

**Timber Transport Forum Meeting**  
**FCS, Silvan House,**  
**10.30 11<sup>th</sup> April 2014**  
**Agreed Minute**

**Present:** Richard Scott, Claire Glaister, Ian Farmer, Ken Sinclair, Chris Campbell, David Sulman, Derek Nelson, Roland Stiven, Jamie Farquhar, Kirsty Robb, Neil Dyson, Alistair Speedie (chair), Colin Mackenzie, Steven Herriott, Crispin Thorn

By invitation: Gillian Clark (FISA)

**Apologies:** David Spaven, Fergus Tickell, Cameron Maxwell, Alasdair Ferguson, Hazel Newman, Victoria Hutchinson, Iain Peddie, Simon Oldham, Margaret Watson, Alasdair Ferguson, Neil Stoddart, James England

1. Welcome and apologies

Alistair Speedie welcomed Gillian Clark, CEO of the Forest Industry Safety Accord who will speak to the Forum about safety and haulage. Also Derek Nelson who has taken over Forestry Commission Scotland timber transport responsibilities from Andy Leitch. The Forum looks forward to working with Derek. Alistair also recorded the Forum's sincere gratitude to Andy Leitch who has done much to develop the work of the Forum and the STTF over the past six years.

2. Previous minutes

Claire Glaister requested a minor change to the Grampian update but otherwise the minutes were accepted as accurate.

Action Points and matter arising

- Chris Campbell noted that Martin Reid has been appointed **RHA Director Scotland**. Chris will extend an invitation to Martin to attend a future meeting of the Forum.
- David Sulman reported that the planned meeting between the forest industry and Alun Davies, the **Welsh Minister** responsible for forestry, did take place on 26<sup>th</sup> March though David could not attend due to a fog-bound plane. Timber Transport was not highlighted but there will be an opportunity to raise this now that dialogue has started. The Forum should also continue to approach Edwina Hart, Minister for Economy, Science and Transport. Roland Stiven noted Confor has appointed a new Director for Wales; Martin Bishop is taking over from Kath McNulty. on 1<sup>st</sup> May. Martin has a good understanding of timber haulage issues. The Forum will invite him to attend or contribute to Forum meetings and will plan a future meeting in Wales.
- Crispin Thorn has circulated the **North England Growth Plan** Headline Report ([Roots to Prosperity](#)). The Forum will now write to the English Forestry Minister, focusing on the importance of timber transport infrastructure and the opportunities for targeted investment through a timber transport fund.
- Alistair Speedie attended the Borderlands Initiative summit involving leaders from Scottish Borders, Dumfries and Galloway, Carlisle City, Cumbria and Northumberland councils discussing how to take forward economic opportunities. He highlighted the importance of the timber industry to the region and the need for good connectivity in the local road network, and discussed conduits for a timber transport fund for England. This is something we should progress at the next meeting in North Yorkshire.
- The Forum met with **Paul Wheelhouse** Scottish Minister for Environment and Climate Change on 12<sup>th</sup> March. Alistair Speedie, Jamie Farquhar David Sulman, Roland Stiven and John Miller

attended. Both Andy Leitch and Derek Nelson were advising the Minister. Mr Wheelhouse was most supportive of the work of the Forum and extended the Strategic Timber Transport Fund for a further year with £3m to cover the period 2015-16. The current administration cannot commit beyond that at this stage as there will be an election in 2016. The Forum could consider looking for cross-party support for further funding.

- The **case studies** on timber transport projects have been prepared and are with FCS design staff to be produced as pdf copies that will go online on the FCS and/or TTF website. FCS produced a summary of the Scottish case studies '[Improving Timber Transport](#)'. We have around 100 hard copies of this.
- Regarding the maintenance of **STTS supported haul roads**. A sub-group of the Argyll TTG met in January to discuss this. The focus was on the West Loch Awe haul road (where contractual issues between the various parties constructing the road are holding up completion) and the SW Cowal haul road where changes in ownership and the closure of Portavadie pier have impacted on the use and maintenance of the route. A meeting of the various parties is to be held.
- On the subject of legality of **tyre pressure control use on the public road**, Roland has circulated a December email and letter from VOSA (now Driver and Vehicle Standards Agency) setting out their view on the use of CTI on public roads. The recent Forum guide [Tread Softly](#) addresses the issues raised in the letter, putting the onus on hauliers to engage with vehicle and system suppliers, fitters and tyre manufacturers to ensure that they use the technology within the safe recommended tolerances of the tyres and vehicle. Rather than councils or others specifying tyre pressures to be used on the public road we should be expecting and encouraging hauliers to propose suitable lorry configurations and safe tyre pressure settings that address the constraints of the road. The Forum should continue to highlight this responsibility to hauliers.
- **ACTION: Roland Stiven to send copies of Tread Softly to VOSA (now DVSA) contacts**

### 3. TTF Conference Review

Around 102 people attended and 39 evaluation forms were completed. All feedback has been positive, and more than half of the evaluation forms were very positive, everyone saying they are likely to attend in future. The only negative was the limited view of the screen for those at the edge of the hall. Forestry Journal has done a comprehensive write-up of the conference over 3 pages in their April issue. Steven Herriott noted the relative lack of local authority representatives [9/100]. He will report back to [SCOTS](#) on Forum issues and suggested a formal presentation to the relevant SCOTS committee.

**ACTION Steven Herriott and Roland Stiven to request opportunity to present to SCOTS.**

### 4. Forestry Industry Safety Group

**Gillian Clark** introduced the work of the [Forest Industry Safety Accord](#), highlighting the various working groups. The haulage working group is developing guidance targeted at lorry drivers visiting forest sites. A training video is also being developed. One concern is that hauliers can be sent to pick up timber from in-forest with no specific training. The working environment is very different from general haulage and poses additional risks. Hauliers should know what to expect and understand where, for example, road condition is not up to standard for safe use. The other working group tackling guidance to forest works managers and supervisors is also most relevant, as is the electricity working group regarding crane use and overhead or underground live cables. A mechanism to prevent lorry crane use in the vicinity of electrical fields is being tested.

Some dedicated timber haulage companies train or mentor new drivers but not all do and general hauliers (particularly in less-forested parts of England) and agency drivers may have little or no

induction to the forest environment. The group is considering how to encourage the delivery and uptake of timber haulage induction and training.

Crispin Thorn noted that a programme to provide subsidised training to timber hauliers in North Yorkshire has, so far, failed to attract sufficient interest. Similarly the [SAFED –related haulier training material](#) produced by the Forum had minimal uptake. It is not clear whether the majority of timber hauliers has achieved the necessary 5 days of CPC training required before September 2014.

Roland and Claire Glaister attended the recent meeting of the FISA haulage working group to discuss common issues and opportunities to share communication channels in reaching out to hauliers. Jamie Farquhar suggest it may be useful to involve [RICS](#), [CLA](#) and [SLE](#) who represent the factors of mixed estates which may have less direct links to the commercial forestry sector. The FISA working group and the Forum will continue to liaise closely.

#### 5. Future of Timber Transport (Exit Point Study)

Kirsty Robb introduced the Scotland-wide study on exit points for timber onto the public road which will collect strategic level information on future timber flows to assist local authorities and timber transport groups in infrastructure management. The contract management is led by Argyll and Bute Council. Kirsty and Roland Stiven are on the contract management group. RDI Associates Ltd won the tender and is leading a consortium of data collectors; C J Piper and Co, Mark B Page and Scotwood Macdonald. Claire Glaister is collecting data for Grampian and Stirling & Tayside within her project officer role. Transport Scotland is paying the £40k cost of data collection and also covering the cost of input from [TRL](#) to develop a GIS tool to present the data in an accessible way that can be integrated into council GIS systems. The consortium are now ready to send out survey packs to agents and landowners requesting information but are awaiting confirmation from FCS Conservancies as to how best to address Data Protection requirements. The data collection stage is expected to be complete by June. The National Forestry Inventory will provide complementary data on forecast production at local authority level.

#### 6. Tread Softly

This has now been published and was launched at the conference in March. We have 1500 hard copies to distribute for free through timber transport group members, processors, events and FC offices. An electronic version is on the Forum website available for free download. [Tread Softly](#) has received good feedback. It was featured on the [Logging-on](#) website and as a news item in Confor's FTN and hopefully in a future edition of RHA's Roadway magazine. Feedback to date has been positive. Roland has high-resolution jpegs of the images and matrices for use in presentations.

#### 7. Funding

- STTF and STTS

Derek Nelson reported that a further £3.9m of the Strategic Timber Transport Fund budget was spent in financial year 2013-14 leaving £3.2m for the period to March 2015. Most of this has been allocated to projects. However, a combination of underspend on some projects and the withdrawal of the Applecross pier project means there is over £200k un-allocated, which must be spent by March 2015. FCS will consider how this money can be used to best deliver the aims of the fund e.g. allocation to projects that just missed out in the previous round, supporting acceptable alternatives for haulage from Applecross, or supporting additional (match funded) outcomes from current projects.

The recently announced £3m Fund budget for 2015-16 allows a subsequent round of applications. The timetable for applications will be as follows:

- April 2014 - start discussing proposals and developing projects
- Final deadline for submission of bids September 29<sup>th</sup> 2014
- Advisory Group meet to consider applications w/c/ 27<sup>th</sup> October 2014

- Notification of awards expected 10th November 2014
- Projects supported in this 2014 round must be complete and all grant claimed by March 2016

Full details will be posted on the [STTF pages of the FCS website](#)

Applications to support for project officer posts will be accepted and considered on receipt from 29<sup>th</sup> August 2014 – until the 29<sup>th</sup> September deadline.

The criteria and terms and conditions of the scheme are expected to remain the same although more detail will be expected from applicants regarding engineering specifications of forest haul roads and mechanisms for future maintenance. A few public roads projects in recent rounds failed to deliver all the contracted outputs, spending more than planned on particular works. The panel will expect more robust preparation and financial planning to ensure stated outputs are achievable. Signage recognising the STTS contribution is required and important.

FCS will consider a formal review of the Scheme during 2015-16

## 8. Regional Updates

- Ireland  
The Forest industry Transport Group is finalising publication of a Good Practice Guide on Managing Timber Transport.
- Wales – see Action Points and matters arising.
- North Yorkshire  
The group met on 4<sup>th</sup> April. The Agreed Routes Map and exit point data have been updated. The group is also happy to help host and arrange the June meeting of the Forum – see item 14. See item 4 regarding the lack of uptake of haulier training.
- Cumbria  
Recent business has been progressed by phone and email as the group structure and communications are working well.
- North East England,  
Hazel Newman (by email): The draft agreed routes map has gone to the Council for review and for the addition of existing weight restrictions, low bridges etc. The working group will then review any changes and hopefully agree and present the map to a meeting of the full group. Dick Phillips is optimistic that Andrew Douglas will be appointed to a new role as Timber Transport Liaison Officer. Hazel Newman and a colleague attended a meeting of the neighbouring North Yorkshire group on 4<sup>th</sup> April.
- Scottish Borders  
James England (by email): Several hauliers have been using consultation routes without consulting. Others, who did consult, have complained as the cumulative usage is causing road deterioration. Elsewhere, timber transport management plans are working well and their understanding and usage is increasing. Some further work is needed on ARM maps to limit the use of fragile roads that are used as shortcuts.
- Ayrshire  
James England (by email): South Ayrshire and East Ayrshire now have a joint roads function called the Ayrshire Road Alliance with new staff dealing with timber transport. Tread Softly has been issued to the Councils in the area. Some damage has been caused on Arran after a fragile road was used without consultation. New planting applications are coming in thick and fast. Some are on roads that have not been categorised and by default 'consultation' raising

questions of future access. North Ayrshire Council is currently developing their Local Transport Strategy and James England has provided information on timber haulage issues.

- Dumfries and Galloway

The status of the Agreed Routes Map with regard to new planting schemes is cropping up where schemes are being proposed on fragile roads. There is pressure to respond promptly but each needs dealt with on a case by case basis. Jamie Farquhar said that schemes should not be turned down on the basis of current infrastructure limitations as these may change. Alistair Speedie noted that councils cannot commit to future funding and it seems sensible to restrict new planting where there is poor access unless it is conditional on the development of other options. Crispin Thorn said that under the UKFS there are agreed mechanisms for consultation on such matters. Both Claire Glaister and Kirsty Robb are being approached to discuss access to proposed new planting schemes and will highlight to the council and applicants any current constraints that may need addressed for future haulage. Roland Stiven noted that infrastructure constraints to new planting have usually been taken into account at a strategic level in indicative forestry strategies.

A timber lorry tipped over on the A713 at Allangibbon Bridge in Dalry, a site of previous incidents. Council engineers are investigating possible causes. The Eskdalemuir bypass has a new maintenance contract in place but there are continuing issues with some vehicles still going through the village. Speeding on the bypass is also causing damage to the road requiring additional maintenance. There are still instances of unauthorised roadside loading.

- Stirling & Tayside

Claire Glaister reported that some hauliers are using consultation routes without consulting the council prior to haulage operations commencing. There is also an assumption by a few that where timber transport issues were considered in the scoping of Forest Plans (sometimes several years ago) there is no need for further consultation. This is not the case, further consultation when planning harvesting is necessary. The Stirling & Tayside group has been involved in encouraging the council to find alternative working methods to prevent a bridge on a strategic route being closed for several months for maintenance. Bidwells presented the ongoing development of the Rannoch Railhead project to the Rail Freight Group meeting in March. The group is considering an STTS project to retain and develop Beauldy-Denny line access infrastructure to serve timber haulage and new planting.

- Grampian

The group is continuing to update the Agreed Routes Map with Consultation Routes in Moray. A proposal to develop a timber transport management plan for the C13E Dallas to Knockando road has now been deferred; instead, Moray Council will monitor the impact of traffic using the route which they recognise isn't just timber traffic.

Claire Glaister was approached by Brendan Burns who is a member of the [European Economic and Social Committee](#) requesting information on investment in infrastructure for timber transport. Brendan is encouraging the committee to recognise the limitations of local transport networks on rural businesses in the EU and is looking for examples of the issue. He has been provided with information on the work of the Forum and the STTF.

- Argyll

A written update from Kirsty Robb is attached as an appendix. There Forum discussed the benefits of sharing good practice with energy project developers both with regard to managing lorry traffic on minor roads and the use of floating pier access to remote coastal sites. There is scope for more strategic planning to share use of any new access infrastructure to renewable energy developments. Colin Mackenzie noted his recent involvement in the development initiative for the Great Glen (DIGG), which aims to maximise the social, economic and community benefits of renewable energy investment in the Great Glen over the coming decade.

There is scope for the Argyll TTG to liaise with Argyll and Bute Council in a similar vein and for the Forum to investigate how such integration could be fostered.

- Highland

There are various STTS projects still underway. The introduction of management plans for certain roads is raising the issue of allocating road-space to multiple users and controlling traffic. Highland Conservancy has approached ten forest owners likely to feed timber onto the A897 with a view to arranging shared use within the capacity of the fragile road.

Colin Mackenzie has also been developing the idea of a 'haulier quality plan' to attach to timber transport management plans. This is a statement by the haulier on how they will deliver the details of the management plan for the road - e.g., lorry configuration and specification, timing, road-space allocation, haulage monitoring, driver training. It is hoped this will drive both the information and the responsibilities for delivering the plan down to the haulier and driver – rather than sitting with the agent/owner and the council. This may promote better self-regulation within the industry. Colin will share a draft template that could be developed further with the other groups.

#### 9. Dualling of the A9

AECOM is working on behalf of Transport Scotland to gather information on the implications for timber traffic of dualling the A9 as well as development of the A96 into Grampian. Claire Glaister has been approached for information on timber haulage from the Grampian and Tayside and Stirling groups. AECOM has provided a list of questions which Claire has passed on to key timber hauliers using the A9. It is unclear what some of the questions are getting at. Claire has asked to have a view of any draft report on the subject. Colin Mackenzie mentioned that there had been similar queries asked about rail freight of timber (currently processed timber) along the A9 corridor.

#### 10. Business Plan.

The [Business Plan](#) has now been published on the Forum website. It includes a workplan for the project officer. Priorities for the coming year include the redesign and re-hosting of the Timber Transport Forum website (long overdue) and the revision of the timber transport toolkit (see next item). A qualitative evaluation of the work of the Forum and groups will be done through a 'survey monkey' or similar. Proposals for other priorities are welcome.

#### 11. Review of Toolkit

The toolkit requires updating. Much of the information has been superseded by the business plan, the various guidance documents, the current revisions to access lease agreements and to the Annex on the design and use of unsealed roads.

#### 12. Possible Roads Workshop

Because of the issues that have been raised over the specification and maintenance of shared forest roads and management of minor public roads, a workshop on the subject has been proposed targeted at forestry agents who end up having to oversee construction, upgrade and management of haul roads, but who are not engineers. This could be done in collaboration with training organisations, FC Engineering and the Forestry Engineering Group. Ken Sinclair noted that a recent certification inspection on the national forest estate highlighted siltation of a watercourse arising from haulage on a shared road. The runoff was the result of a lack of maintenance. The Corrective Action Request highlighted the need to identify clearly who is responsible for maintenance and reporting of defects when hauling on a shared road.

**ACTION: Roland Stiven to develop a proposal for a 'roads workshop'**

#### 13. APF and Forest Harvesting Demo

Confor/TTF will have a stand at the Little Clyde Forestry Demo on 15<sup>th</sup> and 16<sup>th</sup> May. Roland Stiven (and Gillian Clark) have been asked to speak on good practice at a conference on Saturday 17<sup>th</sup> to

be arranged at Barony College targeting contractors and hauliers (drivers). TTF is still planning a stand with James Jones and Tireboss at the APF Demo in September 2014.

14. TTF Visit to North Yorkshire 20<sup>th</sup> June 2014

The Forum agreed to the proposal that the next Forum meeting is held at Dalby Visitor Centre in the North Yorkshire Moors. The idea is to give recognition to the N Yorkshire group, focus attention on English timber transport issues (including the need for infrastructure funding) and broaden the understanding of Forum members.

This will involve several people staying over the night before (Thursday 19<sup>th</sup> June) at a hotel – probably in Pickering. We would visit nearby Bumble Wood on Friday morning, hosted by FC England and Tilhill to review the successful resolution of timber transport problems at the site. We would invite the members of the North Yorkshire timber freight quality partnership to join us, in particular the NY County Council reps and, if possible, local representatives of the LEPS and elected representatives. If we could attract representation from the other north of England groups that would be good. We would then repair to Dalby Visitor Centre for a working lunch and Forum meeting.

**ACTION: Roland to propose details and logistics of Forum meeting in North Yorkshire on 20<sup>th</sup> June**

**ACTION: ALL to confirm intention to attend and whether they will want accommodation the night before (19<sup>th</sup>)**

15. AOB

16. Dates of next meetings

- 20<sup>th</sup> June 2014 in North Yorkshire (Details forthcoming)
- 3<sup>rd</sup> October 2014

## Appendix

Argyll TTG update for TTF meeting, April 2014

18 March 2014 – Full group meeting

21 in attendance. Peter MacDonald from Police Scotland gave an update on the recent use of the R&BT Diversion and the procedures and timescales put into operation when a serious road traffic incident occurs.

Much discussion on in-forest haul routes and the use thereof. Recent sub-group meeting which highlighted 2 in-forest roads which are of concern in ATTG area, the WLATHR and SW Cowal THR. Both routes are considered sub-standard and urgently need to be brought up to a standard which can cope with frequent useage. The WLATHR is of particular prominence as it is a shared windfarm access.

In Argyll there are at least 4 energy projects (Ardchnonnel, SSE East Kintyre, Cruach Brenfield, Bachan Burn) where there is potential to combine new access to windfarms with timber haulage routes. Partnership working in these circumstances should bring optimum results for landowners and local communities alike but there needs to be better communications between the potential developers and the forest industries in the outset to ensure that the required standards of road are built which suit both uses and not sub-standard short term fixes.

Callum Robertson, Roads Asset Manager with Argyll & Bute Council (A&BC) has this week highlighted roads department, local resident and elected members concerns over the condition of the B 842 which is the fragile public road on East Kintyre. Part of the Kintyre transmission system reinforcement project is to replace the 132 kV overhead transmission line between Carradale Substation and a new 132 kV substation in the Crossaig area. The proposed Crossaig Substation will connect with a submarine cable linking East Kintyre to Hunterston in North Ayrshire.

SSE who are the developers have flouted the planning restrictions placed on the use of the public road which has resulted in significant deterioration in a short time period which could result in complete collapse of sections. A&BC have also had reports that timber lorries are also using the public road which is a severely restricted route on the Argyll ARM.

Current work areas in addition to the regular meetings, project development and ATTG support:

- STTF workshop for prospective applicants for 2015-16 funding
- In-forest Haul Routes – resolve current issues and provide recommendations for future strategic in-forest haul road development
- Meeting and liaison with A&BC new management officials and elected members
- TTMP and ARM revisions and additions
- Future of Timber Transport project