

Forest Industry Transport Group (Ireland) and Timber Transport Forum (UK) Conference

June 25th and 26th, Portlaoise 2015

Attendees ;

Ireland

Coillte, 8 Local Authorities, DAFM, Glennons, FEL, Roads Management Office, Local Gov Mgt Agency, IFFPA, Eastlog Harvesting, N Lanigan Haulage, Teagasc, WIT, PTR, DTTAS, Asset Forest Logistics.

UK; Tireboss, Highland Timber Transport Group, Euroforest, Egger NE England Transport Group, Forestry Commission, Forest Industry Safety Accord.

1. Introductions

John Lyons (Chair, FITG); James England (Timer Transport Officer)

- John welcomed participants to the conference and gave apologies for Alistair Speedie (Chair of TTF, Director Dumfries and Galloway Council) and Roland Stiven (Project Officer, TTF) who were unable to attend.
- James stood in for Alistair Speedie and Roland Stiven. He spoke briefly about his role as a Timber Transport Officer - funded by 6 Councils and the Forest Commission where he manages projects to lessen timber haulage impact on roads, having previously worked for several local authorities.

2. Irish Forestry Overview and Work of FITG

John Lyons

- Mentioned the split between state and private forestry
- Rising timber volumes over coming years - private forests coming on stream
- 300 + trucks in use
- FITG initiatives include
 - Good practice guide
 - Preferred haulage Routes
 - GVW
 - VTP funding submission
 - Forest entrance standards
 - Load Security
 - No direct funding - some small project funds accessed

3. Summary of UK TTF Main Activities

James England

- National Timber Transport Forum
- Local Transport Groups involving various stakeholders
- Based on co-operative approach
- 6 project officers
- Groups based in Scotland / N. England / Wales
- Gov funding available towards part cost of larger projects
- Agreed Routes Maps - online
 - Outlines restrictions on usage of particular roads
- Various publications
- Exit point survey carried out- volumes coming onto road
- Strategic timber transport fund available in Scotland
 - Must benefit communities
 - Requires private co-funding
 - About £3mi per year
 - Not just public roads
- Transport Link
 - Shipping / rail
- Questions / discussion about Strategic Fund
 - Various project sizes
 - Scoring system on web
 - Public benefits important
 - Should benefit as many as possible
- Agreed Routes Mapping Successful due to partnering approach being practical
 - Compromise needed between forestry + local authorities

4. Coillte Haulage Logistics

Des Phelan (Coillte), Dan Turkington (Asset Logistics)

- Embrace technology
- Paperless timber removal - electronic dockets
- Timber security enhanced
- Central dispatch down the line

- Blue Tree Systems
 - GPS tracking
 - In cab computer (electronic docket)
 - Truck monitoring
- Asset Forestry Logistics
 - paperless system that interfaces with technology in cab
 - approx 330 trucks
 - Real time communication
 - Only 1 permit per truck at any given time
- Links docket to GPS tracking for Smart Timber Security
- Next steps
 - Centralised dispatch
 - Truck navigation
 - Incorporating designated routes
- Question about linking truck weights to monitoring load cells
 - Something to be looked at in the future.
- Cost - approx €3200 per truck
- Linking VTP usage to tracking
 - Possible
- Mobile coverage can sometimes be an issue

5. Mapping Exit Points, and Forecasting Flows

James England (South Scotland Timber Transport Officer)

- Showed tonnage per gate in 5 year blocks for 15 years
- 2,373 exit points
- 31 mi tonnes for 2015 to 2019
- Identifies roads with high demand
- Some exits on no haul routes
- Aids planning
- Took about a year to be put together

6. Irish Road Networks

Stephen Flynn (Road Management Office), Paul Fox (Local Gov Management Agency)

- About 100,000 km public roads

- 80,500 km are local roads
- €608m non-national roads expenditure in 2007 - down to €290m in 2015 funding
- Using MapRoad system

Road Management Office

- Manages road works across the 31 Local Authorities in Ireland
- Manages data collection
- Manages standards
- Manages Road (and bridge) data centrally
 - Road condition
 - Planned road works
 - Completed works
- Utilises a standard pavement surface condition index

Live system demonstration given by Paul

- Private system
- Each LA can see only their own data
- Current Apps
 - Surface Condition
 - Surface material
 - Work locations
 - Speed limit signs

7. Low Impact Vehicle Forest Catchments

Ken Sinclair (Forest Enterprises, Scotland)

- Road class is related to vehicle suitability
- Developing a restricted classification for low impact vehicles so as to reduce maintenance requirement
- No change to road spec
- Aim is to optimise expenditure between haulage and road management
- Not downgrading spec - using lower impact vehicles
- Principal haulage routes - class A or class A(r)
- Restricted use reasons -
 - Poor stone
 - High maintenance cost
 - Exclusive forest use (not 3rd party access)
 - Agreed Routes restrictions on access routes

- In-forest haul routes
- About 45% identified for potential restriction
- Little data to identify potential saving
 - £2.5m maintenance expenditure annually
 - Save portion on 50% of network
- 3-5 years to implement
- Many Issues
 - Define VTP / low ground pressure vehicles
 - Apply per block as opposed to per road basis

8. Tread Softly, Lorry Configuration and VTP

Colin McKenzie (Highland Timber Transport Group) and Frank McCulloch (Tireboss)

- Highlighted the problem of super single tyres on weak roads
- Pavement response is very complex
 - Response is not linear
 - Super singles can cause 2.5 times the damage of vehicles with dual tyres
- Tyre Pressure Control
 - Adjusts tyre pressures to suit road condition and load while in motion
 - Improves traction
 - Less bogging down - reduced assistance needs
 - Better tyre life
 - Reduced vibration - less vehicle damage
 - Drive + tag axle as opposed to dual drive - reduced vehicle weight
- Reduced Road Specification
 - Thinner pavement depths possible
 - steeper gradients allowable
 - **BUT** needs slightly wider carriageway and also steep gradients need good quality stone

9. Preferred Routes Project

Gary O'Brien (WIT / UCD)

- GIS solution to assist in sustainable timber transport
 - Increasing volumes = increased haulage demand
 - Minimise damage
 - Ensure safety

- Limited LA road budgets
- Delver agreed routes map
 - Data Review
 - Develop Classification Matrix
 - Prepare draft map
 - Local knowledge necessary
- Suggested from experience that “bodies around a table” highlighting roads issues/classifications on a map is a good start

10. FISA Timber Haulage Working Group

Gillian Clarke (FISA)

- FISA comprises of –
 - Members bodies
 - Steering Committee
 - Working groups
- Highlighted activities of various working groups
- FISA guides replacing AFAG guides

www.ukfisa.com

11. Load Security in Timber Haulage

John Lyons (FITG Load Security Subgroup)

- HSA concerned about good practice guidance on load strapping
- Sub group formed to review issue
- Literature review and industry opinion carried out
- Strapping formula examined
 - Friction factor critical !!!
 - Tension force in strap also important
 - Newer strap ratchets improve tension
 - Lashing chains would be a significant improvement
- Anchoring points a consideration
- Sliding bunks is another issue
- Knowledge + competency needs improvement
- This is a work In progress

- Discussion about sawmills monitoring strapping
- RSA inspections causing concerns
- Haulier says chain is impractical – and introduces other issues
- load shifting can cause problems

12. Closing Remarks.....

- James England thanked John Lyons for organising event

13. Field Visit To Laois Sawmills

- Easyweigh weighbridge system was explained
 - Installed by Coillte to monitor deliveries
 - Usable for all products in and out – Coillte or private timber
 - Monitored by cameras for added security
 - Immensely beneficial to sawmill
- Operation of system demonstrated
 - Truck arriving swipes key fob on system - brings up vehicle details as fob is unique to truck
 - Scans bar code on delivery docket (Coillte timber only) - brings up product details
 - Weight recorded
 - Unloads and then enters weighbridge on exit
 - Swipes fob again to measure tare weight
 - Paper docket printed for audit purposes and data dispatched electronically also
- Log sampling for volume / weight factor monitoring was also discussed
 - 40 logs measured (by Coillte) every five loads from a site
- Private timber purchases are by the tonne
- Private timber not managed by a docket system – issues around this discussed
 - Would be great to have a system but too many very small producers to make one workable
- Went on to view the wood pellet manufacturing facility
 - Produces 50,000 tonne annually - 30 t per day
 - Sold by lorry load, 1 tonne sack or 15kg bag
 - Needs 2 tonne dust / chip to produce 1 tonne pellets – difference is moisture
 - Chips need to be hammer milled to produce dust
 - Uses sawmill residues for heat to dry material – structures in Ireland mean there is no point in generating electricity, economics don't stack up.



- 24 hour, 7 day a week operation
- Stops once every 6 weeks for cleaning

14. Field Visit to Robinson Trailers

- Had been business modifying and maintaining trailers when they decided to build them instead
- Produced their first trailer in 2004
- Supplying trailers to Ireland, UK, France and Russia (Russian trade at a standstill presently)
- Had a discussion about CTI – should consigners pay a premium or not?
 - Possibly initially to grow availability but in time up to hauliers to decide how much market share they want to be able to compete for
 - One third to half of UK trailers have CTI fitted
- Discussion about wheel configuration
 - All twin tyres for Russia
 - About $\frac{3}{4}$ of trailers are super singles
 - Some maxi singles (Michelin are the only tyre supplier which may limit demand)
 - Twin wheels are heavier reducing payload
 - Are also more expensive – about £3,000
- 7 axle truck / trailer configuration suggested as a good proposition
 - All twin wheels – tare heavier but should seek to have have regulations allowable GVW increase
 - Less damaging to roads
 - Extra GVW means increased payload so hauliers would buy in
 - Fewer loads to move same volume
 - Vehicle would not be longer
 - Should examine if special use permits could be obtained to allow them be trialled
- Sliding bunks mentioned as getting more popular
- Strapping issues mentioned
- Discussion about artic headboards



- 250kg so reduced payload but good practice
- Less vehicle damage
- Certification issues need to be clarified
- Constant R+D
 - Materials / reduced weight
 - Bunks
 - H+S improvements
- A tour of the workshop concluded the visit

15. Event Conclusion

- The two day event ended with the conclusion of the site visit to Robinson Trailers
- The TTF delegates thanked their FITG colleagues for the event and all departed their separate ways.