field inspections were conducted over 7 days and covered 21 of the 41 coupes. These included all of the coupes in which contractors were currently active with one exception, CM004C, where operations commenced after the field visits to the District. The inspections afforded the opportunity to confirm operations, estimate gross & net coupe areas, estimate % of harvest completed, compare operations against FPP, and obtain a practical appreciation of operational conditions and constraints including roading. Coupes that had already been completed were not considered for field visits due to the short time frame for the preparation of this report.

The coupes inspected are indicated in table 3 below.

FT's Huon merchandising yard was also inspected to observe the utilisation standards being applied for production of peeler billets from merchandising logs. This inspection confirmed that the product being delivered to the yard is pushing the limit of minimum specifications for the product. This is further reflected in the waste product percentage increasing by approximately 5% since the beginning of August 2011. Stockpiles in the merchandising mill and in the inspected coupes were also noted.

Confirmation of sales commitments

The second Term of Reference (TOR) requires determining the contractual wood supply that is to be sourced from the identified coupes. A first step is to confirm the wood supply volumes for the remaining industry. The wood supply volumes listed in clause 17 of the TFIA was accepted for this purpose. These are as follows:

- At least 155,000 m³/a of high quality sawlog by regulation
- 265,000 m³/a of peeler billets which equates to approx. 330,000 m³/a of merchandising logs
- Specialty timber supply, noting that the industry claim is 12,500 m³/a, subject to variation.

We reviewed the Wood Supply Agreements WSA's for peeler billets to confirm billet specifications as supply of peeler billets is an important driver in coupe selection. We are satisfied that commercial arrangements are in place for both peeler billets and high quality sawlogs.

Analytical method

The steps below were followed to review the need for harvesting identified coupes and whether any of these could be replaced or suspended until after completion of the independent verification process by 31st December 2011.

1/ Are identified coupes needed before the end of 2011?

Determination of the extent to which the coupes within the identified area are required involves understanding the rationale for the harvest schedule, i.e. what are the aims of the harvest schedule, are the aims appropriate, and are the coupes within the identified area critical to achieving the harvest schedule aims.

2/ What is the basis of a harvest schedule?

The harvest schedule aims to provide wood flows to meet expected product sales for the year. Expected product sales at the start of the year are based on information from customers about their expected intake for the year ahead. The timber market changes constantly and hence customer product orders change accordingly.

Coupes need to satisfy a number of criteria to be included in the harvest schedule. The questions to be answered in this review are:

- What are the criteria?
- Do the identified coupes meet the criteria?
- Are the identified coupes planned for operation before the end of the year still needed given product order changes?
- Are there coupes outside the identified area that could be brought into operation before the end of the year to replace coupes in the identified area?

The applicable time window for this review is short being from mid-October until end December. This provides some opportunities but also represent some challenges. For example, the short time may provide opportunity to re-schedule coupes from pre- to post-31 December. On the other hand, the short time frame mitigates against quickly bringing forward new coupes if there are incomplete elements of the FPP process or logistical impediments.

We applied a 2 stage filter system to find suitable replacements for re-scheduling coupes. The approaches were as follows:

1. Primary analysis

- Is the coupe available for immediate operation or can be made operationally ready in the coming few weeks so as to be useful before end of year –i.e. is a certified FPP available now or in progress and could be available within a few weeks, and is roading available or can be made ready quickly?
- Does the coupe meet the customer product mix for the period to December 2011 taking into account regional limitations?
- Are there opportunities to exchange coupes outside the identified area with coupes within the identified area during the independent verification process.

2. Secondary analysis

- This analysis filters coupes using a larger number of criteria, some of which have longer process timelines than the above. These criteria include status of FPP's and roads, Product mix, restrictions due to special values such as Wedge Tailed Eagles as well as access issues created by land use on adjacent private property. The criteria used are presented in tables 5 & 6.

3/ Product balance drives harvest schedules

The standard aims of a harvest schedule are to:

- ensure sales volumes are within the sustainable yield for the forest overall,

- meet customer sales commitments, i.e. achieve the overall product mix for customers whilst minimising waste. Most forestry businesses, including FT, incorporate waste minimisation as an integral component of sustainability objectives, and
- optimise operations and sales in meeting supply commitments.

Inevitably demand for different products is not equal and continuously changes. If demand declines for one or more products, the supplier can seek additional sales for the “softer” product(s) and/or adjust the coupe mix to seek to return to overall product mix balance.

The current contractual sales commitments for FT as detailed in TFIA are as follows:

- At least 155,000 m³/a of high quality sawlog
- 265,000 m³/a of peeler billets (330k of logs)
- Specialty timber supply, noting that the industry claim is 12,500 m³/a, subject to variation

Current pulpwood (or related export products) sales replacing Gunns forfeited pulpwood sale are now on a spot basis. Pulp products are relevant even though they are not full year contractual commitments. The presence or absence of pulpwood outlet has a significant effect on the economics of the harvesting operation for virtually all coupes. It effects achievement of waste minimisation policy and influences costs and operations of post-harvesting regeneration and forest management.

The above sales volumes are not precisely the same every year as contracts provide scope for the customer to adjust intake in line with market changes.

4/ “Peeler billets” is the limiting log product in South and North West

The current limiting product for District harvest schedules is predominantly peeler billets. With the collapse in demand for pulpwood following Gunns withdrawing from native forest, the harvesting schedule challenge is to produce sufficient volume of peeler billets and sawlogs without producing excessive pulpwood that does not have a current market outlet.

The contract between FT and Ta Ann is for the supply of 265,000m³ of peeler billets. This is supplied to Ta Ann under two different arrangements. In the South of the state FT manages a merchandising yard at Southwood and supplies logs in the form of merchandising logs into their yard. FT then processes these merchandising logs to produce and deliver peeler billets to the adjacent Ta Ann peeler plant. A site visit to this mill suggested that the recovery of billets from the merchandising logs is in the order of 75-80% of the log volume. We were able to confirm that this figure has reduced by around 5% since August 2011.

Our interest here was to confirm that FT is seeking to maximise overall peeler billet recovery by bringing in merchandising logs down to the minimum specifications. Low waste from producing peeler billets, on the other hand, could be consistent with lower recovery of peeler billets overall from harvested coupes.

The management of this waste product is having an impact on the operation as the lack of sale for the offcuts as pulpwood is creating issues with management of the offcuts.

In the case of Smithton mill production of peeler billets is carried out by Ta Ann. At the Smithton peeler mill, FT supplies the product in log form as merchandising logs and Ta Ann then process these logs into peeler billets.

Accordingly Logs delivered to Southwood are referred to as merchandising logs while logs supplied to Ta Ann at Smithton are referred to as Domestic Peelers.

With previous higher pulpwood sales, producing sufficient peeler billets was not a major limiting factor. However, the product balance changed significantly with the initial reduction in pulpwood sales to Gunns notified in April and then again with cessation of all pulpwood to Gunns notified in July. Table 1 below illustrates the changes in the product balance for pulpwood and peeler billets from historic past, to assumption of the harvest schedule at the start of the current year (July 2011), to current sales levels. The % of peeler billets required in the overall supply mix was historically 8% of total volume (average of last 5 years until FY2010). It rose to 17% target in July harvest schedule and is now approximately 20% based on current product sales.

Table 2 Per cent of Peeler Billets in overall total production			
	Av last 5 years	FY2012 harvest schedule- July 2011	Estimated current sales
Peeler billets	8%	17%	20%
Total volume	2,550,000 m ³	1,420,000 m ³	1,550,000 m ³

There has been a corresponding turn around in the changing percentages for pulpwood which has moved from long term average of 78% (average of last 5 years), to 68% target in harvest schedule, to <60% based on current sales.

These sudden and substantial changes require FT to make significant modifications to the District and harvest schedules to seek improved balance between harvest and sales log product mixes. This is an ongoing process

Table 3 shows that 7 of the 41 coupes in the identified 430,000 ha area can be “re-scheduled” (i.e. they were previously planned to be harvested completely or in part by end of December but can now be rescheduled beyond the end of December) and 4 coupes have been suspended. These coupes have been identified for re-scheduling and suspension by FT operational staff as part of the ongoing harvest schedule update process.

There are other harvest selection drivers, as follows

- Managing impact of limited pulpwood market
- High quality sawlogs is a driver for some coupes as indicated in table 3.

5/ Managing impact of limited pulpwood market

The loss of pulpwood sale to Triabunna has changed the sale balance substantially. Pulpwood options now include export peeler logs (Which are produced from the upper end of pulpwood specifications and have a larger diameter than what is required for Ta Ann specifications), spot sales to Bell Bay chip plant and trial shipment of export chip logs out of Hobart. Export chip log sales remain a possibility, having sent one trial shipment at this stage and FT are awaiting confirmation of any future sales.

Bell Bay is therefore the primary outlet for pulpwood. Viability of pulpwood from coupes in the south and northwest is stretched because of high log haulage costs to Bell Bay. There is some limited opportunity to mitigate the high costs for these Districts. Pine pulpwood is transported from north to Boyer mill and pulpwood is returned to Bell Bay as part of a back cart arrangement. In a similar manner domestic peelers are transported from north east to Ta Ann’s Smithton mill and pulpwood is

carted back to Bell Bay. The volume opportunity is limited in both cases. We confirmed that the opportunity is utilised to the full extent.

Given these limited opportunities, finding alternative coupes in south and north west is restricted by limited pulpwood outlets.

There are significant disadvantages to the option of wasting pulpwood by leaving on site. This would breach FT's sustainability policy and increase harvesting costs significantly by reducing production volume, and increases costs and operational issues for post-harvest regeneration and management.

Peeler billets for Ta Ann is an important driver for the harvest schedule as described above. We therefore took care to consider any decline in required intake over Xmas period and whether there are significant log stocks. The possibility is that these matters might provide opportunity to avoid starting new coupes before end of December. We concluded through investigations, including coupe and Huon merchandising mill inspections, that there is little opportunity with these matters. The veneer plants close for the minimum number of days over Xmas period (just declared public holidays) and the challenge with supplying sufficient merchandising volume means bush and yard stocks are at or below normal operational levels. Field inspections confirmed that stockpiles of products other than pulpwood are not significant on current operational landings.

THE TERMS OF REFERENCE

TERM OF REFERENCE 1

Determine what harvesting work is currently occurring in coupes within the 430,000 ha nominated by the ENGOs. This should include an assessment of gross and net coupe area, per cent of net area harvest completed, and/or the level of preparatory harvesting work that has been undertaken, including:

- ***Roading***
- ***Forest Practices Plan status***
- ***Any other preparatory harvesting work undertaken.***

Forestry Tasmania should be asked to provide a short written statement indicating their agreement, or otherwise, with the status of the coupes as determined by the Experts.

District, coupe identification, gross and net coupe area, existence of FPP, road status, % of coupe harvested, status of coupe, inspected coupes and comments about the coupe are included in table 3 below.

FT has confirmed agreement with the coupe details presented in tables 3 and is attached as appendix 1.

(FT were presented with an early draft of table 3 which was initially in 2 tables. Ft have been advised of the change in format and have agreed that the content and status of the coupes has not altered from the table they were presented with)

Table 3 – List of coupes on the harvest schedule within the identified 430,000ha area

District	Coupe	FT target for coupe	Net Harvest Area	Gross Coupe Area	Certified FPP	Roaded	% of coupe harvested	Coupe Visited	Comments
BA	RM464W	Pulpwood	25		N	Y	10	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. Due to reduced pulpwood need, may not be required prior to 31st Dec,
BA	RM465Z	Pulpwood	30		N	Y	10	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. Due to reduced pulpwood need, may not be required prior to 31st Dec,
HU	EP048C		78	98	Y	Y	1	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. High % pulpwood
HU	HA043F		40		N	N	1	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. Problems encountered with FPP - requires 1km of new road,
HU	PC083D		62	62	N	N	0	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. Cable coupe for operation - cable not in the District between now and end Dec.
HU	RU032B		40		N	N	0	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. Roding operations delayed.
MU	CF027A		50		Part	N	0	No	Previously planned to be started before December and now able to be re-scheduled until post-December period. roading not expected until mid-2012.
DE	CZ006C	Sawlogs and export peelers	50	52	Y	Y	10	yes	Possible Re-schedule - Shelterwood 1st cut, tall E del forest, roaded. Could be replaced with WW021B similar coupe and volumes. Would require some funding for road upgrade and bridge replacement
MU	MB011D		40		Y	Y	30	No	Suspended. Commenced operation that has been temporarily stopped because of marketing or other issues. Cut over in the past and recommencing operations may be able to be delayed until Feb as result of change in product requirements.
HU	EP021B		81	81	Y	Y	90	No	Suspended. Commenced operation that has been temporarily stopped because of marketing or other issues. Only small section of coupe remaining with high pulpwood %

HU	AR002B	SL & special timbers target	23	41	Y	Y	25	yes	Suspended. Commenced operation that has been temporarily stopped because of marketing or other issues. Harvesting suspended due to delay in export chip log sale. Rehab will occur - not planned to be back pre-31 Dec , currently loading out last logs from stockpile.
HU	PC017C	Merch log	64	67	Y	Y	60	yes	Suspended. Commenced operation that has been temporarily stopped because of marketing or other issues. - Not viable as a cable without pulp sale.
BA	CD102A		97	97	Y	Y	100	No	Complete
DE	PL011A		10		Y	Y	100	No	Complete
HU	RU043C		37	45	Y	Y	100	No	Complete
DE	DU029V	Silvicultural Operation based on growth rates	36	36	Y	Y	0	No	Plantation block scheduled for thinning.
BA	RS117C	Merchandising log and high sawlog and low pulp %	69	69	Y	Y	10	yes	Coupe underway - Shelterwood 1st cut. High Quality E del, 10% completed. Best coupe for peelers and sawlogs.
BA	TY021A	pulpwood & some merch log production	94	99	Y	Y	65	yes	Coupe cut recently by another contractor. Winter roaded. Other coupes for this op are affected by access issues or eagle breeding season restrictions.
BA	TY022D	Sawlogs and was producing export peelers	118	118	Y	Y	75	yes	Overstory removal that is almost complete - remaining area would be isolated and difficult for regen & ongoing mgt.
BA	TY025E	Sawlogs and some merch log	102	104	Y	Y	45	yes	High % of sawlog. Not cutting as expected. Full area may not get harvested because steepness on bottom side of access road.
BA	TY030G	Some sawlogs and merch log	54	60	Y	Y	75	yes	Shelterwood 1st cut, mostly pulpwood.
BA	CD106C	Producing all products including some merch log	57	57	Y	Y	10	yes	Shelterwood 1st cut producing full range of products, short cart to pulp sale.
DE	BT009D	HQ sawlogs	72	72	Y	Y	25	yes	Aggregate Retention coupe, high sawlog & peeler logs.
DE	BT013A	Sawlogs in particular HQ Cat 1	94	139	Y	Y	25	yes	Aggregate Retention with very high % of large sawlogs, important best quality logs in District.
HU	PC015B	Hydro Poles & merch log	43	62	Y	Y	20	yes	V difficult op - green road. .
HU	RU043H	Merch log	53	88	Y	Y	30	yes	Important for Merch log, small op & will extend beyond 31 Dec.
MU	CF041A	producing full range of product including some special species	51	51	Y	Y	70	yes	Currently 60% complete. One section finished & 2nd started with 4-5 weeks remaining at current production.

HU	CM004C	Merch log	57	78	Y	Y	1	no	Harvesting commenced after field visits carried out
BA	BS115H	Merch log and high sawlog and low pulp %	60	60	Y	Y	75	yes	75-80% complete, sections either end harvested but not centre, problems with regeneration burn if not harvested. Contractor to go to this coupe after RS116C to complete in time for burning.
BA	FL112E	Merch log and sawlogs	41	53	Y	N	0	No	Isolated because access through private property & potential woodlot issues that may be problematic between now and end Dec.
BA	MO109A	High merch log coupe	50		N	Part	5	No	Regrowth E.obliqua - good source of Domestic Peelers
BA	SA044B	Pulpwood and some sawlog	25		N	Part	0	No	Short road required
BA	SY005A	Pulpwood	50		N	N	0	No	Requires access across private property through road reserve. Discussions not yet commenced with landowner.
DE	DU020C	Sawlog	46	46	Y	Y	30	yes	Section completed > 12 mths ago. Mixed age forest E del, high sawlog %.
DE	TA013A	Merch log	20	20	Y	Y	10	No	Regrowth obliqua - Roadline harvested
DE	TN044B	High merch log	35	35	Y	Y	10	yes	Roaded 18mths ago. Plan ready, next coupe for cable operation.
DE	TN046A	Special Species 50%	18	21	Y	Y	10	yes	Small coupe roaded last season. Only coupe in District for special species.
HU	PC070B	Merch log critical	50		N	N	0	yes	Roading & FPP to be completed.
HU	PC085A	High merch and Low pulp %	40		N	part	0	no	Planning almost complete - short spur road required.
MU	BV011B	Merch log within 40km of Ta Ann Smithton Mill	48	48	In Draft	Y	0	yes	Roaded summer 2010, regrowth obliqua & high ti tree on poor soils. High Merch and RG sawlog. Requires a mechanised crew. One of few coupes suitable for wet weather - planned for early Nov (still wet in NW)
HU	PC024B	Merch log	55	91	Y	Part	0	yes	Good merch log - key for Ta Ann. New op about to start - could commence on existing road through coupe, new spur road to access remainder of coupe.

TERM OF REFERENCE 2

Determine the contractual wood supply that this harvesting work is required to meet, including identification of the species, grade, timing and regional location of the wood supply required.

As indicated above, there is usually a log product target for coupes individually and aggregated for each District overall. The target for each of the coupes that remain as required of the 41 coupes in the identified area is described in table 3.

The total volume for each log product for the 41 coupes collectively is presented in table 4 below:

Sawlogs	38,700 m ³
Merchandising logs	36,900 m ³

Pulpwood and export peeler logs are also harvested from these coupes but are not considered “contracted wood supply” for the purposes of this term of reference. Specialty timbers are produced in some coupes but the product is not a critical scheduling driver for other than one coupe in the list of 41 TN046A which is expected to have a high percentage of special species products

TERM OF REFERENCE 3

Determine where there are alternative coupes outside the 430,000 ha area, and preferably outside the ENGO nominated 572,000 ha area, that could theoretically satisfy the contractual wood supply requirements identified in 2 above.

To consider the options for “replacement” coupes the following information was considered.

FT produces a rolling 3 year plan every year under the Forest Practices Act 1985. This plan is established under a formal set of minimum criteria as set out in the Act and managed by the Forest Practices Authority (FPA).

In addition to these legislative requirements, FT use this process to ensure the legislative supply of the contracted volume of high quality sawlog is able to be provided and is within the established sustainable cut levels.

This process also takes into account the operational requirements of the Forest Practices Code (FPC) including the requirement for the adequate dispersal of coupes across the landscape and the management of safe burning boundaries between coupes. There is consideration to minimise any significant fluctuations in the distribution of coupes within each district to ensure the quality and the delivered cost of the product to customers is stable over any 12 month period.

Once the 3 year plan is established and approved by the FT Executive, the coupes are available for forestry operations to commence. Additional coupes can be added to this list of coupes if required

but this involves a “cause and reason” approach to justify the inclusion of a particular new coupe or road line into the 3 year plan.

There is a documented process for the addition of any such coupes into the 3 year plan that requires submissions justifying the request to add a new coupe or road line. This request is then assessed by district planners and the Senior Forest Management Planner before being submitted to the Executive for approval. Only after approval is received is the coupe then added to the 3 year plan.

For the 2011/2012 planning year and due to the development of the Statement of Principles and the uncertain nature of the market conditions at the time of preparation, Ft sought and were granted approval from the FPA to create a 3 year plan that only provided coupes for a 12 month period instead of the normal 3 years of coupes. Evidence was provided confirming both the request for a revised plan and the subsequent agreement from the FPA.

This has the impact of limiting the list of available coupes that are approved under the 3 year planning process to 497. Under a normal 3 year planning process it could be expected that this list of available coupes could be in the order of 1500 coupes. At the time of undertaking this report no formal process had commenced within FT to add new coupes to the current 3 year plan

There is therefore a list of 497 coupes across the state that is available for harvest under FT planning protocols in the current 3 year plan. This list includes coupes that are for softwood production as well as hardwood plantations which are described later in this report and is attached as appendix 2.

We have restricted our search for alternative coupes to this list as the time frame between the commencement of this review and December 2011 means inserting new coupes is unlikely to be achieved before end of December. It was not practical or fruitful, in our opinion, to undertake an evaluation of the entire state forest asset (i.e. outside the current 3 year plan) within the timeframe of this report.

Of the 497 coupes, 87 coupes are identified as being within the 430,000 ha identified area and a further 74 coupes are identified as being within the 572,000 ha nominated area leaving 336 coupes to be considered as alternative options.

TERM OF REFERENCE 4

Determine whether the coupes identified in 3 above are practical alternatives for meeting the contractual wood supply requirements identified in 2 above taking into account logistical, regulatory and economic requirements.

The review of the 497 coupes was undertaken in discussions with the relevant FT District staff using their knowledge of the individual coupes involved. Each coupe was assessed against a range of criteria that determined suitability to replace a coupe that is from the list of 41 coupes. In particular, close attention was applied to 14 coupes where some preparatory work has occurred and are scheduled for commencement between now and December 31(Scheduled coupes).

Currently active coupes outside the list of 41 were not considered as being a practical alternative to any of the coupes within the list of 41 as it would involve combining multiple operations on one coupe. This is an option that is very limited due to safe access concerns and the safe management of 2 or more operations on the same work area. The process of doubling up contractors in a coupe then also places extra pressure on having the next series of coupes ready, as the time at which they will be required is significantly brought forward.

A major factor across the state in determining the suitability of a coupe is the presence of Wedge Tailed Eagle nests. As the breeding season is between August and January, any coupe that has an identified active nest is not available for operations during this time and therefore cannot be considered as an alternative. Further to the impact of known nest sites, if a coupe contains potential nest habitat, investigation of the site cannot be undertaken during the breeding season. Such coupes are therefore not available for commencement of planning work. Table 5 below indicates the number of coupes that have a common criterion in terms of their suitability or otherwise.

The filtering process identified two groups of coupes that may be suitable as replacements. The first group contains 18 coupes that require either a FPP to be certified or additional roading. Each of these coupes was assessed against suitability for replacement of any of the 14 coupes where active harvesting operations are not currently underway. This assessment found no suitable alternatives that could be substituted without adversely impacting either product mix or the delivered cost of product to customers.

The second group contained 23 coupes that are already in the current schedule to determine if they could be brought forward as replacements for any of the 14 scheduled coupes. From this assessment, 12 coupes are planned to commence operations before 31 December. If any were used to replace a scheduled coupe, it would have significant impacts on continuity of operations for the relevant contractors as it would then require subsequent substitutions. The remaining 11 coupes are planned for drier times of the year to match the expected ground conditions and are not considered suitable for current operations. Several coupes are also scheduled for operations into next winter and are therefore not yet roaded or planned. Using these coupes now would compromise operations next winter. We did not find suitable alternatives from outside the 572,000 ha identified area.

A further assessment of the 74 coupes outside the 430,000 ha area, but within the 572,000 ha area, was undertaken using this same approach. The results are shown in table 6 below.

This review identified one coupe that could be a replacement for a coupe in the list of 41 coupes. WW021B is a suitable match for CZ006C in both the mix of product and the total volume of the coupe. The distance to customers is also within a similar range. WW021B is currently accessed adequately for half of the volume on the coupe but would require some additional road maintenance and bridge repairs for the remainder of the coupe to be accessed. Other coupes are not suitable alternatives for the reasons previously described.

Bridge and roading work for this coupe was in the Gunns roading area which it is understood was forfeited with 23rd September agreement between Gunns and the government. It is also understood from FT that the bridge and roading work cost would be in the range \$30-40,000. The source of funding is not identified at this stage. Resolution of funding source would be a pre-requisite to the swap.

Table 5

Summary of alternative coupe options

Number of coupes	Status	Comment
87	Coupes that are within the nominated 430k ha	Coupes within the 430k identified area as defined by FT's mapping
74	Coupes that are still within the 572 ha but outside the 430k ha	Coupes outside the identified 430k ha area but within the identified 572 k ha area, again based on the mapping provided by FT. These have been assessed in a following table
54	Softwood plantation coupes and 2 Huon Pine coupes	Not an alternative to Native Forest
101	Hardwood plantation coupes (outside the 430 & 572)	Not an alternative to Native Forest
12	Already completed coupes (outside the 430 & 572)	Harvesting complete with no remaining volume to harvest
24	Currently have operations underway in the coupe	Not practical to double up with a second contractor in same coupe therefore not an alternative
32	Restricted by Wedge Tailed Eagles	Some have FPP's but due to breeding season and nest activity, coupes not available until at least Feb 2012
18	FPP not certified or roading required	This list is the focus for any additional alternative coupes. Of the 18 coupes, 6 are located on the East Coast and have a high pulpwood % as well as a long cart distance to available markets and are therefore considered unsuitable as alternatives. A further 6 coupes require new road construction prior to operations and a green road is not considered best practice, assuming road could be built in time. 3 coupes have no complete FPP or road but are scheduled for post Feb 2012 due to ground conditions.
23	Coupes that are next in schedule or scheduled for next winter due to ground conditions.	Many coupes are scheduled for shoulder into next winter - ground suitable for winter logging is difficult to obtain and should not be harvested in drier part of the year. Other coupes require drier ground conditions to allow harvesting to commence. Of the 23 coupes, 12 coupes are already expected to commence between now and end Dec.
5	Require access through Private Property	In most cases negotiations with landowners have not commenced therefore unlikely to reach agreement and construct road within timeframe of this report
8	Restricted by burning issues	Some coupes require burning of adjacent areas prior to harvesting to safely manage fire risk. Others have been severely burnt in the past and have been downgraded for quality reasons. Some coupes are now not available due to thinning operations in hardwood plantations on private property operations that have created an unacceptable fire risk.
5	Cable coupes	Scheduled for specific harvest systems that are not practical for conventional operations
38	Product mix and location do not match current sales targets	These coupes typically have a very high% of pulpwood in the coupe that makes harvesting under current market conditions economically unviable. Other coupes are located on the East Coast between Esk Hwy and Hobart and would be uneconomic due to the cart distances involved and the mix of products produced
12	Restricted by ground conditions	Murchison District has these coupes which are either in the blackwood swamps or have restrictions imposed by the FPA relating to highly erodible soils that cannot be accessed until conditions are dry enough likely to be post Feb 2012.
4	Restricted by economic issues	Bridge washed away, costly and impractical to rebuild within the timeframe between now and Dec 31, affecting 2 coupes. Third coupe is in isolated location with a small volume that would make float costs excessive to move contractor into coupe without other coupes in the surrounding area.
497		

Table 6**Subset of coupes within 572 outside 430**

Number of coupes	Status	Comment
5	Restricted by private property issues	3 require access through private property, 1 is impacted by coupe dispersal and an adjacent pine operation and the other has a fire hazard concern due to hardwood plantation thinning operation on private property
3	Economic issues	1 coupe has very small volume remaining and is best suited to finishing when contractor going past, unviable to send operation to this coupe for small volume. 1 coupe requires significant road construction that will have a high unit cost without further coupes in the area. Final coupe is restricted due to need for a significant bridge to be constructed
2	Cable coupes	Scheduled for specific harvest systems that are not practical for conventional operations
4	Already completed coupes	Harvesting complete with no remaining volume to harvest
9	Current operations underway	Not practical to double up with a second contractor in same coupe therefore not considered as an alternative
4	Restricted by ground conditions	Require drier ground conditions before operations can commence - not likely prior to Feb 2012
13	Restricted by Wedge Tailed Eagles	No access until after the breeding season Post Jan 2012
5	Product mix and location do not match current sales targets	These coupes typically have a very high% of pulpwood in the coupe that makes harvesting under current market conditions unsuitable as an alternative.
3	Hardwood plantation	Not a viable alternative to Native Forest
15	Coupes in current harvest schedule	6 scheduled to commence between now and end Dec already, remainder out past Jan 2012 due to ground conditions or access not complete as yet. WW021B is considered a potential swap for CZ006C which may enable this coupe to be delayed until after 31st December.
8	No plans or roads in place	2 coupes do not have certified FPP and further 6 do not have certified FPP and require roads to be constructed.
3	Special species target	Predominantly required for Blackwood production in wet areas not suitable ground conditions until post Feb 2012
74		

TERM OF REFERENCE 5

Based on all of the above, and with the clear intention of rescheduling harvesting work outside the 430,000 ha area to the maximum extent possible (and by 10th October 2011 at the latest) on:

- a. Which coupes can be rescheduled, practically and economically, within the review period (i.e. up to the end of 2011), while still meeting contractual and regulatory requirements; and*
- b. What harvesting work cannot be rescheduled and is required to continue within the 430,000 ha nominated area to meet demonstrated wood supply requirements.*

Of the 41 coupes, 7 coupes should be re-scheduled, 1 additional coupe may be able to be re-scheduled if additional roading can be undertaken, 4 have been suspended, 3 have already been completed, and 1 is a plantation and therefore not native forest. We have also concluded that harvesting and/or necessary preparatory work has commenced in relation to the remaining 25 coupes, and that harvesting is required in order to meet demonstrated wood supply requirements. The detail on each coupe is presented in table 3.

Table 7 - Conclusions regarding the 41 coupes in the identified area

Re-schedule – do not harvest in 2011	7
Possibly reschedule – subject to roading	1
Suspended – do not harvest in 2011	4
Completed – should be regenerated	3
Plantation (not native forest)	1
Harvesting work cannot be rescheduled	25
Total	41

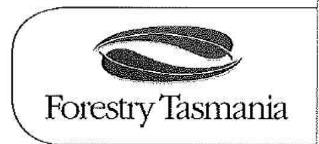
Appendix 1 Statement from Forestry Tasmania

Note that the reference to tables 2 & 3 in the letter below refers to an early version of the table. In final editing these tables were combined as table 3 in the report above. This has been raised with FT and they have seen the revised table and advised their agreement remains as per the letter below.

Phone: 03 6235 8187

Your Ref:

Our File:



7 October 2011

David Williams
david_williams_41@hotmail.com

Owen Hoffman
koanda@bigpond.com

Dear David and Owen

Thank you for providing a summary of your work in the tables titled:

Table 2 – List of 41 coupes on Harvest schedule within the identified 430,000ha area;

and

Table 3 – Descriptions of coupe status.

Forestry Tasmania confirms that the status of the 41 coupes is agreed and descriptions of coupe status are also agreed.

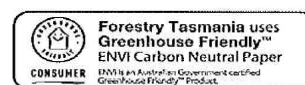
Yours sincerely

A handwritten signature in black ink, appearing to read "Steve Whiteley".

Steve Whiteley
General Manager Operations



79 Melville Street Hobart TAS 7000. GPO Box 207 Hobart TAS 7001.
Phone (03) 6233 8203 International 61 3 6233 8203 Facsimile (03) 6233 8444
ABN 91 628 769 359
www.forestrytas.com.au



Appendix 2

List of 497 coupes from 3 year plan.

Coupes are listed in 3 sections

- section 1 includes coupes outside the 430,000 ha area but within the 572,000 ha area,
- section 2 includes coupes that are within the 430,000 ha area, and
- section 3 includes coupes outside both areas.

District	Prov coupe	Comments as to alternate options	Planned Area
Section 1 Coupes outside the 430,000 ha but within the 572,000 ha area			
Derwent	SX038D	Access restricted - Coupe dispersal with Private Property Pine issues	40
Bass	MF032A	Access restricted by Private Property	80
Bass	MF049C	Access restricted by Private Property	40
Bass	MF073B	Access restricted by Private Property	70
Murchison	CF055A	Burning restrictions due to adjacent hardwood thinning operation	14
Derwent	WE038A	Cable	12
Derwent	WE030E	Cable & not roaded	32
Bass	MF075A	Complete	50
Derwent	CO003A	Complete	26
Derwent	SX028J	Complete	10
Murchison	CF021A	Complete	32
Murchison	EM008D	Current coupe	18
Bass	PA127A	Current coupe	30
Derwent	PL003D	Current coupe	45
Derwent	SX031B	Current coupe	50
Derwent	WW012B	Current coupe	18
Derwent	WW013E	Current coupe	35
Huon	AR069G	Current coupe	77
Murchison	KA015A	Current Coupe	28
Huon	AR015B	Current coupe and about to finish	3
Bass	RS146F	Dry Weather coupe only too wet at present	20
Murchison	MB079A	Dry Weather only and Long cart Distance	29
Murchison	CF019B	Dry weather only Scheduled after Feb 2012	10
Murchison	FD056C	Dry weather only Scheduled after Feb 2012	25
Derwent	WW009A	Dry weather only through PP not suitable till post Jan 2012	55
Bass	LR437E	Eagle Restricted	10
Bass	MF020A	Eagle Restricted	75
Bass	MF068C	Eagle Restricted	106
Bass	NL111G	Eagle Restricted	65
Bass	NL115H	Eagle Restricted	80
Bass	RS120D	Eagle Restricted	18
Derwent	CZ002A	Eagle Restricted	75
Derwent	SH056A	Eagle Restricted	65
Derwent	TO030C	Eagle Restricted	18
Derwent	TO081A	Eagle Restricted	45
Derwent	TO104A	Eagle Restricted	165
Derwent	WW019C	Eagle Restricted	26
Huon	SO034F	Eagle Restricted	49.5
Derwent	WW004D	Eagle Restricted	70
Derwent	TN066B	Economic Issues - Available 1,000 tonnes only to complete	5
Bass	BW123F	Economic issues - Long difficult access road required high unit cost	55

Murchison	FY001B	Economic issues - Requires bridge to be constructed prior to getting access \$60k work not commenced	30
Derwent	SH045D	High Pulpwood component	30
Bass	CD107D	High Pulpwood Component Regen Issues Plus Poor quality coupe	30
Huon	AR050F	High Pulpwood component Old Growth Coupe	25
Huon	AR051D	High Pulpwood component Old Growth Coupe	40
Derwent	NV015B	High Pulpwood component PSR coupe	55
Derwent	TO035A	No FPP - long cart to current markets	50
Derwent	WW032A	No FPP no Road - Planning yet to commence	50
Murchison	EM005A	No Road Scheduled post Feb 2012	38
Murchison	FD039B	No Road Scheduled post Feb 2012	9
Murchison	FD042A	No Road Scheduled post Feb 2012	14
Murchison	FD047F	No Road Scheduled post Feb 2012	40
Bass	MO119B	Plantation block	13
Derwent	WT044A	Plantation block	45
Murchison	TE026C	Plantation block	52
Derwent	WW020C	Scheduled	107
Derwent	PL005D	Scheduled early 2012	43
Derwent	SX025A	Scheduled early 2012	20
Derwent	SX028C	Scheduled early 2012	20
Derwent	WW003E	Scheduled Feb 2012 not roaded	65
Bass	SA152B	Scheduled Feb 2012 not roaded also has % of 430k in coupe	45
Huon	EP011A	Scheduled May 2012 No FPP - Underway expected Nov	19
Derwent	CO003I	Scheduled May 2012 No FPP or roads	19
Bass	MN012C	Scheduled Nov 2011 FPP and Road not complete	100
Derwent	TN042A	Scheduled Nov 2011 FPP not certified	45
Bass	PA136A	Scheduled Nov 2011 road ok FPP not certified	100
Huon	AR060D	Scheduled Oct 2011	37
Huon	CM009F	Scheduled Oct 2011	25
Murchison	FR023E	Scheduled Oct 2011	30
Derwent	WW021B	Scheduled Possible Alternative to CZ006C Req some road maint and bridge repair	87
Murchison	BO102A	Special Species Only Long Cart	30
Murchison	BO106C	Special Species Only Long Cart	8
Murchison	BO109A	Special Species Only Long Cart	20

Section 2 Coupes within the 430,00 ha area

Derwent	PL011A		10
Bass	BW121F		35
Bass	CC160A		20
Bass	CD102A		45
Bass	CD106B		70
Bass	CD106C		65
Bass	FL110D		70
Bass	FL112E		40
Bass	GC114B		120
Bass	GC151B		9
Bass	LI116A		55
Bass	LR440X		3
Bass	LT218U		35
Bass	MA117A		50
Bass	MO109A		50
Bass	MO136B		50
Bass	RM464F		24
Bass	RM464W		25
Bass	RM465Z		30

Bass	RR177B	25
Bass	RS117C	74
Bass	RS118H	40
Bass	SA044B	25
Bass	SY005A	50
Bass	TY021A	45
Bass	TY022D	110
Bass	TY025E	80
Bass	TY032A	60
Bass	VS044Y	10
Derwent	BT007A	40
Derwent	BT009D	40
Derwent	BT010B	5
Derwent	BT013A	95
Derwent	CZ006C	52
Derwent	DU020C	30
Derwent	DU021B	10
Derwent	DU029V	10
Derwent	RP034A	10
Derwent	SX020G	25
Derwent	TA013A	20
Derwent	TI011C	18
Derwent	TN044B	35
Derwent	TN046A	27
Derwent	TN046B	30
Derwent	TN047A	18
Derwent	TO006H	65
Derwent	TO011D	55
Derwent	TO023E	35
Derwent	WE044D	28
Derwent	WW037A	25
Huon	AR002B	28
Huon	BB021E	70
Huon	CM004C	60
Huon	EP031B	40
Huon	EP048C	42
Huon	HA043F	40
Huon	PC015B	44
Huon	PC017C	27
Huon	PC018C	40
Huon	PC024B	65
Huon	PC033F	22
Huon	PC070B	50
Huon	PC072B	52
Huon	PC083D	62
Huon	RU030C	16
Huon	RU032B	40
Huon	RU043C	21
Huon	RU043H	55
Huon	RU047E	13
Huon	SB009A	20
Huon	WR008A	45
Huon	WR017F	12
Murchison	BO092C	23
Murchison	BO093A	15
Murchison	BV011B	36

Murchison	CA157A		50
Murchison	CF027A		49.6
Murchison	CF041A		50
Murchison	DP033B		20
Murchison	FR029C		29
Murchison	FR041B		45
Murchison	MB011D		40
Murchison	MD102B		6
Murchison	NA023A		18
Murchison	NH010A		47.6
Murchison	NW006B		33
Murchison	NW011F		35

Section 3 coupes outside 430,000 ha area and 572,000 ha area

Bass	PA165A	Access required through Private Property block	50
Bass	CR156Y	Access required through Private Property block	30
Bass	MF025D	Access restricted by Private Property	63.6
Bass	MF039A	Access restricted by Private Property	92
Bass	MF039D	Access restricted by Private Property	60
Murchison	NA008C	Burning Issue with Button Grass plains + High Pulp %	10.9
Murchison	NA037B	Burning Issues with Adjacent Hardwood plantation Thinning	54
Murchison	TP024D	Burning restrictions	33
Murchison	CF055B	Burning restrictions due to coupe dispersal issues.	10.2
Murchison	NH032B	Burning restrictions with surrounding Button grass plains	15
Derwent	SX035I	Burning restrictions with surrounding coupes	38
Bass	SC127A	Burnt and not suitable	60
Derwent	EC036F	Burnt and not suitable	70
Derwent	TN062C	Cable coupe in schedule	49
Huon	EP003C	Cable coupe in schedule	45
Huon	HP022B	Cable coupe in schedule	35
Huon	RU001G	Cable coupe not in schedule only small section remaining	9
Huon	KD022E	Cable only in remaining section	30
Bass	CR161N	Complete	12
Bass	MF068D	Complete	70
Bass	RS118A	Complete	25
Derwent	EC050C	Complete	50
Derwent	TN006F	Complete	23
Derwent	TN037G	Complete	7
Huon	AR034E	Complete	42
Huon	AR084F	Complete	39
Huon	AR085I	Complete	31
Huon	DN009E	Complete	36
Huon	KD013D	Complete	3
Murchison	TG023C	Complete	30
Murchison	CH021B	Current coupe	70
Murchison	CH025B	Current coupe	100
Bass	BW114H	Current coupe	39
Bass	MF066A	Current coupe	30
Bass	MO105E	Current coupe	40
Bass	MZ137C	Current coupe	30
Bass	NL119C	Current coupe	60
Bass	RS116A	Current coupe	49.8
Bass	RS129D	Current coupe	30
Derwent	BD003C	Current coupe	36
Derwent	BD017A	Current coupe	140
Derwent	RP007G	Current coupe	45

Derwent	SX050A	Current coupe	67
Derwent	TN070A	Current coupe	37
Derwent	WW051B	Current coupe	50
Huon	AR054H	Current coupe	50
Huon	BB023D	Current coupe	11
Huon	DN020B	Current coupe	43
Huon	HA018F	Current coupe	22
Murchison	SM110C	Current Coupe	8
Murchison	TG007E	Current Coupe	20
Murchison	TG012B	Current Coupe	20
Murchison	TG016D	Current Coupe	15
Huon	HP012C	Current coupe	7
Murchison	SR107F	Dry Weather only March 2012 - Blackwood Swamp	20
Murchison	SR111I	Dry Weather only March 2012 - Blackwood Swamp	30
Murchison	SR112D	Dry Weather only March 2012 - Blackwood Swamp	12
Murchison	SR117D	Dry Weather only March 2012 - Blackwood Swamp	18
Murchison	SR139A	Dry Weather only March 2012 - Blackwood Swamp	17
Murchison	CH042A	Dry weather only Scheduled after Feb 2012	12
Murchison	CH045F	Dry weather only Scheduled after Feb 2012	28
Murchison	KA005B	Dry weather only Scheduled after Feb 2012	5
Murchison	SR036A	Dry weather only Scheduled After Feb 2012	34
Murchison	CH037E	Dry weather only Scheduled after Feb 2012	69
Murchison	MB016B	Dry weather only Scheduled after Feb 2012 plus Long Cart	50
Murchison	TP018E	Dry Weather only Scheduled Post Feb 2012	28
Bass	BS107L	Eagle Restricted	20
Bass	BS124A	Eagle Restricted	15
Bass	BW120D	Eagle Restricted	30
Bass	BW122D	Eagle Restricted	57
Bass	GC067C	Eagle Restricted	70
Bass	GC076C	Eagle Restricted	90
Bass	GC077B	Eagle Restricted	65
Bass	GC085A	Eagle Restricted	50
Bass	LI129C	Eagle Restricted	18
Bass	NL111C	Eagle Restricted	80
Bass	RS124D	Eagle Restricted	45
Derwent	BD022C	Eagle Restricted	75
Derwent	BD023B	Eagle Restricted	3
Derwent	BD024B	Eagle Restricted	22
Derwent	BD024C	Eagle Restricted	85
Derwent	BD027D	Eagle Restricted	30
Derwent	BD030A	Eagle Restricted	16
Derwent	CZ022B	Eagle Restricted	90
Derwent	EC017A	Eagle Restricted	75
Derwent	EC050A	Eagle Restricted	15
Derwent	MC015D	Eagle Restricted	10
Derwent	RP013H	Eagle Restricted	47
Derwent	SH052C	Eagle Restricted	135
Derwent	SH068A	Eagle Restricted	85
Derwent	TN035D	Eagle Restricted	31
Huon	DN017H	Eagle Restricted	55
Huon	DN019Q	Eagle Restricted	42
Murchison	BY010C	Eagle Restricted	16
Murchison	SR132Q	Eagle Restricted	6
Murchison	TE004N	Eagle Restricted	28
Murchison	TG028B	Eagle Restricted	44
Murchison	WI105B	Eagle Restricted	17

Murchison	FD054B	Economic Access - Isolated coupe small volume uneconomic float	12
Murchison	OO072E	Economic Access - No Road high unit cost for small volume	12
Murchison	LG002A	Economic Access - Restricted access due to bridge wash out	12
Murchison	LG004C	Economic Access - Restricted access due to bridge wash out	18
Bass	BN107E	High Pulpwood component	37
Bass	BN107J	High Pulpwood component	31
Bass	LA035B	High Pulpwood component	22
Bass	SF108A	High pulpwood component	120
Derwent	BD062B	High pulpwood component	30
Derwent	CZ028B	High Pulpwood component	65
Derwent	EC030D	High Pulpwood component	280
Derwent	FT008J	High Pulpwood component	11
Derwent	WE035C	High pulpwood component	22
Huon	HA042C	High Pulpwood component	50
Huon	KD040E	High Pulpwood component	45
Huon	RU001I	High Pulpwood component	30
Murchison	PU013A	High Pulpwood Component	19
Derwent	MC012L	High pulpwood component	44
Derwent	SW125B	High pulpwood component	32
Derwent	WE034F	High pulpwood component	1
Murchison	PU008A	High Pulpwood component	20
Bass	RT225A	High Pulpwood component - Firewood coupe	43
Bass	RT226F	High Pulpwood component - Firewood coupe	60
Bass	RT233C	High Pulpwood component - Firewood coupe	48
Bass	RT237C	High Pulpwood component - Firewood coupe	14
Derwent	LD023C	High pulpwood component - long cart distance - No Road	10
Derwent	WE035B	High pulpwood component - long cart distance - No Road	20
Bass	MZ122X	High Pulpwood Component - some planning issues	20
Bass	MZ135W	High Pulpwood Component - some planning issues	60
Huon	AR026I	High Pulpwood component - Thinning coupe	60
Huon	FN025I	High Pulpwood component - Thinning coupe	44
Derwent	BD014C	High Pulpwood component and heavily burnt in past	180
Derwent	EC025A	High Pulpwood component and heavily burnt in past	213
Derwent	SH043D	High Pulpwood Component and Long distance	65
Derwent	SH065B	High Pulpwood Component and Long distance	15
Bass	TY002A	High Pulpwood component Very Poor coupe e vim & E Amy	35
Derwent	SH003B	High Pulpwood PSR high % pulpwood small % export logs	70
Derwent	SH005C	High Pulpwood PSR high % pulpwood small % export logs	72
Derwent	SH005D	High Pulpwood PSR high % pulpwood small % export logs	31
Derwent	SH019F	High Pulpwood PSR high % pulpwood small % export logs	35
Derwent	SH020B	High Pulpwood PSR high % pulpwood small % export logs	6
Derwent	SH020C	High Pulpwood PSR high % pulpwood small % export logs	130
Murchison	SL002A	Huon Pine Teepookana	20
Murchison	SL005A	Huon Pine Teepookana	20
Derwent	MC005C	No FPP - High Pulpwood %	60
Huon	FN001I	No FPP - High Pulpwood %	44
Derwent	SW128E	No FPP - long distance and swift parrott potential	65
Derwent	SH061D	No FPP - long distance from market	75
Derwent	SH040B	No FPP - long distance from market - high pulpwood %	50
Derwent	SH041J	No FPP - long distance from market - high pulpwood %	100
Derwent	SH086D	No FPP - long distance from market - high pulpwood %	22
Derwent	FT002I	No FPP - planning not commenced	30
Derwent	BD027C	No FPP and Requires Road	110
Bass	MF063A	No FPP and Requires Road	100
Derwent	PL015E	No FPP and Requires Road	55
Derwent	RP021G	No FPP and Requires Road	60

Derwent	RP022D	No FPP and Requires Road	75
Derwent	TA011G	No FPP and Requires Road	30
Derwent	TN004B	No FPP and Requires Road	40
Murchison	KA009B	No Road - Scheduled post Feb 2012	18
Murchison	OL021J	No Road - Scheduled Post Feb 2012	15
Murchison	LG011M	No Road - Scheduled post Feb 2012 NF Thinning high Pulpwood%	28
Bass	CC136C	Pine	35
Bass	PA131C	Pine	51
Bass	PD102D	Pine	46
Bass	SF144B	Pine	22
Derwent	BD045Z	Pine	5
Derwent	CO003Z	Pine	33
Derwent	CO004X	Pine	45
Derwent	CO004Y	Pine	15
Derwent	CO004Z	Pine	22
Derwent	DU006E	Pine	106
Derwent	DU007C	Pine	41
Derwent	PL008S	Pine	90
Derwent	PL008T	Pine	23
Derwent	PL008Z	Pine	10.5
Derwent	PL009X	Pine	0.7
Derwent	PL009Y	Pine	4
Derwent	PL010Z	Pine	26
Derwent	PL012Z	Pine	92
Derwent	PL013Z	Pine	61
Derwent	PL018T	Pine	1
Derwent	PL019U	Pine	5
Derwent	PL020P	Pine	10
Derwent	PL020Q	Pine	19
Derwent	PL020R	Pine	15
Derwent	PL020W	Pine	1
Derwent	PL024X	Pine	10
Derwent	PL024Z	Pine	69
Derwent	PL028W	Pine	12
Derwent	PL028X	Pine	14
Derwent	RP001Y	Pine	17
Derwent	RP002X	Pine	34
Derwent	RP003X	Pine	34
Derwent	RP031B	Pine	48
Derwent	SX045X	Pine	19
Derwent	TN064W	Pine	1
Derwent	TN064X	Pine	4
Derwent	TN064Y	Pine	25
Derwent	TN071Y	Pine	5
Derwent	TN072Z	Pine	1
Derwent	WW057V	Pine	5
Derwent	WW063Y	Pine	35
Derwent	WW063Z	Pine	32
Murchison	DD002C	Pine	16
Murchison	MU002A	Pine	95
Murchison	MU002D	Pine	8
Murchison	MU003A	Pine	50
Murchison	MU003B	Pine	45
Murchison	MU003H	Pine	20
Murchison	MU003R	Pine	25
Murchison	MU003S	Pine	60

Murchison	MU004C	Pine	15
Murchison	OO080C	Pine	10
Bass	BS101A	Plantation	20
Bass	BS110F	Plantation	74
Bass	BS110G	Plantation	31.7
Bass	BS112J	Plantation	45
Bass	BS118D	Plantation	22
Bass	CD112B	Plantation	60
Bass	EV014B	Plantation	42
Bass	EV018D	Plantation	15
Bass	EV022B	Plantation	5
Bass	EV101F	Plantation	33
Bass	EV103C	Plantation	31
Bass	FL115C	Plantation	18
Bass	FL123A	Plantation	13
Bass	GA105C	Plantation	27
Bass	GC007B	Plantation	118
Bass	GC035A	Plantation	64
Bass	GC112C	Plantation	14
Bass	HU320A	Plantation	15
Bass	LA026H	Plantation	20
Bass	LI105B	Plantation	40
Bass	LI126C	Plantation	98
Bass	LI133C	Plantation	10
Bass	RR128A	Plantation	23
Bass	RS120A	Plantation	58
Bass	SA033C	Plantation	15
Bass	SF115C	Plantation	40
Bass	SF157A	Plantation	58
Bass	SF169B	Plantation	12
Bass	SI102F	Plantation	58
Bass	SI102G	Plantation	52
Bass	SI105B	Plantation	29
Bass	SI106A	Plantation	115
Bass	UR002B	Plantation	35
Bass	UR013A	Plantation	56.6
Bass	UR022B	Plantation	50
Bass	UR023D	Plantation	47
Bass	UR023E	Plantation	11
Bass	UR037G	Plantation	20
Bass	UR040D	Plantation	34
Bass	UR048A	Plantation	64
Derwent	BD026E	Plantation	42
Derwent	CO001X	Plantation	40
Derwent	DU029T	Plantation	25
Derwent	DU029W	Plantation	10
Derwent	FO008Y	Plantation	13
Derwent	FO015B	Plantation	40
Derwent	FO015D	Plantation	30
Derwent	FO015Y	Plantation	34
Derwent	FO021Z	Plantation	37
Derwent	FO025Y	Plantation	110
Derwent	FT013F	Plantation	15
Derwent	FT013I	Plantation	20
Derwent	KY002F	Plantation	22
Derwent	KY005Z	Plantation	29

Derwent	MM025A	Plantation	50
Derwent	RP009A	Plantation	30
Derwent	TA003A	Plantation	18
Derwent	TA003H	Plantation	14
Derwent	TA005C	Plantation	8
Derwent	TA018H	Plantation	25
Derwent	TA018J	Plantation	19
Derwent	TA018M	Plantation	4
Derwent	TN051D	Plantation	30
Derwent	WW066Y	Plantation	45
Huon	FN025J	Plantation	32
Huon	FN025K	Plantation	1
Huon	FN037B	Plantation	30
Huon	HA005F	Plantation	13
Huon	HA017B	Plantation	35
Huon	HA020J	Plantation	18
Huon	HP001E	Plantation	25
Huon	HP001H	Plantation	35
Huon	SO018C	Plantation	70
Murchison	CA103C	Plantation	17
Murchison	CA114E	Plantation	6.9
Murchison	CF008B	Plantation	82.6
Murchison	CF010C	Plantation	34.2
Murchison	CH012C	Plantation	17.9
Murchison	CH012E	Plantation	34.3
Murchison	CH032D	Plantation	29.8
Murchison	IR057A	Plantation	28
Murchison	LG009A	Plantation	63
Murchison	MI017A	Plantation	63
Murchison	NH004C	Plantation	14.3
Murchison	OO079D	Plantation	16.3
Murchison	OO079E	Plantation	67.6
Murchison	OO087A	Plantation	65
Murchison	PU041I	Plantation	40
Murchison	SR027F	Plantation	7.9
Murchison	TE019G	Plantation	67.4
Murchison	TE020F	Plantation	71.4
Murchison	TG005C	Plantation	99.4
Murchison	TG008B	Plantation	62.4
Murchison	TG010B	Plantation	28
Murchison	TG022C	Plantation	40
Murchison	TG025B	Plantation	19
Murchison	TP041C	Plantation	30
Murchison	VD006A	Plantation	28.9
Murchison	VD009A	Plantation	17
Murchison	YD018F	Plantation	30
Murchison	YL003A	Plantation	14
Bass	MF061B	Scheduled - winter 2012 coupe	30
Bass	MF068B	Scheduled - winter 2012 coupe	21
Bass	TU490A	Scheduled - winter 2012 coupe	57
Murchison	OO070A	Scheduled Dec 2011 - Dry Weather dependant	30
Huon	HA018C	Scheduled FPP and Roded October 2011 start up	50
Bass	CL358B	Scheduled FPP and Roded Feb Start up	80
Bass	CL363W	Scheduled FPP and Roded Feb Start up	70
Derwent	RP009C	Scheduled FPP and Roded Feb Start up	38
Derwent	RP008H	Scheduled FPP and Roded Nov 2011 start up	33

Derwent	SX026A	Scheduled FPP and Roaded winter coupe req for 2012	37
Huon	WR006B	Scheduled FPP not complete - Feb 2012	60
Murchison	SR054C	Scheduled March 2012	15
Huon	FN029D	Scheduled No FPP - Jan 2012	50
Huon	KD045B	Scheduled No FPP - Jan 2012	37
Bass	MA120A	Scheduled No FPP Part Roaded December 2011 start up	44
Bass	PN002D	Scheduled No FPP small coupe May 2012 Start up	10
Murchison	CH005D	Scheduled Nov 2011	40
Murchison	IR039C	Scheduled Nov 2011	34
Murchison	ME004C	Scheduled Nov 2011	12.3
Murchison	SR024E	Scheduled Oct 2011	55
Murchison	SR042D	Scheduled Oct 2011	44
Murchison	SR047C	Scheduled Oct 2011	12
Murchison	TP031A	Scheduled Oct 2011	30