

MINUTES OF THE GRAMPIAN TIMBER TRANSPORT GROUP (GTTG)

25th June 2010



Date: Thursday 17th December 2009

Location: James Jones and Sons, Greshop Industrial Estate, Forres

Present: Jim Dewar - JD (Forestry Commission Scotland) (Chair)
Alasdair Cameron – AC (UPM Kymmene)
Alastair Young – AY (Forest Enterprise Scotland)
Morven Bridges – MB (Forestry Commission Engineering)
Sandy Hogg (James Jones)
Johhny Morren - JM (Moray Council)
Roland Stiven – RS (Timber Transport Forum)
Matt Young – MY (Forestry Commission Scotland)
Emily Maclean – EM (Rural Development Initiatives)

Apologies: John Sutherland – JS (Scottish Woodlands)
Malcolm Christie – MC (Aberdeenshire Council)
Will Anderson – WA (Seafeld Estates)
Andrew Nicol – AN (Andrew Nicol Chartered Forester)
Bob Wilson – BW (Scottish Woodlands)
Claire Glaister (Rural Development Initiatives)

1. Notes of last meeting on 17th December 2009

These were accepted by those present with no comments made. Matters arising taken in conjunction with subsequent agenda items

2. Matters Arising

Jim Dewar Welcomes Morven Bridges to the meeting who will take Bob's Main place as FC Engineering representative on the group.

i) Red diesel – Very confusing issues with regards to operator's licence. Information/guidance note has been prepared by Timber Transport Forum and is available to download from the [TTF website](#). Comprehensive list of Frequently Asked Questions, but still many grey areas which are not reconcilable.

ii) **GTTG Chair** – Jim Dewar kindly offered to temporarily fill the role of Chair when he first moved to Grampian Conservancy. This is now 12 months later and he will be stepping down from the role following this meeting. Invitations to other Group members to be circulated by EM.

Action point: EM

3. Timber Transport Project Officer Update

- **STTS lobbying process** has been extensive and presentation to Ministers has now been given. Don't know outcomes of recommendations as yet and currently waiting for feedback.
- **Carbon foot printing study** has now been completed and will be available to download on TTF website shortly. Very detailed piece of work and summary information note will be produced for wider circulation
- **Winter road maintenance** has been huge issue this year and various assumptions made about procedures regarding timber traffic. Increased communication of information between forest industry and local authority roads departments can reduce future conflicts. Tender specifications can assist in reducing road damage i.e. Cawdor Forestry tender demanded 32 tonnes max. Timber lorries fitted with CTi were used at a maximum of 8 loads a day. Extraction to be spread over whole week and convoys specifically to be avoided to reduce fragile minor road damage.
- **Convoying** - AY mentions that further problems are caused by vehicles travelling in convoy to sites which increase potholes and edge damage. Convoying on some surfaces i.e. peat, causes less damage as road surface only compressed once. Recovery time depends on road construction and sub-soils and can be as little as 20 seconds or up to 20 minutes. Road Engineers unlikely to want to reduce time. Health and Safety issue of convoying on icy roads is separate to road damage.
- **Timber Haulier Driver Training** material has been [released](#) for companies to use if they wish to develop in-house training courses for hauliers. Similar course content to SAFED, but not branded.
- **Best Practice Guidance** – Highland Timber Transport produced an A4 summary which is due to be refreshed and cover whole of Scotland. To be made available by September TTF meeting on 2nd September.

4. Haulier Liaison Seminars

Seminars took place on Sat 12th June in Balloch and Sat 19th June in Forres. Positive feedback from those attending but numbers could have been higher. Alternative means of communication could have been weighbridges. Timing in the past has always been successful on a weekend to attract hauliers, but weather and workload are variable, with many cancellations leading up to event. Main topic discussed at both events was Certificate of Professional Competence training requirements for all hauliers to have 5 days of completed by 2014. Huge industry push needed

to ensure competent training providers deliver relevant courses. Further work to be done in conjunction with Freight Best Practice to promote options to haulage companies.

5. Regional Projects

Exit Point Data

Exit points have been extremely useful to Local Authorities in the past and requests have been made to include this data on updated figures. FES maps could easily identify principle exit points onto public road and could be mapped as a separate layer. Old exit points may now be unfit for 44t vehicles and could be up to 40% of Grampians exit points. Need to identify current utilised exit points and those likely to be maintained and used within 15 years. Transfer points should not be included as these are often 100 yards into the forest. Maximum damage occurs during turning and accelerating where road joints can be damaged and edges can crumble. Template for collection needs to be developed so information easily obtained and analysed. FCS certified estates should have digital maps already produced. Template for collection to be developed and circulated to Council representatives for comment.

Action Point: EM

Data collection

Exercise is essential to get a feel for significant change in volumes and should be carried out on annual basis. Through FE and FCS certified forests it should be possible to get 80% coverage in Grampian. Woodfuel volumes are not huge factor as most likely to change direction of travel rather than harvesting pattern. Removing residues off site can sometime double material volume. Liaison to be carried out with other RTTG's to ensure consistent approach adopted across regions.

Port Project

Desk study to investigate existing timber movement in North East associate with ports (Aberdeen, Buckie, Fraserburgh and Montrose). Where is material coming from and what volumes are being exported? What number of lorry movement does this equate to? Is there any opportunity for timber to enter domestic market? Information can be collected as part of data collection exercise. Engage with NESTRAN and TACTRAN to ascertain the level of interest in port logistics. Some information will already be in existence from annual reports and case of drawing it together. Infrastructure issue to be investigated in greater detail – concentrated volumes being loaded in short space of time must affect road network.

6. Moray Local Transport Strategy

Consultation information has been circulated round Group and no comments received to date. Important to include importance of forest industry in Moray with some facts and figures.

7. Update from GTTG members

Johnny Morren – Moray Council

Capital match funding for forestry projects has now been removed completely. No prospect of it returning in the near future. Priorities have been identified and next financial year will be challenging to maintain road network in favourable condition.

Sandy Hogg – James Jones

Concerns over new lorries entering industry and hauling timber around with little training and lack of experience. Safety concerns about incorrect strapping on some vehicles. Also, promotes bad image to public when large majority of operators are responsible and abide to regulations. Difficult to identify new entrants as lorries often without sign writing and operating on sub-contracting basis. Some checks could be carried out through sales contracts or felling licences.

Alastair Young – Forest Enterprise

Recruitment and training levels are low, but demand is high. Areas of windfarm extraction in South Scotland have been reported where ARM and Guidance not followed, but follow up procedure is weak. Need to reach out further through processors, agents, DVLA and selling agents. Industry needs to portray a professional and coherent image at all times.

8. Date of next meeting

Thursday 23rd September
Grampian Conservancy, Huntly