



## Minutes for GTTG meeting

**Date:** 20 March 2014

**Location:** Castle Hotel, Huntly

### Present:

Will Anderson – Seafeld Estate (WA)

Alasdair Cameron – UPM Tilhill (AC)

Ian Cowe – Forestry Commission Scotland (IC)

Neil Crookston – Scottish Woodlands Ltd (NC)

Cameron Gillies – Euroforest (CaG)

Claire Glaister – GTTG Project Officer (CG)

Sandy Hogg – James Jones & Sons (SH)

Johnny Morren – Moray Council (JM)

Derek Nelson – Forestry Commission Scotland (DN)

Andrew Nicol – DWP (AN)

Ralph Singleton – Aberdeenshire Council (RaS)

Roland Stiven – Timber Transport Forum

Alastair Young – Forest Enterprise Scotland (AY)

### Apologies:

Steve Conolly – Cawdor Forestry (SC)

Stuart McFarlane – Aberdeenshire Council (SMcF)

Graeme Ralph – Euroforest (GR)

| Agenda Item   | Action                                                                   | Appointed person/s |
|---------------|--------------------------------------------------------------------------|--------------------|
| 5. (18/07/13) | Update ARM website with changes agreed for U140E, U14E & C45H            | CG/RS              |
| 6. (18/07/13) | Update ARM website to show Consultation Routes                           | CG/RS              |
| 3. (13/11/13) | Review list of potential Consultation Routes in Aberdeenshire            | SMcF               |
| 4. (13/11/13) | Draft information flyer for dissemination to forest managers/agents      | CG                 |
| 4. (13/11/13) | Approve content of flyer and dissemination methods                       | GTTG               |
| 5. (13/11/13) | Consider development of pre-emptive drainage programme for Aberdeenshire | SMcF/RaS/CG        |
| 2.            | Chase up ARM change requests with website hosts                          | RS/CG              |
| 5.            | Circulate AECOM questions to nominated contacts                          | CG/RS              |
| 6.            | Prepare and circulate draft Good Practice leaflet for comments           | CG                 |
| 6.            | Approve Good Practice leaflet for circulate                              | GTTG members       |
| 7.            | Members to put forward suggestions for future STTS bids                  | GTTG members       |
| 7.            | Aberdeenshire Council to meet with CG to discuss potential bids          | RaS/SMcF/CG        |
| 9.            | Investigate Future Transport Fund options                                | CG                 |

## 1. Welcome, introductions and apologies

WA welcomed all those present and confirmed that apologies received would be recorded in the minutes. A special welcome was extended to CaG, Euroforest, who was attending in place of GR.

## 2. Notes of last meeting on 13 November 2013 & matters arising

Minutes of the last meeting confirmed as correct.

Action table below reviewed and amended to reflect current status (those now completed shaded); carried forward actions added to current action table

| Agenda Item   | Action                                                                                                                      | Appointed person/s |
|---------------|-----------------------------------------------------------------------------------------------------------------------------|--------------------|
| 9. (11/12/12) | Members to put forward additional names for new group members                                                               | All                |
| 3. (07/03/13) | Status change of U108H to be made on ARM                                                                                    | CG/RS              |
| 5. (18/07/13) | Update ARM website with changes agreed for U140E, U14E & C45H                                                               | CG                 |
| 6. (18/07/13) | Update ARM website to show Consultation Routes                                                                              | CG                 |
| 2.            | Work with FISA Working Group 6 to develop programme for haulier liaison days                                                | CG                 |
| 3.            | Establish timber production forecasts for local blocks served by the C13E                                                   | CG                 |
| 3.            | Investigate inclusion of any timber traffic management plans in Planning Application for Estover CHP Plant at Craigellachie | JM/CG              |
| 3.            | Review timber production figures and prepare list of proposed TTMP conditions for C13E                                      | JM                 |
| 3.            | Circulate proposed TTMP conditions in advance of next GTTG meeting                                                          | CG                 |
| 3.            | Agreed TTMP conditions and methods of dissemination at next GTTG meeting                                                    | All                |
| 3.            | Review list of potential Consultation Routes in Aberdeenshire                                                               | SMcF               |
| 3.            | Advise UPM of permitted use of U108H                                                                                        | CG                 |
| 4.            | Draft information flyer for dissemination to forest managers/agents                                                         | CG                 |
| 4.            | Approve content of flyer and dissemination methods                                                                          | GTTG               |
| 5.            | Consider development of pre-emptive drainage programme for Aberdeenshire                                                    | SMcF/CG            |
| 7.            | Add SCOTS project to agenda for future GTTG meetings                                                                        | WA/CG              |
| 9.            | Members to provide FCS with Purchase Order numbers for match funding contribution invoices                                  | GTTG               |

### ARM updates

CG advised that previous ARM update requests had still to be actioned. RS confirmed that he would take this up with the website hosts so that approved changes could be added to the ARM website.

### 3. The C13E Timber Traffic Management Plan

WA referred members to the previous discussions regarding the C13E.

JM advised that following the provision of forecast timber production figures from forests adjacent to the road and further internal discussions with Moray Council colleagues, it was felt that as the C13E is used as a through route for a range of freight carriers and local traffic (i.e. not just timber), it would seem unreasonable to implement a Timber Traffic Management Plan for just one specific sector. Instead, the Moray Council have instigated a 6 monthly series of traffic counts which will enable baseline information on road use to be gathered; this subsequently being used to inform future decisions, as and if the need arises. JM noted that whilst the traffic counts can distinguish between HGVs and cars, they cannot do so between HGV loads (e.g. timber, whisky).

WA welcomed this pragmatic approach and was pleased that the GTTG had been able to assist The Moray Council in their deliberations.

### 4. SCOTS Timber Forecasting project

CG summarised the SCOTS Scottish Roads Research Board project and advised members that in addition to her work to undertake a timber data collation across the Grampian and Stirling & Tayside Timber Transport Group areas (including Fife), a Syndicate of forestry consultants comprising CJ Piper & Co. (Highlands), John Macdonald (Argyll), Mark Page (South Scotland - Borders) and RDI Associates (South Scotland – Ayrshire, Dumfries & Galloway and South Lanarkshire) will be collecting information from other RTTG areas.

With support from Forestry Commission Scotland Conservancy offices, all surveyors will be issuing a survey pack to agents/owners; this to include an explanatory letter/completion instructions, data collection spreadsheet and area map. This process follows same methodology used in the 2009/10 Highland Timber Transport Group data collection exercise.

Returns will be requested within a month from the date of issue and all those returned by this deadline will be entered into a draw for a bottle of whisky. CG explained that the issue of information will depend on how quickly agent/owner contact information can be provided but that letters have already been sent to Conservators to request their assistance with this.

CG advised that whilst hard copy information was being used, electronic versions or Forest Plan information could be submitted as an alternative; whichever was easiest for agents/owners. WA requested that electronic copies of the spreadsheet be offered as an alternative to hard copy returns too and that this be mentioned in the covering letter. In terms of identifying owners/agents etc., WA also suggested that David Leslie may be able to provide some information in this regard.

RS gave a presentation on the proposed use of the data (see attached); this focusing on the production of GIS-based information including thematic maps containing exit point data and colour coding to show roads carrying different timber volumes (e.g. red = high volume; green = low volume) and the creation of a dynamic planning tool. RS explained that this part of the project was being undertaken by TRL, a transport consultancy commissioned by Transport Scotland.

AY asked if the outputs of the work would include ports. RS confirmed that major ports and processor destinations would be included as a layer on the GIS output and that the planning tool will allow some degree of scenario planning.

AC advised caution with scenario planning as you can't be too specific with destinations as this will depend on who has bought the timber.

RS advised that the scenario planning tool has been developed with reference to Local Authority Asset Management systems and that information such as Road Condition reports could be added at a future date.

WA considered that the colour coding to distinguish roads by timber volumes would be useful but pointed out that the impacts of timber haulage on lower volume but more rural roads could be considerable too and shouldn't be overlooked.

AN asked if anyone knew of a website which can provide details of road numbers. RS advised that you can find this information for roads classified as one of the 4 ARM road categories on the ARM website (you need to click on the road concerned and then the information appears in a narrative box at the right hand side of the screen). JM also advised that he would have road number information for roads within Moray so would be happy to provide this information, as required.

With specific reference to the timber forecasting project, AN asked if data was provided for this exercise, would this be in lieu of providing similar information for Forest Plans. WA and IC suggested not and that if you had the information for Forest Plan submissions, you would be able to supply it for the timber forecasting study fairly easily.

## **5. Impact on timber haulage of A9 dualling**

CG informed the GTTG that she has been approached by a company called AECOM who have been commissioned by Transport Scotland to investigate the potential impacts on the forest industry of the A9 dualling project and traffic flows along the A96 corridor.

AECOM have to submit a report to Transport Scotland and have asked us for help in gathering information from the forest industry on a range of forest/timber haulage-related areas. A selection of questions being asked was discussed by GTTG members and a full list is provided below.

CG advised that DN had suggested at yesterday's S&TTTG meeting that as the A9 dualling project covers a number of RTTGs, this should be taken up by the Timber Transport Forum, albeit with Regional Timber Transport Groups being asked to provide local knowledge. DN had also suggested that AECOM be asked to send us a draft of any report they prepare so that we can check the content.

GTTG members agreed that specific companies should be approached (e.g. A&F Grant, AW Jenkinson, BSW, James Jones & Sons, Norbord) rather than all as they would be better placed to provide information directly.

## 6. Good Practice in Timber Haulage

CG advised members that she had been made aware of a few situations recently where consultation prior to forest harvesting and haulage hadn't followed industry good practice; no consultation taking place on consultation routes; consultation taking place with an adjoining Local Authority but not with the one through which the timber travelled; consultation taking place as part of a previous Forest Plan approval process but not subsequently and immediately prior to timber haulage.

At yesterday's S&TTTG meeting, S&TTTG members had highlighted that there can sometimes be confusion when dealing with standing/roadside sales as to whom is responsible for liaising with the Local Authority prior to harvesting - should it be the seller or buyer – and that sales sometimes take place quickly with the result that there can be very little time available for consultation.

CG and RS confirmed that the [Timber Transport Management Protocol](#), particularly the Timber Haulage Protocol (see highlighted below) covers responsibilities and should therefore be used to guide discussions and action.

CG advised that DN had asked if there should/could be some sort of statement included on Forest Plan approvals to reiterate the need for applicants to liaise directly with Local Authority roads representatives after the Forest Plan has been approved but before any haulage takes place.

CG confirmed that she is producing a short "Good Practice" leaflet to cover some of these issues. It is hoped that this can be promoted via FISA Working Group 6.

### 1. Before Forest Plans or Felling Licence applications are submitted to Forestry Commission Scotland:

The Forest agent or owner liaises with the Local Authority over possible timber transport requirements on Consultation, Severely Restricted and Excluded routes. Prior notification is also encouraged on Agreed Routes to ensure compliance with standard Timber Management Conditions.

Traffic Management Plans are developed where appropriate.

#### Contact Details

Aberdeenshire Council: 0845 608 1207 (ask for Infrastructure Services)

Angus Council: 0845 277 7778 (ask for Roads division)

Clackmannanshire Council: 01259 450 000 (ask for Roads & Transportation)

Moray Council: 01343 543451 (ask for Transportation)

Perth & Kinross Council: 01738 475 000 (ask for Transport & Streets)

Stirling Council: 0845 277 7000 (ask for Roads Improvement & Development – Network Management)

### 2. Scoping meetings

Formal scoping meeting are held for Forest Enterprise Scotland Design Plans and private sector Forest Plans and provide Local Authorities with an opportunity to have early input into any timber transport issues associated with the outline plans. This helps the Local Authority to identify issues of concern and to plan future road maintenance programme, where practicable.

**Forest Design Plans and individual felling licence applications should include issues raised by the Council regarding timber haulage on the public road or copies of Timber Traffic Management Plans, where these have been agreed or are in place.**

### 3. Consent for civil engineering works

Consent is required to form a new access or to carry out any civil engineering works on or adjacent to a public road. Contact the Local Authority Roads Service or the Trunk Road Authority, [Transport Scotland](https://www.transport.scot.nhs.uk/).

### 4. Planning Permission

Planning Permission is required from the Local Authority Planning Service or National Park Authority (for areas within National Park boundaries) for any proposal to form a new forest access onto a classified public road.

### 5. Forestry Commission Scotland approves Forest Plan or Felling Licence applications.

Forestry Commission Scotland consults with the Local Authority on Forest Plans and Felling Licence applications to seek comment. Forestry Commission Scotland issues approval of a Felling Licence application taking cognisance of information provided.

### 5. Immediately prior to harvesting operations

Landowner or forestry agent should re-establish contact with the Local Authority Roads Service when timber harvesting/haulage operations are imminent, but **before** the timber is sold.

**After the timber is sold** but before haulage commences, liaison should continue between the Local Authority Roads Service and **the purchaser, or their harvesting agent**. This will involve agreeing to the implementation of any measures required to address road limitations and to monitor road conditions, or to deliver the requirements of a Timber Traffic Management Plan, where this has been put in place.

## 7. The Future of the Strategic Timber Transport Fund

DN confirmed that a further year of funding has been confirmed by the Scottish Government and that this would provide a £3M funding pot for the FY 2015-16 (circa £800,000 will be allocated to the TimberLINK service with the remaining £2.2M being available through the STTS).

Timescales for application calls have yet to be confirmed but it is anticipated that these are likely to be as follows: -

|                       |                     |
|-----------------------|---------------------|
| Call for applications | Late spring         |
| Full bids             | Late summer         |
| Submission deadline   | Early winter        |
| Contract awards       | By 25 December 2014 |

DN confirmed that all work would have to be completed, invoiced and claimed by 28/02/16. DN also highlighted that due to difficulties that have arisen with previous schemes which involve fairly informal maintenance and repair arrangements, consideration is now being given to making more detailed maintenance and repair agreements part of the funding award conditions.

WA encouraged all GTTG members to consider potential STTS bids and discuss these with CG as soon as possible. IC reiterated that one of CG's roles is to support the development of such bids so she is able to provide assistance to applicants, as required.

RaS asked if there was any funding remaining for the FY 14/15 to which DN confirmed no. RaS confirmed that since the last GTTG meeting, he and SMcF had been discussing potential roads for consideration and would meet up with CG to investigate further.

## 8. Update from Timber Transport Forum Conference

RS reviewed the successful Timber Transport Conference and summarised the presentations given; these covering the following: -

- 10 year review of the Strategic Timber Transport Fund
- Wind farms and forest roads
- Transporting timber in the Scottish Borders, Wales, the Yorkshire Dales and Ireland
- Health & Safety in Haulage
- Forest road planning
- Reducing carbon emissions from road construction
- Adapting forest roads for climate change
- Tread Softly; Low impact haulage

Copies of all presentations given will be available to view via the Timber Transport Forum website

## 9. Project Officers and GTTG member updates

RS and CG are to be attending the next meeting of FISA Working Group 6 (haulage). The Timber Transport Forum will be attending the [Forestry Harvesting Demo](#) at Elvanfoot, Biggar on 15 & 16 May 2014 and the [APF Demo](#) at Ragley Estate, Alcester, Warwickshire on 18-20 September 2014.

WA continues to liaise with both Local Authorities and is very well supported when requesting entrance upgrades etc.

SH asked why is there apparently significant funding allocated to low-use cycling routes (e.g. along the A9) when rural roads are in need of considerable repair/maintenance and upgrade. RS advised that money for cycle routes would most likely have come from the Future Transport Fund and that timber haulage would not be eligible for this sort of funding. GTTG members would like this to be investigated further to make sure that no options exist to utilise this sort of funding. SH also mentioned that he has recently come across an unusual road restriction sign which stated a maximum **length limit** (40 feet). RaS advised that this would most likely have been issued via a Traffic Regulation Order, in which case, the proposed Order would have been circulated in advance to the FTA for comment.

AC advised that he is seeing an increase in pressure to harvest sites when weather conditions are not optimal (i.e. during the winter). He also asked if road edges could be better protected against over-run (tarred rather than using soil), with industry doing some of the work required. JM and RaS advised that they have to take care when treating road edges so that these don't become accepted as the "normal" running edge. RaS did suggest that one option might be to tar the road and then overlay with soil. DN asked if such an approach was the "norm" as if not, perhaps the technique could be considered through an STTS bid. Members thought this avenue should be pursued with the LAs and industry collaborating on the identification of roads that could be included in such a bid.

RS advised that the Timber Transport Forum request for exemption for sideguards and spray suppression systems had not been accepted to date and is unlikely to be successful in future.

CG advised that she has been approached by Brendan Burns (a GTTG and [European Economic and Social Committee](#) member) 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 and on other rural road initiatives (e.g. [ROADDEX](#))

WA highlighted to members that this would be Sandy's last GTTG meeting as he is soon to retire from James Jones and Sons. WA and other members of the GTTG expressed their sincere thanks to Sandy for his considerable support for and contributions to the Group over the years and for his wider work in the timber transport sector. Members also wished Sandy a happy retirement!

## 10. Date of next meeting/s

WA confirmed that the dates of our next two 2014 GTTG meetings have been set as: -

- Thursday 17 July 2014
- Thursday 20 November 2014

## AECOM questions regarding the impact on the forest industry on the A9 dualling and A96 corridor projects

### Commodity questions

Q1 Could you put an estimate on an **approximate value** of a load of round logs going to a processor recognising there is a range from lower to higher value?

Q2 Could you put a **value** on processed products per tonne as follows;

- top quality timber
- medium grade timber,
- chipboard,
- sawdust for chicken house bedding
- biomass

Q3 Could you put an approximate **average weight** of the same commodities on a nominal 44 tonnes gross vehicle weight HGV?

- load of round logs
- top quality timber,
- medium grade timber,
- chipboard,
- sawdust for chicken house bedding,
- biomass

Q4 Are there any **approximate haulage costs** for say a 50 mile trip per tonne?

## General questions

Could you see if it's possible to map the likely future flows of logs and timber in your 5 year programmes?

There is quite a range of figures in number of HGVs per day using parts of the A9 and A96 ranging from 0 to over 100. This obviously makes a big difference depending on which part of the roads we are considering.

Q1 We have seen the UPSTICKS timber transport study but has anyone done a projection of what say a doubling in annual volume in the HTTG area from 1.5m to 3m Tonnes will look like in terms of vehicles per day on which roads? And of course the equivalent for the Stirling & Tayside area?

Q2 Could we see a volume per day at the key exits from forested areas and the road they are on?

Q3 Where are the likely customers for the logs and are any beyond Scotland?

Q4 How many days a week do the processors work and are there restrictions on opening times?

Q5 How many days a week do the forests operate?

Q6 There are some drawbar logging units in use what is the advantage of these?

Q7 Are many HGVs double shifted and used round the clock?

Q8 If the volumes outlined earlier are near a railway line could you predict where would be a sensible consolidation point?

Q9 There are some potential flatracks that could be used for rail, would these need headboards?

Q10 Would it be more sensible to load them at a railhead or be taken by truck to the harvester locations?

Q11 There have been timber loading RAIL yards in the following places in the past but most have been out of use for some time and it is not known how much is required to potentially bring them back into use. Has anyone any experience of using them?;

- Perth yard (Muirton)
- Inverurie
- Huntly
- Keith
- Elgin
- Dunkeld
- Crainlarich
- Arrochar