

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary Actions

Update on timber routes map consultation

- JG to update the map and provide replies to all consultation respondents.
- JG to distribute update template to forest managers in late October 2012
- Colour scheme of the map to match the one that is being used by other groups
- A severely restricted category to be added to the map
- JG to liaise with the GB TTF re the migration of NY data to the national map

Memorandum of Understanding

- The language and prescriptive style within the document to be amended
- The document to be renamed as a best practice guide and it is to be made clear that the document is voluntary and not legally binding.
- Severely restricted routes are to be fully incorporated within the document. These are routes that require the development of an action plan and a range of conditions for haulage.
- A revised version of the document is to be circulated to partnership member for comments by mid July. This will allow for a wider consultation with the industry prior to the document being agreed at the next FQP meeting.
- Members of the partnership to look at how they can “sell” the document to the wider stakeholder group, including the industry, local communities and local politicians.

Driver training update

- WR to update once new DEFRA guidance is available.

Funding for Timber Transport

- JG to discuss with the YNYP in more detail to see what options could exist for funding.

Assessment of Current supply of timber vehicles in North Yorkshire

- JG to try to establish the current supply of timber vehicles in North Yorkshire to identify any gaps in supply.

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
Mike Roberts	NYCC
James Gilroy	NYCC
Crispin Thorn	Forestry Commission
Jon Bates	Forestry Commission
Russell Porter	Land Factor
Will Richardson	Yorwoods
Jane Karthaus	ConFor

Apologies

Brian Nugent	UPM Tillhill
Thomas Coates	Egger
Geoff Garrett	YDNPA
Barry Hearsey	NYMNPA
Guy Warren	UPM Tillhill
Ian Austerhulme	UPM Tillhill
Steve Dresser	Euroforest
Roland Stiven	GB Timber Transport Forum

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.

WR confirmed that Yorwoods were continuing to look at options for the Timber Driver training. There had been a change to the DEFRA funding mechanism for land based industries. There is now a process for bidding for funding. Additional guidance is due to be provided by DEFRA in early July 2012.

Action

WR to update once new DEFRA guidance is available.

3.0 Update on timber routes map consultation

Consultation responses and map amendments

JG provided an overview of the responses to the consultation. There had been over 50 replies. There had been about 15 response related to extraction from Cam Woodland near Hawes. However this is being dealt with separately as part of ongoing work coordinated by the FQP.

JG had provided a summary document of the responses, alongside a suggested reply to the response. Several points raised had proved to be useful in terms of suggesting more appropriate routes and junctions to be used.

CT commented that the consultation had been a useful and worthwhile exercise and that inviting public comments on the map was an important part of the process.

Where changes to the routes on the map had been suggested, JG has checked with the relevant timber operator and highways area office to make sure that they are happy with the revised route.

Where amendments are requested once the map has been published, these will be discussed with the relevant timber operator and highway office – prior to be discussed and agreed by the partnership.

In order to keep the map up to date, particularly in respect of the production data JG suggested that an annual update of production data should be requested for forest managers. The group advised that October / November would typically be the best time to do this.

Actions

JG to update the map and provide replies to all consultation respondents.

JG to distribute update template to forest managers in late October 2012

Route Colours on the map

JG outlined that there had been some feedback from Confor and Cumbria County Council in relation to the colour coding of routes on the NY Timber route maps, a Red Amber Green (RAG) colour scheme. Other routes maps across the Country use a different colour scheme, standard across all timber transport groups. This is shown below

	Agreed Route
	Consultation Route
	Excluded Route
	Severely Restricted Route
	Permit Route

Whilst the RAG approach was felt to be more intuitive and easier to understand it was felt that providing consistency of approach across the UK was essential and it was important that the NY map corresponded with what was being implemented and used elsewhere in the County.

The use of a “4th” category of route – Severely restricted was discussed at length. The partnership felt that it would be sensible to include this within the NY map as it would help to identify which routes would require an action plan to be produced and

additional conditions / controls to be put in to place. Agreement would be needed with the forest manager on the set routes for the

The partnership was informed that the GB TTF forum was undertaking a review of the management of the national timber map. This had previously been managed by the FC; however they were unable to continue. As a result the GB TTF is in the process of procuring a new organisation to manage the national map.

The partnership decided that it would be sensible to follow the approach of the other Timber Transport groups across the Country so that the NY map provides consistency, particularly for the industry.

Actions

Colour scheme of the map to match the one that is being used by other groups

A severely restricted category to be added to the map

JG to liaise with the GB TTF re the migration of NY data to the national map

4.0 Memorandum of Understanding

RP raised several concerns with the document. He confirmed that there had been significant amounts of discussion amongst the industry on this document and there was a high level of concern regarding the prescriptive wording and that it had become almost a binding legal agreement. Due to the prescriptive style of the document it was felt that it did not support the different site and issue specific approaches that were being taken across the County.

There was hesitancy on the side of the industry to sign up to this document, and there was not a lot of support for it in its current guise. In addition it was felt that the document did not give a consistent approach between larger and smaller operators.

It was also felt by the industry that the measures proposed within the document would generally be too onerous for the vast majority of consultation routes and that they would be more suited to severely restricted routes.

NYCC confirmed that they had never seen the MoU as a formally legally binding document, but more of a document outlining best practice that all parties could undertake to reduce the impact on the highway network and local communities.

Actions

The language and prescriptive style within the document to be amended

The document to be renamed as a best practice guide and it is to be made clear that the document is voluntary and not legally binding.

Severely restricted routes are to be fully incorporated within the document. These are routes that require the development of an action plan and a range of conditions for haulage.

A revised version of the document is to be circulated to partnership members for comments by mid July. This will allow for a wider consultation with the industry prior to the document being agreed at the next FQP meeting.

Members of the partnership to look at how they can “sell” the document to the wider stakeholder group, including the industry, local communities and local politicians.

5.0 Update from GB Timber Transport Forum

Roland Stiven supplied a written update as he was unable to attend the meeting.

1. **Convoy Leaflet** A postcard and posters encouraging timber hauliers not to form convoys on the public road is available for distribution at weighbridges
2. The 4th edition of the **Road Haulage of Round Timber Code of Practice** is available on the TTF website as a PDF or in hard copy from TTF.
3. **TTF Submission to the Forest Regulation Task Force**
The Government provided a [response](#) to the Forest Regulation Task Force and following a letter to the minister the reference to extraordinary traffic has now been corrected.
4. **ARMS map online**
Roland Stiven and James England have been tasked with developing a project proposal for a new online hosting for the ARMS maps covering GB and enabling various developments to such a map– This would link to Local authority hosted ARMS maps where appropriate. Your views will be sought.
5. TTF expects to have a stand at the **APF Forestry Exhibition** September 13-15th Ragley Estate, Alcester, Warwickshire and possibly also at **Truckfest** Scotland at Ingliston 4th and 5th August. Anyone who would be willing to contribute to manning these stands is most welcome.
6. TTF is preparing a response to the SG consultation on the **General Permitted Development Order** - the Scottish Government Planning Legislation that exempts various types of 'development'(currently including a range of forestry activities) from requiring planning permission. The proposal is to remove Permitted Development Rights (PDR) for all new (or upgraded) forestry, agriculture and private tracks. This follows concern expressed in response to previous consultations about damage to the landscape caused by some hill tracks and, if implemented, would mean that landowners would have to apply for planning permission to create new, or upgrade existing, forestry tracks. The consultation can be found at: <http://www.scotland.gov.uk/Publications/2012/03/8498>. Paras 18-21 cover hill tracks.
7. **STTF** The TimberLINK contract has been reentered and re-contracted with ABP for a further 3 years (possible 5 years). The STT Scheme approved all applications for project officer funding as requested. 13 applications were made for infrastructure funding. Offers have so far been made to 9 projects offering £2,364,000. Contracts will be drawn up. Future projects should continue to be worked up.

FQP - Partnership Charter

A final signed version of the GB TTF partnership charter was presented at the meeting. This document was signed by a range of key national stakeholders'

alongside the chairmen of each timber transport group / partnership across the Country.

6.0 Update on current timber transport issues in North Yorkshire

JB provided an overview of the progress that had been made regarding setting up timber haulage from Bumble Wood. Several meetings had taken place, including a meeting between David Bowe from NYCC and Alan Corson from the FC, to confirm an agreement for haulage. Discussion between the FC and their contractor are ongoing to set up the haulage operation. Both NYCC and FC are working closely to ensure the haulage is a success.

JW provided an overview of work that had been ongoing in respect of haulage of timber from Cam Woodland. The FQP, through Jeremy, James and Mike Roberts, had been involved in extensive negotiations to open up a route through Gayle for limited timber haulage this summer from Cam Woodland. An agreement with the local community, NYCC and the timber operator has been agreed.

Cllr Dadd – praised the work of the partnership, particularly Mike Roberts and Jeremy Walker, in how they had dealt with a particularly difficult issue and developed a solution that all parties have bought in to.

JW commented that what was clear in both of these instances, was the importance of communication between all parties, so that everyone is aware of what is happening, and a joint solution can be developed.

7.0 Funding for Timber Transport

Possible funding for timber transport initiatives was discussed. It was felt that the best time to approach this would be once the routes map had been established and potential capital measures to support the industry could be identified.

It was felt important that the potential for economic growth linked to potential measures was identified, alongside the key economic benefits. It was also important to identify the economic performance with funding and also without funding, to illustrate the benefits that funding would provide.

Action

JG to discuss with the YNYPU in more detail to see what options could exist for funding.

8.0 Driver training update

This item was covered in section 2.0

9.0 Assessment of Current supply of timber vehicles in North Yorkshire

JG commented that on many consultation routes there was a requirement for smaller 6 wheeler and 8 wheeler vehicles and also CTI equipped vehicles. These more specialist vehicles appeared to be in short supply. Standard articulated set ups, were more commonplace and readily available.

Action

JG to try to establish the current supply of timber vehicles in North Yorkshire to identify any gaps in supply.

10.0 AOB

JK requested clarification that operators who undertook small scale works to repair potholes, verges etc on haulage routes would not be unfairly treated by NYCC when they were trying to assist.

MR commented that NYCC would support a can do approach, provided it was done in a safe manner. Again communication was key and it was important that the operator communicated directly with the relevant highways area office/

11.0 Date of Next Meeting

Next meeting to be held in the start of October at Cold Kirby Village Hall. Dates are to be conformed.