



SatNav for Forest Road Use - a concept -

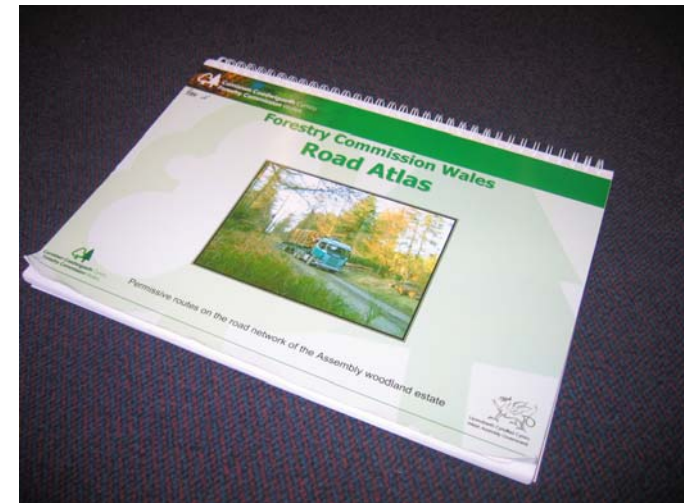
presentation by Peter van-Velzen of FC Wales
to the TTF conference on 22nd February 2007





Background to the idea

- FC Wales atlas of forest roads network showing approved routes
- Aims to improve safety, providing a hard copy in every cab
- See the coupes, thinning areas & access points
- It ties road users to agreed routes



The downsides of an Atlas

- Having to print and issue hard copies annually (valid one year)
- Having to distribute and ensure a copy is in every cab
- Having to make sure old copies are binned (will they ?)
- Does not include road hazards



The idea: What can SatNav offer ?

SatNav has benefits in four areas;

- a) Routing to known locations using visual and verbal instructions along the journey
- b) Relay road hazard information plus other POI
- c) Ability for data provider to assign open/closed road status
- d) Cost & ease of update



SatNav routing explained

- Route calculation from any start point to a known end point. Ability to provide coupe locations directly into cab



- Calculation based on parameters such as open/closed status, road class and vehicle restrictions (...)
- Option to plan & evaluate routes before setting off.
- Bring some more interest into the haulage profession

Relay of road hazards & information

- Aim: Safer driving on forest roads through verbal or on-screen alerts
- Providing *location*-based information, e.g:
- Road restrictions such as weight, camber and sharp bends
- Other dangers such as power lines, bridges can be included
- Coupe or stock locations



Ability to assign open/closed road status

Aim: Keep road users on agreed routes from year on year

Implement TTF principles across public & private road network.
Could include linking of forest roads networks.

May reduce highways maintenance cost / aid planning

Avoiding nuisance to some local communities through preferred routes.



What's in it for hauliers?

- Know where you are going /
Maximise loaded miles
- Less wasted miles on forest roads
means reduced wear & tear.
- Independence from the need for local knowledge; ease of deployment may lead to logistics improvement across forest Industry.
- Retention of 'new blood' in the industry (ageing work force)



Cost & ease of update

- Web updates / SD card updates
 - of UK forest roads data
 - of stock pickup points or coupes (POI's)
 - of road hazard data
- Cost of software development/adaptation
- Cost of data acquisition
- Purchase of compatible hardware (PNA / PDA solution)
- Data maintenance, hosting

What's the point to it ?

- Provide data directly in the cab
- Promote safe driving on forest roads
- Offering routing benefits to the haulage industry
- Keep timber lorries off 'closed' roads
- Overall forestry sector benefit, UK wide



What's required to make it a success?

- Acceptance & buy-in of concept, especially from hauliers
- Cost / benefit analysis
- Finding a partner for software development / adaptation
- Finding a partner for annual route update
- Agree (cost of) data provision, maintenance and hosting

Question time

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[FC Wales website](#)

[OS website, ITN demo](#)

[TomTom example of map updates](#)

[PocketGPSworld - SatNav devices](#)

Wayfinding report
for haulage industry

HGV attributes
leaflet of ITN

SatNavs and OS
data

Selection of leading SatNav manufacturers:



Map & route data providers:

