

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Meeting 30.01.2013 - Summary of Actions

Timber Transport Haulage in North Yorkshire- Working Together- Good Practice Guidance – publicity and distribution.

- VH to distribute good practice guide to affected parishes by end of Feb 2013
- VH to send several copies of guide to Euroforest and UPM Tilhill for wider distribution to hauliers.
- VH to pull together a press release, to be distributed from the FQP. Press release to be distributed through local media, trade press and also in the ConFor Newsletter. Also send out to pressure groups etc. Press release to be distributed by end of Feb 2013.

Routes Map Update

- Partnership members were asked if they could identify any updates and upgrades to the map. Any suggestions should be forwarded to VH.
- Map to be publicised alongside the good practice guide.
- VH to send copy of survey to hauliers and then back up with a telephone call to obtain the require information. FC / Euroforest / UPM Tilhill offered to encourage hauliers to complete the survey.

NY Timber Vehicle & Equipment Survey

- VH to send list of hauliers to be contacted to Euroforest / Tilhill / FC to try and identify any hauliers how have been missed.
- VH to reword the question of driver training to include how it compliments CPC requirements.

Bumble Wood

- NYCC & FC / Tilhill to meet on site prior to extraction starting again. Look at drainage options, particularly on first climb away from forest entrance.

Timber Transport Funding

- VH to coordinate the production of the factsheet alongside industry input.

Driver Training Update

- WR to update once decision from DEFRA is known.

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary notes of meeting at Cold Kirby Village Hall 30th January 2013

1.0 Introductions and apologies

Attendee List

Jeremy Walker (Chair)	FC Forestry Advisory Committee
Mike Roberts	NYCC
Victoria Hutchinson	NYCC
James Gilroy	NYCC
Jon Bates	Forestry Commission
Russell Porter	Land Factor
Brian Nugent	UPM Tilhill
Ian Austerhulme	UPM Tilhill
Steve Dresser	Euroforest
Geoff Garrett	YDNPA
Roland Stiven	GB Timber Transport Forum
Jeremy Dick	Forestry Commission

Apologies

Crispin Thorn	Forestry Commission
Jane Karthaus	ConFor
Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
Will Richardson	Yorwoods

2.0 Review of previous meeting notes and actions

Notes were agreed as being accurate.

Action points were covered in the remainder of the agenda- other than the National Stakeholder Forum. The government's response was published 31.01.2013
<http://www.defra.gov.uk/publications/2013/01/31/pb13871-forestry-policy-statement/>

3.0 Timber Transport Haulage in North Yorkshire- Working Together- Good Practice Guidance – publicity and distribution.

VH advised that responses to the consultation have been drafted and should be distributed in the next couple of days. These will be sent out alongside copies of the good practice guidance.

The guide would also be sent to hauliers and forest managers across North Yorkshire (those included in timber production and haulier survey) and all impacted County Councillors.

Yorwoods have already included an article on the good practice guidance in their newsletter.

Action – VH to send several copies of guide to Euroforest and UPM Tilhill for wider distribution to hauliers.

It was suggested that the good practice guidance and details of the routes map should be sent to all parish councils that are affected by timber transport. This is all the parishes who were contacted as part of the initial consultation on the routes map.

Action VH to distribute good practice guide to affected parishes by end of Feb 2013

The document is also available on the GB TTF website

<http://www.timbertransportforum.org.uk/RegionalGroups/Default.aspx?pid=62>

It was agreed that a wider press release should be produced. As this would help to demonstrate to the wider community what steps were being taken by the partnership and the industry in general. There had recently been several articles in the local press criticising timber transport and it was suggested that it would be beneficial to put across the partnerships point of view.

Action VH to pull together a press release, to be distributed from the FQP. A press release is to be distributed through local media, trade press and also in the ConFor Newsletter. Also send out to pressure groups etc. The press release is to be distributed by end of Feb 2013.

4.0 Routes Map Update

VH advised that the routes map had been updated. Production data for 2013 had been obtained for 90% of exit points.

There was some good feedback on the map; members thought that it was impressive and easy to use.

The route colours were now aligned with other route maps across the Country.

Links to the Cumbrian map have also been introduced. The map is digital and relatively easy to update and amend.

Action - Partnership members were asked if they could identify any updates and upgrades to the map. Any suggestions should be forwarded to VH.

Action – Map to be publicised alongside the good practice guide.

5.0 NY Timber Vehicle & Equipment Survey

VH gave an overview of the survey which was circulated to members of the FQP prior to the meeting. This survey is to be sent out to all hauliers who were identified as part of the production study update.

The aim is to identify current availability of timber transport vehicles and equipment and questions on the survey cover the hauliers' area of operation, size of business, details of vehicles used and specifications and whether they are interested in driver training or further information on new technologies.

SD advised that some hauliers / drivers were very much against driver training. JG advised that the driver training was designed to support the hauliers - through helping their drivers achieve their required CPC training hours, which is a legal requirement.

Action: VH to reword the question of driver training to emphasise how it complements CPC requirements.

The results from the study would allow the FQP to be in a position to disseminate information on funding, legislation and new technologies etc. to hauliers.

Action - VH to send copy of survey to hauliers and then back up with a telephone call to obtain the require information. FC / Euroforest / UPM Tilhill offered to encourage hauliers to complete the survey. Target completion of the survey by Easter 2013.

Action – VH to send list of hauliers to be contacted to Euroforest / Tilhill / FC to try and identify any hauliers how have been missed.

RS advised that the national attempt to complete the haulier survey has not started. RS is currently working on a draft guidance document on more road friendly vehicles. RP commented that it was important to have a document that clarified when / where CTI etc. should be used and what the benefits of these types of vehicles were likely to be.

6.0 Update from GB Timber Transport Forum

RS provided an update on the current work of the GB Timber Transport Forum

ARMS map online

A contract to prepare this has been awarded to Gaist Solutions Ltd. A trial site will be online shortly for your comment before finalising. The future commitment from each timber transport group to maintain the site after March 2015 is expected to be around £300/ year.

Approval for Timber Lorries

The Forum, with support from RHA and FTA, has asked the Dept. for Transport to re-introduce previous national exemptions for timber lorries with regard to fitting lateral side guards and spray suppression systems.

Access and Forest Operations

The Forum submitted comments to FCS regarding guidance being prepared for managing public access alongside forest operations. The main point being made was that in-forest haul roads with regular timber traffic should not normally be promoted as core paths.

Guidance on road friendly lorries

The Forum will be producing guidance to help those involved in timber transport understand the role of road-friendly haulage technologies in the management of sub-standard roads. It is likely to address lorry configuration, axles, tyres, tyre pressure control etc. Industry representatives and Forum members will be involved in the development of this guidance and the timber transport groups will be consulted on a draft.

TTF Conference 2014

The Forum has decided not to hold a national conference in 2013 but instead to prepare for a bi-annual 2014 Conference continuing the previous two year gap between conferences (2010, 2012, and 2014). The theme is being developed but may have a focus on case studies of public road upgrading and road/traffic management and in-forest haul road construction. Roland would welcome ideas for case studies to be developed.

Health and Safety and Timber Haulage

A Forest Industry Safety Group (FISG) has been established. Forum members Alasdair Ferguson, John Paterson and David Sulman are on the group. The plan of action involves eight work streams. One of these is titled 'Timber Haulage in the Forest' with an action to 'Establish a set of forest haulage guidelines by October 2013'. The Forum will maintain links with the group and consider taking on appropriate actions.

Climate Change National Adaptation Programme

The England Woodland & Timber Partnership is currently working with DEFRA on identifying potential contributions by the forestry sector to the [Climate Change National Adaptation Programme](#) (NAP). The Partnership arranged a workshop in June which focused on discussions around the Forestry Commission's Adaptation Reporting Power (ARP) [report](#) (2012) and is now in the process of setting up a Working Group to determine potential contributions / actions by the forestry sector to the Programme.

EW&TP has asked the Forum to take an action point to share industry best practice and enable knowledge transfer on timber transport issues in England. This is obviously in line with what is already being done through the work of the timber transport groups in England. A meeting is being held on 8th March 2013.

Improving the Web Presence of Timber Transport

The project officer's meeting in November proposed improvements to the web presence of timber transport – in particular the information on council websites and the links between FCS, council and the timber transport forum websites. Claire Glaister is developing a paper to identify best practice and gaps and to draft some standard text which could be adopted / adapted by councils. NY FQP web presence was thought to be one of the best in the Country.

7.0 Update on current timber transport issues in North Yorkshire

Yorkshire Dales – Cam

Planning application has been submitted and is due to go to YDNPA planning committee on the 12th Feb 2013. Application includes a new road crossing at Gayle Beck. Estimated usage of 4 timber vehicles per day. NYCC has responded to the planning application both in terms of the applications direct impact on the highway network (junction at Far Gearstones farm) and also in terms of the wider highways benefits.

There was both strong support and strong opposition to the application. Opposition from Yorkshire Dales Society had been made public in the local press during the past weekend (26 – 27th Jan). (Note: the application was approved)

It was recognised that options may exist in the future for extraction of Greenfield Timber along the proposed route; this would have to be looked at in more detail in the future. At present the main focus remained on providing and access route for Cam timber.

Yorkshire Dales – Greenfield

Harvesting due to recommence in March / April 2013. Trains from Ribbleshead to Chirk starting again late March 2013. The operator is now looking at 3 trains per week. There is a high demand for timber from this area to supply the trains.

Yorkshire Dales – High Houses & Snaizeholme

RP advised that there was approx. 100 tonnes still to come out of High Houses woodland. He will be contacting the Richmond Area Highway office to discuss any final works to the highway and his highway contractor will be tidying up the road w/c 04.02.2013

JG advised that the Richmond Area Highway office is looking the route from Snaizeholme to assess any damage and discuss repairs with UPM Tilhill. Haulage set to recommence in March.

Chop Gate

Lining works had been completed on site. New bollard to assist with drivers sightlines etc. is due to be installed w/c 04.02.2013. Estimated 1500-2000 tonnes to come out this year. Approx. 80-100 loads averaging 2 per day.

NYCC requested early notification of when haulage is due to restart - possibly look at a site visit when vehicles are travelling through Chop Gate.

Baysdale

NYCC carried out some emergency repairs to the route pre-Christmas 2012. Dialogue is on-going with the forest owner to discuss contribution towards these works and also to discuss how the route should be managed in the future. Initial indications are that the forest owner had sold the timber as a standing crop and would seek to pass responsibility on to contractor and the party who bought the timber.

Responsibility for damage to the route was discussed. It was unclear how the law might apply and could possibly only be decided by the courts. It was hoped to avoid legal action and that all parties can work closely together to find a solution to this issue.

Bumble Wood

JB advised that haulage was progressing well last year. CTI wagons were being used, however due to increasing wet conditions haulage was suspended until the New Year. 350-400 tonnes of timber were left felled at roadside. There remained approx. 3000 tonnes still to be felled - approx. 160 loads.

The CTI vehicles seemed to be having less of an impact on the highway, alongside a reduced gross vehicle weight.

Action NYCC & FC / Tilhill to meet on site prior to extraction starting again. Since the road seemed to be suffering water damage, there should be a look at drainage options, particularly on first climb away from forest entrance.

8.0 Ash Chalara Dieback

Outbreak last year, waiting to assess extent of coverage of disease in spring 2013. Currently no restriction on timber movements. The importance of bio security was discussed. There may be a requirement for further measures once the extent of the outbreak is known.

The FC has provided publicity to advice on the disease. A further update will be provided at the next FQP meeting. Further guidance is on the Forestry Commission website: <http://www.forestry.gov.uk/chalara>

9.0 Timber Transport Funding

VH & JG had met with colleagues from the NYCC Economic Partnership Unit (EPU). They coordinate the work of the York and North Yorkshire Local Enterprise Partnership (LEP).

The LEP is currently focussing on the agri- business sector looking at the full supply chain and looking at strengthening links with the FERA site at Sand Hutton near York.

At present there are no appropriate funding sources available, however the EPU recommended that the timber industry puts itself into a position where it is able to react to funding and make itself known to the LEP. It was suggested by the EPU that a timber industry factsheet is produced outlining the impact the industry has on the wider economy, how many jobs it supports? Key priorities for the industry? What are the barriers to growth? What any additional funding would be used for?

The LEP can assist in trying to match the industry with appropriate funding sources if they become available or alternatively assist through capacity building and linking businesses together. Hence why the industry needs to be in a position where it is ready to go, if funding sources become available, with identified problems and identified solutions.

VH commented that the survey of hauliers and timber transport equipment will provide some information to feed into the fact sheet and it is essential that the industry plays an active role in pulling together this information, as the LEP is looking to support business growth. The industry also needs to look at what it can do on a regional level.

Action VH to coordinate the production of the factsheet alongside industry input.

JW stated that it was important to recognise that even though we might develop a strong case for funding there was no guarantee that any bids for funding would be successful.

BN commented that in the past when applying for funding he had found the whole process over bureaucratic. In the end it seemed as if no funding was actually available and it was a case of a long process for no apparent benefit.

10.0 Driver Training Update

WR had supplied an update. Yorwoods negotiations still on-going with DEFRA. Hoping to have confirmation if funding secured by end of February with a view to getting training organised in spring 2013. WR is also looking at the potential for running a best practice workshop for foresters and woodland owners.

Action

WR to update once decision from DEFRA is known.

11.0 Tyre Inflation Systems Information

VH informed the group that a manufacturer of CTI systems based in Leeds had been in contact with the GB TTF. There may be the potential for a presentation by the manufacturer to the FQP or possibly options to discuss trials of the equipment.

It was suggested that this could be delivered alongside the driver training.

12.0 AOB

MR informed the FQP that as a result of the Tour de France holding 2 stages in summer 2014 there was likely to be significant increase in visitors to the area, particularly in the Yorkshire Dales. There is likely to be repairs and maintenance required to the route in advance of the race.

JG confirmed to the FQP that VH would now be taking over full responsibility for coordinating the FQP. JG is still working for NYCC but in a different team.

13.0 Setting Dates for future meetings

It was agreed that meetings will continue to be held quarterly. The next meeting is to be held at the end of April / early May at Cold Kirby Village Hall. Meeting will be held in the morning 9.30am. Date to be confirmed.