

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Notes of Meeting at Cold Kirby Village Hall 01.13.2012 1500

Summary of Actions

Driver Training

WR / JG to organise HGV driver training. Date to be confirmed before the next FQP meeting

Timber Routes Map

JG to distribute a reminder to all contacted parishes regarding the consultation

JG will circulate a summary of the responses to the consultation via email to members of the FQP in late April, alongside a suggested response and amendment to the map.

At the next meeting of the FQP in June- any responses and amendments will be confirmed by the partnership.

Local area offices would also be consulted on any proposed amendments to the map.

FQP - Partnership Charter

JW to send signature through to Roland Stiven to add to the partnership charter.

Memorandum of Understanding

All - The partnership discussed possible names for this document as it was felt that Memorandum of Understanding was too formal. Suggestions for the name of the document would be welcomed.

JG-The document will be distributed alongside the launch of the routes map in June 2012. The map and MofU will be sent out to all who contributed to the routes map and production study process. .

Identifying schemes for possible future funding

JG to try and arrange for an item on a future LEP agenda regarding the timber industry and timber haulage.

Assisting with resolution to timber transport issue in the Yorkshire Dales

JW and JG to set up a meeting with the interested parties to assist in developing a solution

Summary Notes

1.0 Introductions and apologies

Attendee List

Jeremy Walker (Chair)	FC Forestry Advisory Committee
Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
David Bowe	NYCC
Mike Roberts	NYCC
James Gilroy	NYCC
Crispin Thorn	Forestry Commission
Jon Bates	Forestry Commission
Russell Porter	Land Factor
Steve Dresser	Euroforest
Roland Stiven	GB Timber Transport Forum

Apologies

Will Richardson	Yorwoods
Jane Karthaus	ConFor
Brian Nugent	UPM Tillhill
Thomas Coates	Egger
Geoff Garrett	YDNPA
Barry Hearsey	NYMNPA
Guy Warren	UPM Tillhill
Ian Austerhulme	UPM Tillhill

David Bowe (NYCC Corporate Director Business & Environmental Services) was welcomed to the meeting. David was in attendance to observe the work of the partnership and also to demonstrate his personal support for the work of the partnership.

2.0 Review of previous meeting notes and actions

Notes were agreed as being accurate. Specific actions were discussed as part of the remainder of the meeting.

JG conformed the options of HGV driver training were being developed. Funding for this would come from Yorwoods, supplemented by a small contribution from Hauliers who were attending the event. NYCC would assist through the provision of a meeting room at a Highways area office.

Action WR / JG to organise training

JG provided an overview of presentation to County Councillors that was given at the member's seminar. The presentation had been well received.

Cllr Dadd commented that it had provided a good overview of the economic importance of forestry to the County's economy.

3.0 Update on timber routes map consultation

The consultation had started in mid January and was running through until April 13th 2012. To date there had been around 15 responses, however the some parishes had contacted for additional information, in advance of submitting their comments. Additionally some responses had been received from timber operators, who had not been involved in the original production study.

It was agreed that the routes map should be finalised for distribution by the end of June 2012

Actions

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JG will circulate a summary of the responses to the consultation via email to members of the FQP in late April, alongside a suggested response and amendment to the map.

At the next meeting of the FQP in June- any responses and amendments will be confirmed by the partnership.

Local area offices would also be consulted on any proposed amendments to the map.

4.0 FQP - Partnership Charter

RS provided an overview of the GB TTF partnership charter. This charter mirrored the work that the FQP was doing. No objections were made to signing up to the partnership.

Action JW to send signature through to Roland Stiven to add to the partnership charter.

5.0 Memorandum of Understanding

The draft memorandum of understanding was discussed at length by the partnership.

Several amendments and additions were suggested;

- The document needs to cover the pre timber sale activities. So that landowners are aware of the timber transport implications
- Mitigation measures need to be considered as early as possible
- The section regarding repairs to the network should be worded to reflect the fact that all parties will make their best endeavours to come to a workable and affordable solution and also that all parties should be aware that they may be required to fund some repair work.
- It should be made clear that the County Council is supportive of the industry and the benefits that it can provide to the local economy.
- The route action plan does not to be completed for all extraction- theses should be used on more sensitive routes only.
- The section on dispute resolution should be more focussed on how the FQP can help to resolve differences.

Actions

All -The partnership discussed possible names for this document as it was felt that Memorandum of Understanding was too formal. Suggestions for the name of the document would be welcomed.

JG -The document will be distributed alongside the launch of the routes map in June 2012. The map and MofU will be sent out to all who contributed to the routes map and production study process. .

5.0 Encouraging the use of tandem tyre vehicles and central tyre inflation (CTI)

The use of various types of tyre technology and types of vehicles was discussed by the partnership. This was in response to this issue being discussed at meetings regarding site specific extraction. It was felt that encouraging CTI and tandem tyres was important in helping to reduce the impact of HGVs on the highway network and also on the in forest network. However it was unrealistic to expect hauliers and operators to change vehicles instantly and that it was more likely to be a longer transitional process to move away from super single tyre use.

There was increasingly more use of 8 wheeler and 6 wheeler wagon and drag combinations, however artics were more flexible for hauliers as they could be used for non timber related activities.

CTI was felt to be a benefit to the industry as it could potentially open up extended extraction operations (e.g. using in wetter winter months when traditional haulage was not possible). Additionally some forests may only be accessible with CTI equipped vehicles.

The legalities of using CTI equipped vehicles are available on the GB TTF website

http://www.timbertransportforum.org.uk/Upload/Documents/22_TPCFinall.pdf

6.0 Identifying schemes for possible future funding

JG provided an overview of the Growing Paces fund that was submitted on behalf of the FQP. This bid was unsuccessful. The reasons for this were that it did not meet the criteria for job creation and support and it did not have the potential for recycling funding. JG commented that it was difficult to produce a robust evidence base, as we were asking for funding but did not have a list of definite schemes to be funded. Despite the lack of success it was felt that submitting the bid was a worthwhile effort.

JW identified 3 areas where he felt that that were barriers to obtaining funding;

1. Lack of ability to connect funding to specific outcomes (jobs / economic benefit etc)
2. Increasing awareness of the timber industry by LEP board members
3. Linking any funding to specific policies within the sector. E.g. under managed woodlands- could infrastructure improvements allow woodlands to become managed.

It was suggested that the York, North Yorkshire and East Roding Local Enterprise Partnership (LEP) should be contacted to promote the timber industry. Cllr Dadd suggested that a presentation to the LEP should be made, promoting the role of the industry to the economy. It was suggested that this should be completed by industry reps, as the LEP is private sector led it would be best for the timber industry to “sell itself”.

RS confirmed that the CONFOR was looking in to the possibility of submitting a bid for the Regional Growth Fund for northern England timber transport groups. This would be to set up an infrastructure fund- similar to the Scottish Strategic Timber Transport scheme. The FQP would be kept up to date with this proposal and would have the opportunity to input in to it.

Actions

JG to tray and arrange for an item on a future LEP agenda regarding the timber industry and timber haulage.

7.0 AOB

JG outlined that he had been assisting the Northumberland TTG in their set up. Details had been provided to them on the MofU and terms of reference etc.

MR asked the FQP for assistance in helping to bring about a solution for a new timber haulage route from a forest in the Yorkshire Dales. The working relationship between 2 of the involved parties had deteriorated and was affecting the introduction of a new haulage route.

Members of the partnership expressed their support for the involvement of FQP in addressing this issue.

Action

JW and JG to set up a meeting with the interested parties to assist in developing a solution

8.0 Date and venue for next meeting

The next meeting is to be held in late June 2012 at Cold Kirby Village Hall. JG will circulate possible dates.

Meetings would continue to be held every 3-4 months, until it was deemed necessary to move meetings to six monthly.