

Timber Transport Forum Meeting

Silvan House, 10.15 hrs, 22nd April 2010

Minutes

1. Welcome and apologies

Present

Alistair Speedie (Chair), Margaret Watson, Andy Leitch, Jim Tolmie, Richard Evans, David Eaglesham, Pam Stott, Mike Green, Neil Dyson, Emily Maclean, Roland Stiven, David Sulman (for final 30 minutes)

Apologies

Alasdair Ferguson, Jamie Farquhar, David Hern, Chris Edwards, Ian Arnold, Fergus Tickell, Jim Dewar, Simon Oldham, Richard Scott, Syd House, Ian Ross, Stan Corcoran, Bill Barker, Steven Herriott, Crispin Thorn, Colin Mackenzie, James Gilroy, Margaret Horn

2. Previous Minutes

The minutes of the previous meeting were agreed to be accurate and any matters arising were expected to be dealt with in the meeting.

3. Conference Feedback

General feedback from the conference was that it had been successful and Roland Stiven was congratulated on the organisation of the event. 103 people attended and the conference budget was left with a positive balance of £823. Thirty-one feedback forms were completed.

The comments, in summary, were:

- The venue was very good though the lack of public transport options was noted.
- The quality of presentations was mixed but generally good.
- The programme was very busy, making it difficult to keep to time and leaving little time for discussion.
- A few people felt the food could have been better and included better vegetarian options.

The next conference was considered briefly and it was suggested that this should be in 12-18 months.

4. Strategic Timber Transport Fund Summary

Andy Leitch reported that the STTF is now fully committed with £14m dispensed through the Strategic Timber Transport Scheme delivering £30m worth of outputs. A further £4m of STTF assistance went to the TimberLINK Public Service Contract.

If the fund was to be continued it would require evidence that it has delivered value for money and that there are additional opportunities to deliver effective strategic projects. FCS has a further £9m of project proposals on the books.

ACTION: Timber Transport Groups to submit any additional proposals for STTF projects by mid May, as evidence of demand.

Andy Leitch will present a review of the STTF to the FCS Management Board in June and to the FCS National Committee in late June, setting out the rationale for a future fund.

5. Lobbying for funding for Timber Transport in Scotland, England and Wales

The Timber Transport Forum now needs to lobby for a continuation of the fund in Scotland and to push for similar support throughout GB. There is an ongoing need for investment in infrastructure and the fund very much underpins the voluntary partnership approach.

Roland Stiven noted that there had been limited response to the STTF lobby paper circulated at the January meeting. A shorter 'one side' briefing note has since been drafted and this was circulated to the meeting. The regional groups are preparing similar 'one side' briefings relating to their areas. The proposal is that we send out these briefing notes to MSPs in forestry constituencies and in their capacities as Scottish Ministers, and committee members for Rural Affairs and Environment, Economy Energy and Tourism, and Transport, Infrastructure and Climate Change. ConFor has agreed to provide a spreadsheet listing these. Regional groups should also target relevant council representatives and chief executives.

TTF should aim to make formal submissions to relevant government consultations to lobby for STTF and similarly to encourage Local Authorities to incorporate relevant indicators in Single Outcome Agreements. Pam Stott informed the TTF that a refresh of the National Transport Strategy was about to be undertaken. Pam is on the NTS refresh project team and offered assurance that she would communicate any opportunities for timber transport stakeholders to feed in to the process as and when opportunities arise.

ACTION: Provide feedback on the draft STTF "one-side" briefings and on the longer lobby paper which will be revised and re-circulated shortly.

ALL

ACTION: Identify opportunities to influence CoSLA and SCOTS.

Alistair Speedie, Bill Barker

ACTION: Finalise lobby papers and process by end of May 2010

TTF EXECUTIVE

ACTION: Prepare and circulate draft submissions to SG consultations on Land Use Strategy and Towards A Low Carbon Economy For Scotland and article for Public Service Review Transport.

Roland Stiven

The **Wales Timber Transport Group** meeting on April 14th 2010 focused on promoting timber transport issues and attracting funding. Various ideas are being taken forward.

6. Environmental benefits of TimberLINK

The TimberLINK coastal shipping service is provided by a Public Service Contract with funding from the Strategic Timber Transport Fund. Currently funded until March 2011, support for this will be reviewed in the coming months. To assist with the review FCS commissioned a report on the environmental benefits of the service. Andy Leitch introduced Tristan Brightman of Transport and Travel Research who presented the work. A link to the [report](#) can be found on the TTF website.

7. Carbon Footprint of Timber Transport

The final draft of the report on the Carbon Footprint of Timber Transport was circulated to the Forum. Nigel Mortimer of North Energy Ltd presented the findings. The report and accompanying workbook, cover the direct emissions of haulage (diesel) as well as the indirect emissions from vehicle manufacture and maintenance and from road maintenance, and considers the impact of various possible interventions. To put the emissions in context the report covers the wider supply segment and the benefits of substitution by timber for fossil fuels or alternative building materials. Overall the emissions from transport do not detract substantially from the emissions benefits from producing and using timber.

The report relies on existing data and, where this was limited, the consultants have made estimates and assumptions. Some of these have a significant influence on the emissions from elements of timber transport and the report recommends where better data would be worthwhile.

ACTION: Read and provide comment on the carbon footprint report

ALL

ACTION: Consider and propose how to use and present the findings of the report

Roland Stiven and Andy Leitch

8. Timber Haulier Training Business Plan

Roland Stiven presented a draft business plan to deliver the Timber Haulier Driver Training (referred to in previous minutes as the SAFED training). Following input from Alan Gale it is clear that the proposed model of delivering the training through FCS Learning and Development will make the course more expensive than expected and more expensive than alternative driver training. It is recognised that the course is designed to allow hauliers to deliver two thirds of their daily deliveries which helps to compensate for cost. It was agreed that further consultation with hauliers and private training companies is necessary to find out if hauliers would pay such costs and whether the private sector could deliver the training more efficiently.

ACTION: Consult on delivery of Timber Haulier Driver Training.

Roland Stiven

9. DfT consultation on eco-driving

Department for Transport are consulting on **Increasing the uptake of eco-driving training for drivers of LGVs and PCVs**. Eco driving training reduces fuel consumption and accidents and is seen as a mechanism to reduce CO2 emissions and to reduce haulier costs. It is relatively costly to provide and at present hauliers may choose to fulfil their statutory training needs with cheaper courses.

The consultation document can be found on <http://www.dft.gov.uk/consultations/open/2010-11/> and the consultation closes on 30th June 2010. One of the options being consulted on is to make such courses a mandatory element within the existing requirements for hauliers to undertake 5 days of CPC training every 5 years. David Eaglesham noted that the emerging view from Road Haulage Association members was that they much preferred that this type of training should remain an option and not be made mandatory. It was agreed that the Forum should respond to this consultation. To date, feedback from hauliers *via* the TTGs has been limited.

ACTION: Encourage feedback on DfT consultation on eco-driving

Timber Transport Groups

10. Regional Updates

Wales

See item 5 above regarding lobbying for funding. Roland Stiven reported that the Wales TTG has secured funding for CTI to be fitted to a timber truck in Wales to demonstrate and try out the equipment. TTF is working with ConFor in Wales to display the truck in September at the APF 2010 exhibition at Cannock Chase Staffordshire.

Argyll

Roland Stiven reported that the Argyll TTG met on 20th April 2010 following a winter where relations within the group were strained by actions taken to limit road damage without consultation. Both forest roads and public roads suffered considerable weather-related damage. STTF funding contributed £110,000 towards the repair of extreme damage to timber haulage routes (B839, B828, and B8000) by Argyll & Bute Council. Local authority funding currently available for repair work on the public roads will only cover about 20% of the damage and road closures remain a real possibility. The group agreed that there was a need to refresh the partnership approach in Argyll and, as part of

this, both the agreed route maps and the communications protocols for consultation routes will be reviewed.

Grampian & Stirling and Tayside

Emily Maclean reported that both Grampian and Stirling and Tayside meetings will be held next month. The haulier liaison days planned for Forres and Balloch in April have been postponed until June. Topics will include CPC Driver training, VOSA, Freight Best Practice and Neil Dyson's police training event. S&TTG will submit details of potential STTF projects for Crianlarich rail-head and Upper Grainston.

South Scotland

Neil Dyson reported for South Scotland which received STTF funding towards the repair of extreme winter road damage:

- D&GC £100,000
- EAC £109,000
- NAC £40,000
- SAC £46,000
- SBC £50,000

Tenders have been accepted for the rail head at Barrhill in Ayrshire. Work is progressing to develop the project which may involve a waste incinerator and CHP plant. Scottish Borders suffered significant damage from the prolonged winter freeze. The STTS supported work on the B709 Craik road has now be completed and the road is re-opened. It was proposed there be some publicity around this.

Highland

Jim Tolmie reported

- 99% response rate from the private sector on production forecast and egress points onto public road
- STTF winter damage money has been spent.
- Colin Mackenzie is meeting with Lembas Marine Ltd regarding ongoing proposals for freight on the Caledonian Canal.
- HITRANS are working with BSW on intermodal developments at the Corpach sawmill.

11. Classification of Agreed Routes

Neil Dyson noted a discrepancy between the definitions used to classify agreed routes listed on the TTF website and the FCS arms route website. Specifically, the latter notes that *B roads and minor roads are classified as Consultation Routes unless covered by one of the other TTG classifications (e.g. Severely Restricted Route)*. This rule should be clearly stated on the TTF website page.

ACTION: Revise TTF website ARMS route classification as above

Roland Stiven

12. Banner Design

A design for a pop-up banner has been prepared for use by the TTF at displays or events.

ACTION : TTF members are asked to provide swift comment on the banner design.

ALL

13. Red Diesel Information Note

This is still being progressed.

14. Date of Next Meeting

The next meeting of the TTF will be 2nd September 2010