

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Meeting 12.06.2013 - Summary of Actions

Timber Transport Haulage in North Yorkshire - Working Together- Good Practice Guidance & Routes map - publicity and distribution

- VH to distribute good practice guide & link to North Yorkshire Agreed Routes Map to Forestry Journal and Timber Trades Journal.
- VH to distribute a copy of the press release to FQP members.
- North Yorkshire Routes map updates to be sent from VH through to RS for the GB routes map (approximately every 6 months).

NY Timber Vehicle & Equipment Survey

- VH to send list of hauliers who have not provided a response to the survey to FC / Euroforest / UPM Tilhill.
- VH to follow up hauliers responses and circulate updated survey results to FQP members once further hauliers have responded.
- VH to circulate list of hauliers who requested further information for the purpose of organising a training event.

Driver Training

- WR to make arrangements for driver training / demonstration workshop in Autumn 2013

Update on current timber transport issues in North Yorkshire

- VH is to circulate draft Cam Forest case study to FQP members for comments before sending to RS.

Timber Transport Funding

- FQP members to provide VH comments on the factsheet by end of June.
- VH to incorporate FQP comments and produce a further draft by August.
- RS coordinate a Northern England response for the LEP forestry sub-group.
- VH to respond to original LEP email outlining NYTFQP role and activities.

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary notes of meeting at Cold Kirby Village Hall 12th June 2013

1.0 Introductions and apologies

Attendee List

Jeremy Walker (Chair)	FC Forestry Advisory Committee
Victoria Hutchinson	NYCC
Jeremy Dick	Forestry Commission
Roland Stiven	GB Timber Transport Forum
Geoff Garrett	YDNPA
Will Richardson	Yorwoods
Jon Bates	Forestry Commission
Steve Dresser	Euroforest
Jane Karthaus	ConFor

Apologies

Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
Crispin Thorn	Forestry Commission
Brian Nugent	UPM Tilhill
Ian Austerhulme	UPM Tilhill

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.

3.0 Timber Transport Haulage in North Yorkshire - Working Together- Good Practice Guidance & Routes map - update on publicity and distribution

VH advised that the good practice guide and link to route map were sent to all Parish Councils who responded to the 2012 routes map consultation as well as Parish Councils and County Councillors in relevant areas.

The information has been generally well received, VH received couple of queries on timber extraction from Parish Councils which were addressed with the relevant parties.

The route map & good practice guide information was also sent to hauliers (as part of the vehicle and equipment survey) and sent to forest managers/agents (those contacted through 2012 timber production survey).

A press release went out in March through local media highlighting the good practice guide and route map.

JK suggested that the details of the good practice guide and routes map could be distributed to the Forestry Journal and Timber Trades Journal.

Action - VH to distribute good practice guide & link to North Yorkshire Agreed Routes Map to Forestry Journal and Timber Trades Journal (using previous press release)

It was also suggested a version of the press release could be circulated to local publications in the Yorkshire Dales.

Action - VH to distribute a copy of the press release to FQP members.

In relation to the GB TTF routes map VH thanked FQP members for the comments on the map which had been fed back to RS.

Updates made to the North Yorkshire route map would be sent by VH to RS to enable update of the GB map.

Action - North Yorkshire route map updates to be sent from VH through to RS for the GB routes map (approximately every 6 months).

JW suggested that from a national perspective RS could provide details of the routes map to the Road Haulage Association.

4.0 NY Timber Vehicle & Equipment Survey - overview of responses

VH gave an overview of the results of the survey from the responses received so far. The details were provided in a separate hand out.

VH noted that of the 15 hauliers surveyed 8 completed surveys had been received which is a 53% response rate. The number of drivers in the respondents' organisations ranged from 2 to 6 and the areas of operation were generally across North Yorkshire including the Yorkshire Dales and North York Moors. The majority of respondents haul solely timber with a couple of organisations also hauling either aggregates or shipping containers.

VH summarised the number of vehicles recorded across all respondents as 27 vehicles and that 26 of these were stated to have an on board crane.

SD and JB queried the high number of wagon & drag vehicles recorded from the survey (15) and suggested this could be caused by confusion between vehicle types (articulated lorries and wagon and drag). VH agreed that this could be clarified with hauliers through follow up phone calls and if the survey was repeated the question could be made clearer, potentially through photographs showing examples of lorry types.

SD and JB also offered to assist in persuading the remainder of the hauliers who had not yet responded to the survey to complete the questionnaire.

Action - VH to send list of hauliers who have not provided a response to the survey to FC / Euroforest / UPM Tilhill.

Action – VH to follow up hauliers responses and circulate updated survey results to FQP members once further hauliers have responded.

In terms of tyre pressure control systems (TPC) VH noted the majority of respondents do not use TPC systems, although it was noted that 2 organisations use them and one organisation that uses 4 systems cites tyre economy as a reason for using TPC. When considering investment in new vehicles or equipment (including TPC systems) half of respondents are considering investment but availability of finance and costs were suggested to be a barrier.

There was a positive response to the questions on further information as the majority of respondents indicated they would like to receive more information on the topics of: new technology; fuel efficiencies; driver training.

JW summarised the results as indicating timber haulage in North Yorkshire being dominated by small/medium businesses and not technologically advanced.

RS advised that a national survey of timber equipment/vehicles had not been started but in the Highlands they carried out a study of hauliers to obtain a snapshot of all those operating in the area, although they already knew who the big hauliers were but. This information would also be useful for NYTFQP to view.

The results of the North Yorkshire survey could be used to feed into the Timber FQP factsheet (a later agenda item) or to identify drivers to include in a future driver training event.

Driver Training

WR advised that they have been successful in obtaining DEFRA funding for driver training which can help to reduce the costs of a training event. WR said that he would be looking at options for events and not necessarily just a CPC event for driver training hours. The event could include (or alternatively have a separate) best practice workshop including demonstration of vehicle technologies e.g. CTI involving the wider supply chain and organisations outside of North Yorkshire. The aim would be to have an event in Autumn 2013.

Action – WR to make arrangements for driver training / demonstration workshop in Autumn 2013

It was suggested that the list of hauliers who have responded requesting more information about driver training could be contacted to advise that there is funding for training which could reduce costs by 60% and ask what their requirements would be preferably providing a list of options and details of when an event would take place.

There was discussion about how often hauliers could be contacted without losing their interest and WR recommended every 2 years may be the most appropriate time frame.

RS explained that the forum had developed some driver training materials a few years ago but generally it was the larger haulage firms who used this material. It was discussed that the CPC requirement had changed and offer an opportunity to pull in hauliers.

RS suggested that another lever to get hauliers involved would be through the Forest Industry Safety Accord as a working group is undertaking a review of health and safety including a focus on haulage in the forest. A set of guidelines is due to be produced in Autumn 2013.

JW recommended publicising the fact that the grant had been received in trade journals so that there is an awareness of the opportunity for subsidised training.

GG observed that it is positive that the survey has asked hauliers whether they want information on training and we are able to follow this up by advising we can provide subsidised training and asking what their requirements are.

Action - VH to circulate list of hauliers who requested further information for the purpose of organising a training event.

5.0 Update from GB Timber Transport Forum

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

ARMS map online

The GB map is now online and functioning and has links to the North Yorkshire routes map which contains further information (production data, highways contact details). Any suggestions on the GB map should be provided to RS.

Guidance on road friendly lorries

RS explained that a colleague has produced a technical paper about road friendly vehicle technology including wheel and tyre configuration which is engineering orientated. RS has circulated this to the Timber Transport Forum and VH is to forward this to the North Yorkshire FQP. RS explained that they are looking to consolidate the argument on road friendly technologies and would also be looking at producing a more accessible document for a wider audience including local authorities, hauliers etc. in Autumn 2013.

NB following the meeting VH circulated the tyre configuration paper to FQP members.

TTF Conference 2014

RS has booked a venue for the TTF Conference in 2014 which is to take place on Thursday 13th March 2014 at Easterbrook Hall in Dumfries.

Approval for Timber Lorries

RS explained that the Forum had asked the Department for Transport (DfT) to re-instate of exemptions for timber lorries so that they would not need to fit spray suppression and side guards on trailers. The DfT have provided RS with a long term holding response and indicate that there would need to be a formal review and possibly consultation before considering reinstatement. At the present time there is no exemption for timber lorries.

SD asked for advice as he had contact from a haulier using CTI who had been stopped by police for running with under inflated tyres. RS advised that the tyre inflation must be at a level at which the tyre manufacturer suggests is suitable for the speed being travelled at. The CTI should be used to inflate/deflate for a suitable pressure for the speed of the vehicle. It can take 3 or 4 minutes for inflation/deflation to take place and drivers should be aware of how to use the system and it would be legal if used properly.

6.0 Update on current timber transport issues in North Yorkshire

Yorkshire Dales - Cam

VH advised the planning application submitted by new Cam Forest owners has been permitted by the Yorkshire Dales National Park Authority for the route from Cam Forest to B2655 at Far Gearstones. This permission is subject to a s106 agreement including no more than 6 wagon movements on the route in any one day and not more than 20 movements in one week. No extraction is to take place on weekends/bank holidays and a speed limit of 10mph. The new route is under construction with the road crossing at Gayle Beck started. When extraction commences (expected August) it will be important to monitor of how usage of the route progresses.

GG observed that the new route from Cam Forest to Cam High Road does stand out from the landscape at present. FQP members said it would be interesting to see how it settles into the landscape.

VH advised that Cam Forest could be a suitable case study for the TTF Conference in 2014 and would emphasise the work of the FQP. FQP members agreed and GG offered assistance with details of the planning process from a YDNPA perspective.

Action - VH is to circulate draft case study to FQP members for comments before sending to RS.

Yorkshire Dales - Greenfield

Extraction has started and NYCC Highways and UPM Tilhill report that all is going well, no complaints received.

VH had received a query from a resident of New Houses about linking Greenfield & Cam Forests. It was acknowledged by the FQP that this would be for discussion between the forest owners and managers and the conditions on extraction along Cam High Road would be a consideration in any discussions that may take place.

Yorkshire Dales - High Houses (Snaizeholme Pasture)

Russell Porter, Land Factor had been in contact with VH to advise timber extraction was completed and they had completed repairs to the road using a local contractor. Unfortunately RP had difficulty arranging a site meeting with NYCC highways to look at the road condition following the repairs and end of extraction but VH confirmed that the Highways Area Team was aware of the completion of repairs by Land Factor.

Yorkshire Dales - Snaizeholme

Snaizeholme Road - Highways arranged patching repairs (carried out in April) to try to prevent road deterioration and will continue to monitor this route. Harvesting operation was due to commence April/May time (as advised to VH by Guy Warren, UPM Tilhill).

Chop Gate

VH advised harvesting & haulage is due to commence soon and UPM Tilhill have been out to tender on the basis of using 8 wheelers. UPM Tilhill are keen to trial a 6 wheel and drag at the site but NYCC highways have serious concerns over the use of any vehicle bigger than 8 wheeler due to the previous strike of the property which had been previously discussed by the FQP.

UPM Tilhill suggested to VH that they go ahead with a trial and video the results. SD and JB suggested it is not unreasonable to look at different options as a 6 wheel and drag has a high level of manoeuvrability and would involve fewer wagon movements (could hold haul 24 tonne compared to 18 tonnes on an 8 wheeler).

JW recommended that the house owners are involved in any trial.

Baysdale

There remains 1000 tonnes (up to 50 loads) to remove from last year. Repairs completed by NYCC Highways last year have started to fail despite lack of timber operations (deterioration caused by weather).

Although the owner has not been forthcoming with a contribution for existing repairs NYCC would like to avoid legal action in this case and would prefer to work with the owner and agent towards the management of the route and also consider the longer term management as there is still a lot of timber to remove (although not yet sold). The owner is

sending through details of the current contractor to enable NYCC to liaise directly over a shorter term management plan.

Bumble Wood

JB advised that a meeting took place on 3rd May between NYCC Highways, UPM Tillhill and FC. Patching works were completed by NYCC to cover winter weather damage (not caused by timber haulage). The agreement in place allows for maximum 4 uplifts per day approx. 160 wagon movements (4000 tonnes) left. CTI is being used at this location. Planning a meeting in advance of haulage starting (July / August) and will continue to monitor throughout haulage period.

7.0 Funding for Timber Transport

Factsheet

VH introduced the draft North Yorkshire FQP factsheet which has been produced with input from WR and Crispin Thorn. VH advised the leaflet is aimed to give an overview of the sector and opportunities for investment / growth and invited comments from FQP members.

JK suggested that in order to put more information in the leaflet the wording could be reduced. There should also be mention of non-market benefits and the Confor 7000 jobs paper could be referenced. JK suggested using some industry photographs rather than generic photos. It is key to emphasise transportation of saw logs and importance of timber transport to wood using processors – and identify connections with the rest of Northern England. There is a lot of usage of the word timber which could be replaced with wood especially in the context of fuel. In terms of presentation the green wording especially on the front page image is difficult to read and a darker or bolder text could be used.

GG suggested that there should be an emphasis on woodland management and the nature conservation aspect including value in how it is managed. The section on woodland management and references to ancient woodland could be reworded. Non-market benefits could be included under a separate heading.

General discussion about inclusion of Drax Power Station in the factsheet suggested that this is not necessarily a relevant opportunity.

Action – FQP members to provide VH comments on the factsheet by end of June.

Action – VH to incorporate FQP comments and produce a further draft by August.

The aim of the factsheet is to promote the work of the FQP to organisations such as Local Enterprise Partnership and potentially use to lever funding into the industry.

LEP Forestry Sub-Group

VH explained that she had received an email last week from the NYCC Economic Partnership Unit which supports the York and North Yorkshire Local Enterprise Partnership. The email outlines a proposal for a National LEP Network Forestry Sub Group with a meeting to be held on 9th July in London. The group is to be facilitated by the Forestry Commission England and chaired by Cumbria LEP. The sub group will include co-membership with England's Woodland and Timber Partnership Enterprise and Engagement Working Group with the main purpose being exchange of information on best practice in forestry related activity and identifying how forestry can help LEPs achieve economic, environmental, rural and low carbon growth ambitions.

There was discussion about how best the FQP could respond to this opportunity. RS undertook to coordinate a Northern England timber transport groups response.

VH to respond to email with outline of the NYTFQP current work and examples of good practice in terms of 'Working Together' document and routes map.

Action – RS coordinate a Northern England response for the LEP forestry sub-group

Action – VH to respond to the initial original LEP email outlining NYTFQP role and activities.

8.0 AOB

JW advised that the FC Regional Advisory Committees are changing to Forestry and Woodlands Advisory Committees. The FWAC will have a wider membership including stakeholders in the sector and those with environmental interests. The FC are currently recruiting for new independent FWAC chairs (closing date 16th June) and these changes will coincide with the end of JW's tenure as Chair of the Yorkshire and Humber RAC after two terms. JW indicated links with the RAC may need rethinking.

9.0 Date of next meeting

The next meeting is to be held on a morning in October at Cold Kirby Village Hall. Date to be confirmed.