

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Meeting 05.11.2013 - Summary of Actions

Chair and Composition of the Partnership

- Members to feed in any further thoughts on future Chairmanship to VH
- JW to approach ConFor with regard to their future representation

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

- VH compile list of contacts for mill owners/timber processors with assistance from FQP members involved in operations
- All to provide comments on agreed routes map to VH by Christmas.
- VH to compile production data over next couple of months and update North Yorkshire agreed routes map early in 2014.
- WR to include article on the guidance and routes map in the next Yorwoods newsletter

NY Timber Vehicle & Equipment Survey

- VH to circulate updated survey results to FQP members – included in minutes

Driver Training

- WR to arrange the driver training event
- WR to liaise with VH about driver training options. Responses to the hauliers who were part of the 2013 survey to be sent including further information about the CPC event.

Update on current timber transport issues in North Yorkshire

- VH is to update draft case study and circulate to FQP.

Timber Transport Funding

- VH to liaise with the Economic Partnership Unit to raise the profile of timber transport and forestry issues with a view to securing LEP investment.

General

- VH to include details of partnership (links to minutes etc.) with the 2014 production data request to invite others to attend

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary notes of meeting at Cold Kirby Village Hall 5th November 2013

1.0 Introductions and apologies

Attendee List

Jeremy Walker (Chair)	FC Forestry Advisory Committee
Mark Antcliff	North York Moors NPA
Brian Nugent	UPM Tilhill
Victoria Hutchinson	NYCC
Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
Crispin Thorn	Forestry Commission
Jon Bates	Forestry Commission
Ian Austerhulme	UPM Tilhill
Geoff Garrett	Yorkshire Dales NPA
Will Richardson	RDI Ltd, Yorwoods

Apologies

Roland Stiven	GB Timber Transport Forum
Steve Dresser	Euroforest
Mike Roberts	NYCC
Jane Karthaus	ConFor

Jane sent her apologies and also advised that she is retiring at the end of January and wished the group well. Jane indicated that it may be possible to find a volunteer representative from ConFor.

JW will contact Jane to thank her for her work and to explore the options for a representative from Confor.

2.0 Review of previous meeting notes and actions

Notes were agreed as being accurate.

VH advised that the good practice guide and link to North Yorkshire Agreed Routes map was sent to Forestry Journal and Timber Trades Journal. WR undertook to check recent publications to confirm if the information was distributed.

JW advised that Sian Ferguson has been appointed chair of the Forestry and Woodlands Advisory Committee for Yorkshire and Humberside. Sian works for The Sainsbury Family Charitable Trusts and has an environmental background. Many existing members of the Regional Advisory Committee are staying on the FWAC and WR will remain on the committee.

With the new chair of the FWAC being appointed it is timely to consider the position of FQP chair and consider the links between the FWAC and FQP. JW advised that he would take views from FQP members but indicated he is willing to continue as chair of FQP for a little longer. The County Council are supportive of JW continuing. CT outlined the original rationale behind the RAC chair becoming involved with the FQP to stimulate the work of the group and to help it move forward. The general consensus of the members present was that JW should continue in his role of chair of the FQP to retain the independence of the

position and the benefit of continuity. CT indicated there would still be links to the FWAC through WR. JW suggested that any members not present at the meeting would also be welcome to express their views on the position of chair.

The remainder of the action points were covered in the agenda.

3.0 Timber Transport Haulage in North Yorkshire - Working Together- Good Practice Guidance & Routes map – One year review

The guidance was formally adopted at the October 2012 meeting of the FQP and has been circulated to Forest Managers, Parish Councils and also via Yorwoods newsletter and to the public in general via a press release.

VH suggested that with the guidance being available for around a year it may be a good time to review the document. VH pointed out that the guidance does not currently refer to the role of the National Parks in North Yorkshire and there could be some reference to this.

Over the next two months the timber production data on the agreed routes map will be updated to include 2014 timber production data and VH will be in contact with forest managers to obtain this information. The aim is to update the map in January 2014 and any suggestions for amendments to the routes map should be sent to VH before Christmas 2013.

CT commented that it is not necessarily a good idea to unpick the guidance too early particularly as it took a lot of work to get the wording just right. CT suggested that it should only be changed if there is a strong feeling that it is not working in practice. JW pointed out that much of the guidance is common sense and it promotes communication.

BN highlighted the fact that it can be difficult to reach hauliers who are not based in the area and to ensure they are aware of the preferred routes. IA said that whilst certain routes may be put in a contract it is not always possible to police this particularly as there is no penalty for hauliers using incorrect routes. There was discussion about how hauliers driving through could be targeted and one potential way is to contact mill owners to see if they could distribute information about the routes map – this may target hauliers driving through North Yorkshire but not necessarily based there.

Action – VH compile list of contacts for mill owners/timber processors with assistance from FQP members involved in operations

GG said from a National Park point of view there is support for the guidance but he felt there was no need to have a specific reference to the national park. MA indicated that they would have contact with local operators but not necessarily any others from out of the area.

JB asked about the use of the appendices in the good practice guidance. VH advised that to her knowledge they are not used widely but would be useful in any particularly contentious case of extraction where a route action plan is required. VH also indicated that often communications take place by email rather than using letter templates.

WR will publicise the guidance and updating of the routes map in the next Yorwoods newsletter and the request for comments.

Action – All to provide comments on agreed routes map to VH before Christmas.

Action – VH to compile production data over the next couple of months and update NY route map early in 2014.

Action - WR including article on guidance and routes map in the next Yorwoods newsletter

4.0 NY Timber Vehicle & Equipment Survey

Since the last meeting further responses to the survey have been received. VH gave an overview of the results of the survey and details were provided in a hand out (included at the end of these notes). 15 hauliers in total were surveyed with 10 completed surveys in total (67% response rate). VH noted that of the 5 non-respondents 2 no longer haul roundwood timber in North Yorkshire.

As noted at the last meeting the respondents are generally small businesses with the number of drivers in the respondents' organisations ranging from 2 to 6. The areas of operation were generally across North Yorkshire and in most cases the North York Moors.

VH indicated the majority of vehicles used were artics with a smaller number of rigid and wagon & drags used for haulage. In terms of access to technology the majority of hauliers do not use tyre pressure control systems. Although around half of respondents were planning to invest in new vehicles or technology some cited access to finance as a barrier to investment. Many of the respondents were interested in receiving further information on driver training or technology (e.g. central tyre inflation).

CT noted that one of the respondents pointed out that tyre economy was a benefit to using CTI and that this is a key benefit to highlight to encourage take up of the technology.

Hauliers could be informed of the cost benefits of using CTI e.g. money savings, fewer punctures, ability to continue haulage on more difficult routes.

There was discussion about funding for timber transport and grants previously available to businesses in the north east for new equipment. These grants supported the forestry supply chain and there was a suggestion that it can be difficult to target North East and North Yorkshire based businesses but perhaps funding for the supply chain could be tied into the delivery point e.g. timber processors such as Sembcorp etc. Further detail on this discussion is included under the agenda item 8.0 Funding for Timber Transport.

Action – VH to circulate updated survey results to FQP members with minutes

5.0 Driver Training

WR advised that he is looking at CPC providers and wants to get an idea of what hauliers would like to get out of the training, whether that is about tachographs, operation of cranes etc, providing details of CTI or demonstrations. The Defra funding is available for use until March 2014.

BN pointed out the difficulties of putting on training for drivers who are concerned about losing a day's work. It was suggested perhaps one person from each business could be invited to attend and to then disseminate information through their organisation.

WR indicated that the event should be a targeted CPC event to encourage hauliers to attend but there could also be a supervisory skills event for forest managers. Information about the event could be distributed at the same time as the timber production update requests.

Action – WR to arrange the driver training event

Action – WR to liaise with VH about driver training options and responses to haulier's who were part of the 2013 survey to be sent including further information about the CPC event.

6.0 Update from GB Timber Transport Forum

Roland Stiven was unable to attend the meeting but had provided a brief update to VH on several issues.

Post meeting note

RS has provided a written update for the regional timber transport groups which is included at the end of the minutes.

Guidance on road friendly lorries

The forum has produced a paper about road friendly vehicle technology including wheel and tyre configurations. The guidance is called 'Tread Softly' and VH has circulated it to the FQP for comment.

GG suggested the document could be more widely circulated to ensure the public has a greater understanding of the vehicles. VH indicated that the guidance was due to be launched in March at the 2014 Timber Transport Conference and perhaps the FQP could circulate the guidance to local interested parties, Parish Councils etc. after the conference.

CT clarified that the document aims to ensure a better understanding of the vehicles and there had been some debate over the target audience and the language used.

JB said that the table indicating the wear factor for tyre size and configurations is useful. He also suggested there may be some debate over the actual strength of the road and it may be difficult to even establish whether the road is weak or the relative weakness in the first place. There is a risk of the technical data being mis-used or mis-understood.

Action – All to send comments on the tread softly guidance to VH by 21st November to enable FQP response to be sent to Roland.

TTF Conference 2014

Reminder of the 2014 Timber Transport Forum Conference taking place on Thursday 13th March 2014 at Easterbrook Hall in Dumfries.

Letter to Forestry Minister

A letter was sent from the Timber Transport Forum to the Forestry Minister (previously David Heath MP and now Dan Rogerson MP) asking for support for the creation of a Timber Transport Fund for England. At the time of the meeting no response had been received but CT suggested that the minister is likely to suggest that the forestry sector to engage with the Local Enterprise Partnerships and to look at the local growth fund for potential source of funding. This links to the plans underway for the North England Forest Growth Plan.

JW indicated he would suggest to Roland to follow up the letter and to share any subsequent response with the FQP and pointed out that there is benefit in trying to build political support for forestry in England.

Post meeting note

A response has been received from Dan Rogerson MP. The letter states that DEFRA are keen for the sector to take forward the ambition for increasing the area of woodland under

active management. The letter notes the positive work of the Timber Transport Forum in sharing best practice and ensuring the efficient and effective operation of the supply chain. The letter states they recognise the importance of infrastructure and access and make reference to the Department for Transport's provision of capital funding to local highway authorities for highways maintenance and suggests it is for highway authorities to prioritise their spending based on local priorities. The letter also encourages the local timber transport groups to engage with their LEPs to ensure that the opportunities for growth and the importance of the forestry sector are effectively explored and understood.

7.0 Update on current timber transport issues in North Yorkshire

Yorkshire Dales – Cam & Greenfield including Cam Case Study

Greenfield Forest is for sale. There is potential interest from the owners of Cam Forest who are looking into options for linking Cam and Greenfield and considering the possible extraction routes including routes via Newhouses or the upgraded Cam High Road route to the B6255. Given the current conditions for extraction along Cam High Road any potential future use of the route for extraction from Greenfields would require a planning application to the National Park Authority. The FQP will continue to monitor the situation.

The Cam Forest case study for the Timber Transport Forum conference in March 2014 was discussed. VH has received several suggestions which will be incorporated into a further draft of the case study for circulation to the FQP.

A summary of comments is as follows: ensure that the case study presents the difficulties experienced in the beginning and reflects the initial problems, for example, between the operator and highways department whilst also recognising that that FQP can work e.g. in the case of brokering a temporary arrangement for extraction. The case study should recognise the role of the national park authority through the planning process by working with the applicant to ultimately implement a solution to the problem. The case study could also consider the FQP's future role e.g. promoting trust between forest companies and planning authorities and taking a role in providing advice on forestry extraction to aid understanding.

Action - VH is to update draft case study and circulate to FQP.

Chop Gate

VH and IA attended a trial of 6 a wheel and drag hauling timber from Raisdale on 5th September 2013. The home owner of the property that was previously struck was present for the trial. The trial was generally positive with all parties acknowledging that the wagon could successfully negotiate the junction. Since the trial VH had notification from the highways area office that there had been some damage to a cattle grid on the severely restricted extraction route through Carlton Bank although it is not clear who is responsible for this damage. The Carlton Bank route is still not recommended by Highways due to the nature of the route including gradient.

IA advised that extraction finished a couple of weeks ago and pointed out that at the trial the homeowner had made suggestions for widening of the highway by removing the wall from the property opposite, however the highways department were not keen on these works. VH confirmed that Highways have concerns about any potential changes to the highway. This is because the original strike was caused by driver error rather than any defect in the highway and therefore the concern is that by making any changes to the highway this could increase the risk of a strike or transfer issues to another property.

IA also noted that the route via Chop Gate had originally been a consultation route but was subsequently changed. It was suggested that before changes to the map are made that the FQP are consulted.

Baysdale

VH advised that a meeting took place with the contractor and highways engineers over the summer and there was some agreement between parties that the condition of the route should be considered when planning future extraction. The operator indicated they may undertake some minor repairs on the route to aid extraction. There appears to be some damage from the summer 2013 extraction although some may have been exacerbated by deterioration over winter. The landowner has been made aware of the discussions that have taken place. Although the situation is not resolved the lines of communication are currently open.

Bumble Wood

JB advised that weekly monitoring of road conditions was taking place in conjunction with Highways and all the timber will soon be removed. CTI wagons have been used and they have had a noticeably reduced impact on the road.

Other issues

VH has been contacted by Euroforest about extraction from Rievaulx along a consultation route – this has been referred to the relevant area highways team.

UPM Tilhill are planning to start extraction from near Hawnby starting in March 2014 using 8 wheelers and 6 wheel and drag (with CTI). This has been put on hold from 2013 due to issues at Laskill Bridge as Highways had concerns over the strength of the bridge. The County Council have strengthening works programmed for Laskill Bridge scheduled for January 2014. VH noted this forest/route may need adding to the routes map.

8.0 Funding for Timber Transport

CT outlined that there has been an initial meeting to discuss the production of a Northern England Forestry Sector Growth Plan which will also refer to the importance of forestry infrastructure and the supply chain. The plan will be used to pitch to the LEPs (Local Enterprise Partnerships) for investment in the forestry sector. In terms of investment there is a case for central tyre inflation systems as they can demonstrate better tyre economy as well as a reduced impact on roads.

There is a need to ensure there is a clear purpose for investment with a sector led growth plan which identifies economic growth and the creation of jobs. CT indicated it is hoped to have the core principles of the plan in place by January 2014.

GD suggested that it is a timely opportunity to contact the LEP particularly as Strategic Economic Plans (SEP) are currently being developed by LEPs and these will set out the case for investment to central government and subsequently impact on the local growth fund which the LEPs will administer. It is important that the forestry sector is on the LEP agenda in order to be considered as an investment priority.

GD suggested that VH contact James Farrar of the NYCC Economic Partnership Unit (which supports the North Yorkshire LEP) to outline the reasons for investing in the forestry

sector and identifying the limiting factors to growth, for example infrastructure and road maintenance particularly where there are difficult locations for extraction.

VH indicated that the factsheet produced by the FQP to identify opportunities for growth assists in putting the case for investment forward but that it is also necessary for the forestry industry to engage with the LEP.

Action – VH to liaise with Economic Partnership Unit to raise the profile of timber transport and forestry issues with a view to securing LEP investment. Cllr Dadd and JW offered support with this if necessary.

WR outlined a European funded project which Yorwoods are involved with called 'SIMWOOD' - the sustainable and innovative mobilisation of wood which is a research and innovation project with the aim of increasing the mobilisation of wood from forests and woodlands in Europe. The project is focused on the North East but there may be some links to North Yorkshire. The project is in the very early stages and the content of the project is to be determined however, there is likely to be an equipment/infrastructure element with links to timber transport and getting timber to markets. This project could assist in identifying areas which would benefit from LEP investment.

9.0 AOB

CT advised that Defra have launched a consultation on reforming the Common Agricultural Policy <https://www.gov.uk/government/news/common-agricultural-policy-how-will-it-affect-you> and suggested that FQP members feed in their views as there is a productivity element to the grant. There are links to forestry through a proposed new environmental land management scheme.

VH suggested encouraging more parties involved in forestry operations to attend partnership meetings. A representative from Confor will be encouraged to attend and JB suggested inviting people to attend through the production update requests being sent out shortly.

Action – VH to include details of partnership (links to minutes etc.) with the 2014 production data request to invite others to attend

10.0 Date of next meeting

The next meeting is due to take place in early 2014, potentially February or March (avoiding the Timber Transport Conference on 13th March) depending on items for discussion and progress with the Northern England Forestry Sector Growth Plan. JW suggested CT keep the group updated about the Growth Plan.

Date of next meeting to be confirmed.

North Yorkshire Timber Freight Quality Partnership

Summary of Responses – Timber Vehicle and Equipment Survey 2013

Survey responses

15 hauliers operating in North Yorkshire were surveyed. 10 completed surveys were received by August 2013 which is a 67% response rate. 3 of the respondents are based in North Yorkshire. Of the 5 hauliers who did not complete the survey 2 no longer haul roundwood timber in North Yorkshire.

The 8 survey responses were analysed under following categories:

Number of employees & drivers in organisation

8 of the respondents have fewer than 10 employees. The average number of drivers across the 10 hauliers who responded is 4. 80% of respondents employ between 2 and 6 drivers.

Areas of operation

The hauliers operate across North Yorkshire and in some cases outside the County. 80% of the respondents operate in the North York Moors.

Other goods hauled

The survey respondents mainly focus on timber haulage. 2 respondents state they haul other goods – one shipping containers and the other aggregates e.g. stone, salt.

Timber vehicles

The total number of vehicles recorded across all respondents is 35 vehicles. 33 of these (94%) have an on board crane. The number of timber vehicles for each organisation ranged from 1 to 7 vehicles, with the average across the 8 respondents being 3.5 vehicles. The summary tables below detail the types of vehicle.

Table 1 – Type of vehicle

Rigid	Artic	Wagon & Drag
3	25	7

Table 2 – Type of Tyres

Standard/singles	Super singles	Maxi singles	Twins
13	3	9	5

Of the rigid vehicles two respondents stated that one lorry has a short wheel base configuration. Of the wagon & drag vehicles one vehicle has a short wheel base.

Tyre pressure control systems

The majority (7) of respondents do not use tyre pressure control systems. 2 respondents (not based within North Yorkshire) indicate they use 4 systems and 1 respondent (based in North Yorkshire) has 1 system. One organisation with 4 systems cites tyre economy as the benefit to using them.

Telematics/fleet tracking

Only one organisation uses telematics and this is for checking the speed of vehicles & security.

Future investment

Half (5) of respondents are planning investment in new vehicles, with one respondent stating this is dependent on finance. In general respondents stated that plans were to upgrade equipment e.g. new wagon, maxi wheels, drawbar & artic trailers.

4 respondents are planning investment in tyre pressure control systems and they indicated price was a serious consideration. One respondent who indicated they would not invest in TPC said the price was prohibitive.

Requests for further information

The majority of respondents would like to receive further information on the following topics: innovations / new technology for timber transport, fuel efficiencies for timber transport (e.g. use of Central Tyre Inflation) and driver training.

1. Timber Transport Conference 2014

The [conference](#) will be held on March 13th 2014 at Easterbrook Hall, Dumfries. A programme and registration details will be issued in December.

2. Tread Softly; low impact vehicles for timber haulage

Early in the year the Forum agreed to develop guidance on the use of lower impact vehicles in timber transport. Colin Mackenzie and Roland Stiven have been working on this, looking at the available research and consulting with hauliers and road managers.

A draft version of the proposed guidance is attached to this email. We would be most grateful if you would take the time to read the draft and provide comment. If you have not received a copy of the draft, please request one from roland.stiven@confor.org.uk and provide responses by the **22nd November**.

The current plan is to produce a final version in the new year and hopefully to launch the document at the conference in March.

3. Type Approval Exemptions

The Forum is still in discussion with DfT regarding the lost exemptions for skeletal timber lorries regarding spray suppression and side guards. We have been asked to provide DfT with a clearer indication of how many road going timber skeletal semitrailers or skeletal rigid lorries and skeletal drag trailers there are in operation in UK or how many are manufactured each year. We have had responses from most of the timber trailer builders and hope to have a final number soon. We have also been asked if there are technical fixes (alternative engineering solutions) to the issues raised by spray suppression systems on timber trailers and sideguards and would welcome your views on this - to roland.stiven@confor.org.uk.

4. Forest Industry Safety Accord

FISA has [a working group on timber haulage](#) and they have agreed to present their outputs at the Timber Transport Conference in March.

5. APF 2014

The Timber Transport Forum will have a stand at the [APF Demo in 2014](#). Once again we will be partnering James Jones & Sons Ltd.

Scotland

6. Strategic Timber Transport /Fund/Scheme

The STTS funding available until March 2015 has now been fully allocated. We are hopeful that the Scottish Government will continue to fund the scheme for the year 2015-2016. If so, details on how to apply will be made available on the [STTF website](#).

7. Managing Woodland Access and Forest Operations

The FCS practice note *Managing Woodland Access and Forest Operations in Scotland* has been published and is available [online](#).

8. Timber Transport Protocols

Grampian and Stirling and Tayside Timber Transport Groups have produced a detailed [Timber Transport Protocol](#) for their areas to provide guidance for consulting with the relevant Local Authority with regard to timber harvesting and associated road haulage operations. As well as describing the recommended practices for notifying the Local Authority of the intent to harvest timber and transport it to market over the public road network, the Protocols also provide links to The [Road Haulage of Round Timber Code of Practice](#) and [Timber Transport Management Good Practice Guide](#).

9. Exit Point Study

Timber Transport Groups in Scotland have been awarded funding from SCOTS/Transport Scotland Roads Research Board to collect and update information on where timber exits the forest onto the public road network and to forecast likely tonnages. It is expected that data collection will start in the new year.

10. Roadex Report

The Roadex Report [Summary of Drainage Analysis in the Scottish Highlands](#) is now available on the Roadex website along with all [e-learning](#) packages, including one on drainage of low volume roads.

Wales

11. The Timber Transport Forum in Wales

There are currently no resources for an administrator for a national timber transport group in Wales. The Forum will continue to communicate with timber transport interests in Wales through an emailed update and can offer limited support to help develop and progress local partnerships where requested. If you would like to be on this email group. Please contact roland.stiven@confor.org.uk

12. Letter to Transport Minister Edwina Hart

The Forum wrote to Edwina Hart requesting that timber interests be represented on the 'freight task and finish group' and that the Welsh Assembly Government consider a strategic timber transport fund. We have been told that both the Road Haulage Association and Freight Transport Association will be represented of the freight group and that there is an opportunity for members of these organisations to encourage their representatives to ensure timber transport issues are being considered. The Forum will continue to press for investment in timber transport infrastructure in Wales.

England

13. Letter from Forestry Minister Dan Rogerson

The Timber Transport Forum wrote to the English Forestry Minister proposing a timber transport fund for England. We have received a reply encouraging us to work with the Local Enterprise Partnerships and local authorities. The three timber transport groups in North England are actively pursuing this approach and the Forum will continue to press for a specific fund.

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