

Conference Biographies and Abstracts

Alistair M Speedie, Conference Chair

Timber Transport Forum Chairman

Alistair Speedie is Group Manager Strategic Planning and Transportation with Dumfries and Galloway Council. His portfolio of responsibilities include Planning and Environmental Planning Policy, Transportation including Public Transport, Strategic Waste Policy and overview of the Council's Waste Management PFI Contract, the Council's Infrastructure Assets including Roads, Structures, Coastline, Harbours, Flood Prevention and Contaminated land.

Alistair is also currently Chair of the Dumfries and Galloway Timber Transport Group and has been Chair of the Timber Transport Forum for the past 4 years. Alistair works closely with CoSLA (the Confederation of Scottish Local Authorities) on Timber Transport matters and was a key player in securing the implementation of the Strategic Timber Transport Scheme and Fund in 2004.

Alistair is also Lead Officer of the new South West of Scotland Transport Partnership which is a statutory transport authority formed under the Transport (Scotland) Act 2005.



David Crichton

ConFor

David Crichton joined ConFor in 2005 and as Chief Executive has overseen its development, including the integration with Forestry & Timber Association last September. His background is in economic development, both as a private sector consultant and as a public sector practitioner. For four years he was chief executive of Scottish Enterprise Edinburgh and Lothian and his consulting experience included work for a number of the Regional Development Agencies in England. David is responsible for the overall direction and management of ConFor. He also takes direct responsibility for market development work, including in particular ConFor's input to Wood for Good, as well as for the PR and communications activity. He also leads on key partnership contacts with other industry bodies, the Forestry Commission and government agencies.

Presentation: Timber Transport: at the heart of a successful industry

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Neil Harrison

Northwoods

Neil has worked in support of the North East of England's forestry sector for just over 4 years as Project Director of Northwoods, the woodland initiative for the region. In this role Neil has worked with hundreds of individuals and businesses throughout the timber supply chain, providing advice, support, training and by helping to secure grant aid for investment. Neil is a member of ConFor's North England Committee, the Forestry Commission RAC for the North East, and is a Director of Rural Development Initiatives, a not-for-profit company working in support of the forestry and rural sectors.

Neil is also a Director of North East Woodfuels, the woodfuel producer group for the region, which brings together growers and contractors to access emerging woodfuel markets. Neil is the principal author of the Ignite programme, the only accredited training course in the UK on the subject of woodfuel production and supply, and which recently won a National Training Award. Prior to working with the forestry sector, Neil was variously an advisor with Scottish Natural Heritage, lecturer with the Peak District National Park and a graduate of Newcastle University's MSc in Rural Resource Management. He is married with 2 (very) young children.

Presentation: Wood fuel – transport options to deal with an expanding market

Abstract:

The emergence and rapid growth of woodfuel markets is now recognised as the greatest opportunity for the UK forestry sector in living memory. With this, the increase in demand for roundwood, appearance of brash harvesting technology and the development of handling systems for arboriculture arisings all have the potential to rapidly increase the volume of wood fibre being transported around the UK.

Moving wood fuel has some commonality with the movement of traditional timber products, but as new markets appear in urban areas for forest products the industry must adapt and develop new best practice models for haulage and distribution. Through real-world case studies and market development scenarios, this presentation will illustrate the realities and near-future requirements of wood energy markets.

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Claire Glaister

Rural Development Initiatives

Claire Glaister MICFor, is a Chartered Forester (2001) and honours degree forestry graduate from Aberdeen University (1994). Claire has worked in the forest industry, predominantly in Scotland, for 13 years in both the public and private sector and is currently involved in a number of key industry work areas including timber transport, workforce development and European funded training and business support programmes.

Claire began her career with the Forestry Commission in 1989 and then joined Tilhill Economic Forestry as a forester and subsequently District Manager for the East Highlands District. After six years in commercial forest management, Claire joined the Forestry Contracting Association as Training Manager and subsequently Operations Manager: Scotland; positions which provided the opportunity to work closely with existing and emerging forestry businesses and to successfully develop and manage a portfolio of public/private funded training, new entrant, businesses development and support programmes.

In April 2005, Claire, together with three colleagues, established Rural Development Initiatives Ltd (RDI), a not-for-profit organisation, whose primary objective is to work in partnership with public and private agencies and organisations to provide immediate and longer term benefits for those working in the land-based sector through the effective management and delivery of public/private funded training, business development and research projects.

In relation to timber transport work, Claire has been involved in a number of timber transport projects since January 2006 including - Timber Flow Forecasting within Grampian (on behalf of the Grampian Timber Transport Group); the Craik Forest Area Development Study (on behalf of Scottish Enterprise Borders and the Borders Timber Transport Group) and the Forest Outputs and Access Data collection project (on behalf of the Highland Timber Transport Group) and also acts as Programme Facilitator for the Stirling and Tayside Timber Transport Group.

In addition to her timber transport portfolio, Claire also manages a range of new entrant and training projects across Scotland, is the Trees and Timber Industry Partnership Manager for Lantra, the Sector Skills Council for the land-based and environmental sector and is seconded to ConFor to provide executive facilitation for the Workforce Development Group.

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Presentation: Statistics and lampposts

Objectives of Presentation:

To inform delegates of the data collection methods being used by the forest industry to provide information on future timber production and use of the public road network

To provide delegates with examples of how this information can be used to revise Agreed Routes Maps for timber haulage and for future planning decisions

Presentation Topics:

Background to Data Collection – a brief resume of work initially undertaken by Grampian Timber Transport Group, the need for the data collection and the use of a similar methodology by other regional timber transport groups

Objectives of Data Collection - anticipated outcomes including the role of stakeholders and future options

Methodology – a description of the information being collected and the method of its collection, reporting and maintenance

Reviewing the Data – a summary of how data is now being used by local councils for supporting applications into the Strategic Timber Transport Scheme and other grant programmes

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Derek Nelson

Forestry Commission Scotland

Joined the Forestry Commission in 1982 and held various area management posts in Dumfries and Galloway, Ayrshire and the Lake District up to 1988 before moving to Forest Research as a project leader. Seconded to Scottish Business in the Community as Assistant Director Environmental Affairs between 1992 and 1996, then returned to Forestry Commission Scotland, at that time in Glasgow.

The major relevant areas of activity since then have been:

- Secretary to Native Woodland Advisory Panel;
- Developing the hardwood processing sector in Scotland through the SHTMDG;
- Purchasing research and development work to enhance opportunities for home grown timber and timber products in construction;
- Promoting the availability and use of sustainable softwood Scottish timber and timber products to architects, specifiers and the builders;
- Enabling the production of associated publications, training, conferences and CPD events;
- Preparing user guidance for Strategic Timber Transport Scheme;
- Managing the STTS application, assessment and award process;
- Managing the process leading to the awarding of the new Timberlink contract;
- Producing the (draft) Timber Development Programme.

Presentation: Timber Transport



Neil Sime

Victa Westlink Rail

Neil Sime has been in the rail industry for twenty eight years and has wide experience of freight operational and commercial issues. After 13 years with British Rail he became involved in various private sector opportunities, setting up Victa Railfreight Ltd in 1995. As well as providing a wide range of “added value” services to the main rail freight operators, Victa has also been responsible for the logistics of track laying and overhead line installation on both phases of the Channel Tunnel Rail Link. In December 2006, in partnership with the Westlink Group, Victa Railfreight Ltd took over the operations of FM Rail, a new entrant rail operator with freight aspirations to form Victa Westlink Rail.

Presentation: Making rail freight work for timber – a fresh approach

Aims to identify the current issues surrounding the transport of timber by rail, and to offer possible solutions in the light of an ever more difficult road transport environment.

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Peter Van Velzen

Forestry Commission Wales

After graduating from IAHL Velp (near Arnhem) in 1995, I set off in typical Dutch fashion on my bicycle to find a forestry job in Britain. My first stint was with the Forestry Commission in Farnham, followed by a variety of roles in the Chilterns, Sherwood and Mid-Wales. At present I provide operational support and GI analysis for FC Wales and have the opportunity to get involved in some innovative work. Working part-time, I jointly care for our two young children, run the local playgroup and try to squeeze in time for DIY and restoring my MG midget.

Presentation: SatNav for forest road use – a concept

Forestry Commission Wales (FCW) is scoping the idea to use SatNav devices to safely route hauliers into the forest over selected roads. FCW is currently issuing an annual road atlas to hauliers which conveys the agreed ingress and egress routes. The aim of the atlas is to ensure every haulier is aware and keeps to the agreed routes, as an aide to continual improvement for road haulage within the forest.

The SatNav concept goes further as it should be possible to integrate Britains' Forest roads into a tailored data set that can be updated electronically on an annual basis. The agreed roads data can be used to calculate an optimum route and guide hauliers more effectively to coupes within the forest. The SatNav can be used to relay road hazard information as verbal and on-screen alerts. All the information provided directly into the cab!

Providing a tailored data-set to the timber haulage industry, complete with HGV limitations, would also make it possible to omit 'closed roads' from the routing calculation, as agreed by the Timber Transport Forum.

FCW is currently consulting the timber industry to find out how much interest there would be to make this idea feasible.



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Frank McCulloch

Forestry Commission Scotland

Frank MacCulloch is the Country Civil Engineer for Scotland with Forestry Commission. Chair of Highland Timber Transport Group and Forestry Commission representative on the Roadex III project "Delivering Affordable & Reliable Low Volume Roads."

Presentation: Central Tyre Inflation Practical Experience from the Highlands

The use of Central Tyre Inflation in trucks has been a popular discussion topic within the timber industry for several years. The advancement of tyre and vehicle technology has improved immeasurably since the concept was first discussed. With these technological advances CTI is now a viable tool in the toolbox to help the haulier in difficult extraction situations. In Canada the equipment is in regular use and following several years of trials in Sweden the equipment has been approved by both the forest industry and public road authorities.

Trials are now underway within Scotland with promising results.



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Geoff Clarke

Freight Best Practice

Geoff Clarke is a Principal Consultant specialising in freight transport issues. He has extensive knowledge of the transport industry with 20 years experience in front line transport and distribution management.

Geoff is familiar with wider transport issues attaining a BSc Honours degree in Transport Planning and Business Management at Aston University. In addition to direct operational freight experience Geoff has represented industry at local and national level through Chairmanship of FTA's Freight Council and is an active chartered member of the Institute of Logistics and Transport (CMILT). Geoff is Faber Maunsell's representative at the Rail Freight Group and the Sea & Water Trade Association meetings.

Since joining FaberMaunsell Geoff has been involved in a number of relevant projects including various freight studies.

Geoff is also Technical Manager of the Department for Transport's Freight Best Practice Programme. Geoff uses his practical knowledge from his time in private business to help develop project work within Faber Maunsell.

Presentation: The Road to Operational Efficiency

- The Freight BestPractice programme is funded by the Department for Transport (through its Freight Logistics research division).
- In various forms, the programme has been in place since the early 1990s.
- Its primary aim (as a Government programme) is to help reduce the amount of CO2 produced by the freight industry in England (important – funding for England only). The UK Govt. has Kyoto CO2 reduction targets to hit by 2010 and the programme is one of the tools designed to help these targets be reached.

Key Aim and Messages

- The key programme message sold to the industry is to operate more efficiently to reduce operating costs (and as an aside reduce environmental impact, specifically CO2).
- Programme is founded on the key messages of 'reduce fuel consumption and maximise vehicle utilisation' – in other words, 'operate smarter, be more productive and use less resource'

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Tim Liddon

UPM-Tilhill

I grew up with forestry in South West England providing slave labour for my Father's forestry business. Spent a gap year working in the Black Forest Germany and Holland. Gained a honours degree in forestry at Aberdeen, graduating just after the ice age in 1980. Spent 6 months working for Tilhill in Stirling and then moved to their Thirsk office in Yorkshire.

There I was involved in forestry management both upland conifer and quality hardwoods. Worked in three national parks and three community forests, as well as British Coal Opencast sites. In 2001 I moved to South West Scotland, where I am responsible for about 40,000 hectares of predominantly commercial Sitka spruce forest. As a fellow of the ICF I represent them on the FCS Customer Rep. Group, and also the SFGS Review Steering group. I am Chairman of the South Scotland Forest Industry Cluster. I have been heavily involved in the Strategic Timber transport Fund since before its inception and have a substantial bid which is currently subject to due process!

My biggest achievement to date is to keep two teenage daughters off the streets, and motivated into sport.

Presentation: Harvesting and haulage innovations

- Tightening economy, and increasing globalisation means we have to adapt and innovate.
- Great work has been done developing low ground pressure in forest haulage.
- But the innovator has lost a lot of money and the 'Industry' has not provided support for new systems.
- Carsphairn Forest is currently using LGP to extract timber over 15km. There is the need to develop integrated haulage system for large forest complexes with substantial internal road lengths.
- The development of the system should be funded by the Strategic Timber Transport Fund

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James Graham SAOS

James Graham has 21 years of experience in business development amongst primary producers and in supply chains. His earlier work involved creating marketing co-ops for diverse products including cereals, potatoes, soft fruit, farmed trout, and shellfish, which have secured strong market positions through collaboration or vertical integration. Latterly, as Chief Executive of SAOS, he has strengthened the role of the organisation's activities in supply chain development, promoting and facilitating improved supply chain practices through collaboration. He has served as a non executive director of successful food sector businesses and industry organisations.

Presentation: Supply Chain Development

Traditional supply chains compete within themselves, foregoing the value available from greater efficiencies and faster responsiveness. Collaborative chains compete against other chains, and develop smarter processes and products more quickly, realising greater value and sustainability for all. The presentation will inform delegates of the progressive change from 'traditional' to 'collaborative' supply chains, and provide a case study example of a commercial, collaborative supply chain development, which should serve to stimulate delegates to look again at their own supply chains.



Barry Gardiner Forest Research

Barry has spent 20 years with Forest Research working on tree stability and timber quality and is currently in charge of the Timber Properties Programme and deputy head of Forest Management Division. His current research is focussed on developing computer-based models to predict the impact of silviculture and genetics on the wood properties of the commercially important British grown coniferous species. This forms part of an attempt to link together each part of the wood-chain from establishment to end product performance in order to understand the factors influencing timber performance and profitability.

Presentation: EFORWOOD: Timber flows in the EU – applicability to the UK

EFORWOOD is a 4 year European Union funded project involving 38 partners from 21 different countries. The objective of EFORWOOD is to develop a quantitative decision support tool for assessing the sustainability of the forestry-wood chain at European, national, regional and local levels. A key element of the project in Britain is to attempt to link together different parts of the wood chain together in order to assess their economic, environmental and social sustainability under different management and operational scenarios./..

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To begin this process the sustainability of a number of key indicators is being assessed in Craik Forest in the Scottish Borders. Craik Forest is being used as a test-bed to develop methodologies before the assessment is widened to a regional and then national basis. Key indicators include the profitability and overall carbon budget of forestry operations in which harvesting systems and timber transport are critical components. The talk will illustrate initial results within a GIS system showing how the profitability of timber harvesting varies within the forest. The talk will then discuss how assessment is being made of the impact of different transport options and the location of the final destination for the timber.



Finlay McAllister

Forestry Commission, Technical Development

Coming from a background in Photography and Film, Finlay studied Forestry and Conservation at Inverness, and joined Forest Research after graduating in 2003. Since 2004 Finlay has been working with Technical Development, evaluating operational methods and systems and developing best practice guidance.

<http://www.forestry.gov.uk/fr/INFD-6RFBKA>

Presentation: Timber Miles

Timber Miles may be comparable to the 'food miles' concept proposed as a potential indicator of sustainable development to the Department of Environment, Food and Rural Affairs (DEFRA). Scotland's climate change programme sets out the contribution that forestry can make to carbon savings, including more efficient timber transport, and the Scottish Forestry Strategy identifies the need to establish a basis for monitoring roundwood road miles as a first step toward this goal.

Forest Research Technical Development was commissioned by Forestry Commission Scotland (FCS) to carry out a survey of hauliers moving Scottish round timber, which set out to define this population and enable representative sampling in future monitoring. Indicative gross tonnage and mileage data for the financial year 2005-2006 were also sought, to provide a baseline approximation of Timber Miles in the wider context of road goods transport.