

TIMBER TRANSPORT - THE HAULIER'S VIEW

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CARBON SCENE SETTING

Unless you've just arrived from a distant planet..... most people in the western world will know through the media that we are facing a serious problem with global warming or climate change as it is now more commonly known. I wish it would warm soon as I'm fed up scraping the windscreen every morning!! It is difficult to shut off the continual barrage from all sides that we have to reduce carbon emissions ... There are those who believe the climate change is natural and we cannot influence it while others believe we are mainly responsible. Regardless of what I believe or you believe it is what our lords and masters..the politicians believe.....as long as their agenda is for carbon reduction we have to tow the line. Most large customers are now using the green agenda to influence the public's buying habits and expect suppliers to be green and get greener...so whether we like it or not we will have to make the effort.

The Scottish government have set the toughest challenge, setting a target of 42% by 2020 and 80% by 2050. This is way above the EU and UK targets and the freight industry is expected to make a contribution. Just how much we can contribute is hard to say but I believe that the majority must come from other sources rather than freight.

24% of emissions come from road transport and out of that, road freight accounts for about 24% That's a quarter of a quarter or somewhere between 6 and 7%.... so 93 % is produced from somewhere else.... the opportunities from all other sources are..... reducing car emissionsmost are low mileage and the need to change to electric is not that far away.

Save the dwindling oil supplies, which are now in more volatile areas of the planet, for those who have no real alternative such as road haulage, buses, trains, ships and aircraft.

Timber hauliers are very willing to play their part in reducing carbon emissions :

- RHA doc 2009 “Carbon Footprint Explained” ; encourages hauliers to take carbon reducing measures
- GREEN HAULAGE IS EFFICIENT HAULAGE and saves money for the hauliers.....we will hear more from Dan Cathcart of Freight Best Practice later. Dan has been a good ambassador for freight best practice and is well worth speaking to when you get the chance.
- Large reduction in HGV emissions over 30 year period
 - 21% reduction in tonne / kilometres
 - 1 litre of diesel produces 2.63 kilos of carbon nearly 12 kilos to the gallon!!
- Reduction in HGV numbers over last 40 years whilst car / van numbers trebled
 - 11.4 million cars / vans
 - 32.6million cars / vans
 - 545k lorries
 - 2008 519 “
- Loading efficiency 400% increase in lift with fewer lorries
- Engine efficiency / emissions - Euro standards driving up efficiency ; driving down emissions.
 - 30 of today's trucks emit less than 1 euro zero back in the 90's
 - Except Euro 6 which will increase CO2!!

- Backloading - improvements made and currently standing at 29 %
In general and some timber hauliers have achieved 62% efficiency. More can be done but difficult for timber industry as there are not many backloads from sawmills to forests...remote or otherwise!!

Timber trailer not suitable for carrying general goods and not always worthwhile to try to source a backload for, depending on distance

- Measurement of road freight emissions - an enlightened and independent report published in 2009 by respected freight expert, Prof Alan Mackinnon. Paints a different picture from usual vilification of haulage industry. He states that the Government has over estimated CO2 emissions from trucks by at least 10%. That takes us part of the way of our contribution!!
- RHA keen to help - we sit on Low Carbon Groups organised by SG and DfT. Develop measures to reduce emissions . Sit on numerous local groups as well.

TIMBER HAULAGE

- Timber on rail can be part of the solution but experience to date – over many years – has not been promising despite SG offering freight grants in a number of cases ; Barrhill , Kinbrace and Crianlarich come to mind particularly. Very few successful rail operations but we'll hear soon from Tom Curry about what improvements may be coming along. Road haulage will remain dominant mode for foreseeable future...timber haulage average journeys are less than 80 miles which is not dissimilar to the haulage industry's average total. I believe that if hauliers ran the rail freight industry we would already see a far better service!

- GB timber hauliers rightly regard themselves as very efficient in their operations but are happy to consider new ways of working as long as they don't harm business efficiency
- Hauliers restricted on choice of routes / timing etc by nature of contract on offer from forestry manager
- Hauliers also under great financial pressure due to recession and soaring fuel costs ; timber / haulage industry needs to keep pressure on UK Government to de-couple cars and HGVs in fuel duty. HGVs should be classed as essential users : essential to prosperous Scottish economy. That should also extend to using the Hi AB and allow the use of red diesel...but the government doesn't trust us!
- Compliance costs – not many industries have as many compliance obligations as haulage (O licence , tachos , CPC etc) ; a lot of this regulation is imposed from Brussels although many of the rules are rightly to promote Health and Safety . RHA strongly supports a professional , modern industry . Complex regulation evolving every year.
- Innovation - willing to be innovative using Tyre Pressure Control Systems, telematics to maximise business efficiency etc. SAFED can help but in the current economic climate we need help towards the training costs from SG. Funding available up to 3 years ago but this has now stopped. Safed results show a 10% reduction in fuel consumption that is nearly 10 pence a litre!
- We heard from Alastair about councils' views on timber haulage. Appreciate there are concerns about convoying plus also understand that in one or two areas there are issues with non-compliance on use of agreed routes. In these cases we would urge the council reps to foster co-operation with the local

hauliers. Events such as the planned half day seminar for haulage firms later this year by Stirling and Tayside TTG are examples of encouraging good relations with hauliers - with the benefit of reaching mutually beneficial agreements / exchange of info.. RHA is happy to play its part in resolving any differences. We do want to work together.

- Many challenges in increasing efficiency of current timber haulier's operations for what is a low value commodity. But we're up for it! It's in our interest!

- lets put timber transport emissions in context28 billion plastic bottles of containing 26 billion litres water produced and transported around the globe each year ; 17 million barrels of oil needed to make the plastic bottles - enough to fuel a 100,000 cars for a year . and ... 2.5 million tonnes CO2 emitted in making bottles. GB timber transport industry very small beer in comparison

No matter how well we do achieving target, other countries need to follow, we can't do it on our own.

There is a cost and we cannot afford to lose our competitiveness. We all need to acknowledge the dedication and professionalism of our timber hauliers.....particularly the efforts over the winter months when the weather was not at its best. Without them we get nothing!!