

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Meeting 04.04.2014 - Summary of Actions

General

- FQP members to forward details of mill owners / timber processors in North Yorkshire to VH
- Contact RS if require copies of Tread Softly guidance

Driver Training

- WR to look into arranging driver training before September and contact Richard Scott from BSW in Cumbria.

Bumble Wood Forum visit

- MW / JB to confirm with RS whether FC could host a meeting at Dalby Forest or other location and facilitate a site visit to Bumble Wood
- VH to check and advise RS whether officers from NYCC Highways can attend on the 20th June.

Timber Issues - Rievaulx

- VH to liaise with Highways area office with a view to arranging meeting on site.
- JW to write to Mike Roberts, Head of Highway Operations to request continuing engagement from area offices in relation to timber issues.

Timber Transport Funding

- All to provide comment on the final Growth Plan report when released.

North Yorkshire Timber Freight Quality Partnership (NYTFQP)

Summary notes of meeting at Cold Kirby Village Hall 4 April 2014

1.0 Introductions and apologies

Attendee List

Jeremy Walker	FQP Chair
Victoria Hutchinson	North Yorkshire County Council
Steve Dresser	Euroforest
Crispin Thorn	Forestry Commission
Mark Weston	Forestry Commission
Thomas Coates	Egger
Hazel Newman	Egger
Roland Stiven	GB Timber Transport Forum
Ian Austerhulme	UPM Tilhill
Will Richardson	RDI Ltd, Yorwoods

Apologies

Jon Bates	Forestry Commission
Mike Roberts	NYCC
Shaun Purkiss	ConFor
Cllr Gareth Dadd	NYCC Executive Member for Highways and Transportation
Edward Downs	EJ Downs Forestry

JW welcomed the representatives from Egger.

VH advised that unfortunately on this occasion there was no senior representative from NYCC Highways, however the Executive Member for Highways (Cllr Dadd) continues to be very supportive of the work of the FQP and it has been agreed that senior officers (Business and Environmental Services Corporate Director, Assistant Director Highways and Transportation, Head of Highway Operations) and the Executive Member for Highways should attend meetings on a rotational basis to ensure there is senior representation on the FQP.

2.0 Review of previous meeting notes and actions

Notes were agreed as being accurate.

VH still to compile list of contacts for mill owners/timber processors with assistance from FQP members involved in operations. Aim was to try to get a wider audience for the agreed routes map, perhaps by distributing through mill owners to target hauliers who might be driving through North Yorkshire but not based there.

ACTION: FQP members to forward details of mill owners / timber processors in North Yorkshire to VH

Remainder of action points completed or covered in the agenda.

3.0 Feedback from Timber Transport Conference

RS provided an overview of the conference which included presentations on transport scheme projects from Wales, Scotland and also the Cam Forest case study from North Yorkshire presented by JW which RS said was a very engaging presentation.

The afternoon of the conference included presentations about planning haul roads and carbon emissions from building forest roads. Information was also provided about the Roadex project investigating the implications of climate change on road infrastructure. It was suggested that engineers need to be prepared for more water and more frost cycles and therefore drainage issues should be addressed.

A representative from the GB forum equivalent in Ireland provided an interesting presentation about the government forest enterprise who commission their own haulage and timber processing therefore become more involved in the conditions of haulage contracts. Currently telematics are being fitted which will track lorries until they reach the mills and the data can be used to monitor contracts. This is interesting use of the technology as in Scotland and England telematics are generally only used for fleet management.

RS advised there are printed copies of the Tread Softly guide available and to contact him if anyone requires copies. There was some discussion about the fact that there is a lot of useful information contained in the guide which summarises research very well but also need to ensure that those reading the guide recognise it does not necessarily provide the solution to all issues for all locations and there is need to prevent misunderstandings by being realistic about where and when the “road friendly” equipment can be used.

CT suggested LEPs could be encouraged to provide support for purchasing more CTI etc. equipment to reduce the impact on routes and directly benefit forest industries.

HN also attended the conference and found it very useful, particularly for getting people together. In terms of the North East timber group it was useful for representatives from Northumberland County Council to gain more knowledge about forestry and timber transport.

RS advised that Gillian Clark was present at the conference and has recently started as the new Forest Industry Safety Accord chief executive officer and RS is to go to the FISA Haulage Working Group meeting to discuss links between the timber transport forum and the working group.

JW agreed that it would be useful to establish links with the FISA haulage working group as safety is an important element in forestry that perhaps the transport groups could assist with from a haulage point of view. RS noted that FISA would mainly consider haulage inside forests and identify issues and incidents occurring in forests. From a Timber Transport Forum perspective it may help to combine the safety messages from both the forum and FISA working group in order to have more impact.

CT suggested there are clear guidelines for health and safety but that there needs to be communication and a reminder about the key risks fed down and across the local groups. Gillian Clark is due to attend the Yorkshire and Humberside Forestry and Woodlands Advisory Committee in June. FISA disseminate information on near misses via safety alerts and it would be useful to pick out transport examples and highlight these.

Links to the documents from the conference are:

The presentations and some images from the conference can be found [here](http://www.timbertransportforum.org.uk/KnowledgeBank/Default.aspx?pid=34)
<http://www.timbertransportforum.org.uk/KnowledgeBank/Default.aspx?pid=34>

'Tread Softly' can be downloaded from [here](http://www.timbertransportforum.org.uk/Publications.aspx?pid=14&id=178)
<http://www.timbertransportforum.org.uk/Publications.aspx?pid=14&id=178>

The FCS brochure 'Improving Timber Transport' can be found [here](http://www.forestry.gov.uk/pdf/fcms127.pdf/$file/fcms127.pdf)
[http://www.forestry.gov.uk/pdf/fcms127.pdf/\\$file/fcms127.pdf](http://www.forestry.gov.uk/pdf/fcms127.pdf/$file/fcms127.pdf)

Alan Dickerson's FCS Technical Note on GHG Emissions from forestry civil engineering can be found [here](http://www.forestry.gov.uk/PDF/FCTN020.pdf/$FILE/FCTN020.pdf)
[http://www.forestry.gov.uk/PDF/FCTN020.pdf/\\$FILE/FCTN020.pdf](http://www.forestry.gov.uk/PDF/FCTN020.pdf/$FILE/FCTN020.pdf)

ACTION: Contact RS in require copies of Tread Softly guidance

4.0 Update from GB Timber Transport Forum

RS indicated that he is not getting anywhere with the Department for Transport about the Type Approval Exemptions and has accepted that there is unlikely to be a response or a restoration of the previous exemptions for timber lorries regarding spray suppression and side guards.

CT asked how much of an issue this is. RS suggested that on the longer forest routes for example in Argyll hauliers they would have some difficulties and may try to adapt the spray suppression which has been problematic. WR suggested the additional weight of the side bars would be an issue for hauliers. It was suggested it would be hard to overturn this regulation as it is a safety issue which can protect cyclists, therefore it may be relevant for London but not necessarily in forests.

[APF Demo in 2014](#) is being run by Confor, taking place on 18th September 2014. The tread softly guidance will be given out and James Jones & Sons Ltd who are also supporting the stand will have demo lorries fitted with CTI.

5.0 Driver Training

WR advised there doesn't seem to be a strong enough appetite from hauliers to make running a course/event viable. The CPC training providers need 12 people to make an event viable otherwise low numbers will make the costs too prohibitive. Hauliers are unwilling to take a day off to attend training at a particularly busy period of the year. CPC providers usually only provide training courses during the week. The training event has therefore been delayed.

There was discussion about timing and whether reminding hauliers of the CPC requirements which are for 5 days of CPD before September 2014 would help to persuade enough people to attend an event. WR will also aim to identify other interested hauliers to try to increase numbers from surrounding areas.

ACTION: WR to look into arranging driver training before September and contact Richard Scott from BSW in Cumbria.

6.0 Timber Routes Map

The link to North Yorkshire routes map: <http://www.northyorks.gov.uk/timbermap>

VH contacted forest managers at the end of December 2013 with follow up in early 2014 to request up to date timber production forecasts for 2014. The routes map has now been updated and thanks to all who provided information.

There have been a few updates to the highway routes, for example, where sections of the routes did not reach an exit point. Any further issues spotted on the map please let VH know.

WR suggested that the production data matches fairly well when compared to expected yields from the forests across North Yorkshire.

VH noted there are only a small amount of gaps in the production data this is mainly where forest ownership has changed and no longer have a contact. CT offered assistance with any gaps – FC can contact owners via felling licence details to inform them of the FQP and to try to encourage them to engage with the FQP to try to increase coverage of production data. VH suggest this offer would be useful for the next production data request for 2015.

7.0 Update on current timber transport issues in North Yorkshire

Yorkshire Dales – Cam & Greenfield including Cam Case Study

The owners of Cam Forest have recently purchased Greenfield. The owners have been looking into options for linking Cam and Greenfield and the use of the new Cam High Road route to the B6255 (agreed route) for extraction from Greenfield in addition to Cam. This option would require permission from the Yorkshire Dales National Park Authority to vary the existing planning conditions attached to the use of the Cam High Road route. A planning application is likely to be submitted soon.

The new Cam route appears to be holding up ok and VH not aware of any issues with use of the route, but the National Park Authority may be wary of the potential conflict with recreational users of the route if the number of wagons increases.

IA suggested that it would be an idea to keep the public highway route via Newhouses still going to ensure that this route is kept viable as it was felt that residents may try to get a formal restriction on the route to avoid future timber haulage.

The FQP will continue to monitor the situation.

Bumble Wood

Timber haulage is due to recommence in June, hopefully during dryer weather. A meeting is scheduled for early May between the Forestry Commission, UPM Tilhill and Highways engineers to discuss harvesting plans, assess the road condition and address any issues. There is approximately 4000 tonnes remaining (equates to roughly 150 wagon movements). The plan is to use CTI and to carry out regular inspections of the highway. This approach has helped to minimise significant damage to the highway.

RS proposed that the next Forum meeting could be held in North Yorkshire and asked for the FQP's views on whether Bumble Wood would be a suitable case study and location for a visit by the Forum. The date of the Forum meeting would be Friday 20th June 2014. RS advised that Forum members could stay at a location nearby (possibly Whitby) and he could arrange transport to Bumble Wood. MW and CT agreed a meeting could be facilitated potentially at FC Pickering offices, Dalby Forest, or North York Moors offices in Helmsley. There is plenty of parking at Bumble Wood and would need Hi-Vis jackets as visit would be on highway. RS advised the visit would not just be restricted to Forum members and can

have FQP members. MW noted that it would be necessary to involve NYCC highways engineers. RS suggested senior officers and/or Councillors could also be invited.

ACTION: MW / JB to confirm whether FC could host a meeting at Dalby Forest or other location and facilitate a site visit to Bumble Wood

ACTION: VH to check whether NYCC Highways would be able to attend meeting on the 20th June

Other issues

Wintergill

VH advised that Highways and UPM Tilhill have been in discussion about a contribution for emergency patching works to highways route from Glaisdale (Wintergill plantation) towards Egton Bridge. Issue relates back to 2011 when during a site meeting a financial contribution for these patching works from UPM and forest owner was discussed. VH suggested that it can cause problems later (as we are now in 2014 and still discussing the issue) if there is not clarity on agreements made on site and there is a need to follow up with formal agreement ideally in writing so it is clear what each party is expecting. IA advised that UPM Tilhill's concerns are in terms of setting a precedent for future claims i.e. an expectation of contributions in other situations, particularly where no other options for extraction routes.

FQP input not required at present but will continue to monitor the situation.

Rievaulx

SD advised that Euroforest timber extraction from Rievaulx has nearly been completed, they have been extracting via Scawton, to avoid the bridge at Rievaulx because the area Highways team and NYCC Bridges team had concerns about artics hitting parapet walls. SD had a feeling that there was lack of partnership in this situation although he had seen the highways inspector monitoring the timber haulage along the Scawton route he had not actually been contacted by anyone about the inspections and was concerned he might be contacted after operations about damage. SD suggested there would be a benefit from a meeting on site to discuss the issues and show the positive things being done by Euroforest.

ACTION: VH to liaise with Highways area office with a view to arranging meeting on site.

ACTION: JW to write to Mike Roberts, Head of Highway Operations to request continuing engagement from area offices in relation to timber issues.

8.0 Funding for Timber Transport

CT introduced the Northern England Forestry Sector Growth Plan and the headline report which is available online: <http://bit.ly/1lyp9PB>

The full report is close to completion and it is intended to send the report to Dan Rogerson MP, Forestry Minister to show that there is evidence for growth in forestry in the North of England and also to evidence how the industry is engaging with the LEPs using the growth plan.

WR identified that there is a lot of data available in terms of GDP and flows along the forestry supply chain and there has been a need to confirm the exact figures in terms of additional volumes and added value potential and the benefits for potential investors before finalising the report. Some of the successes highlighted are the increase in home grown

processing which is up 100% in recent years. The report will be finalised shortly and released by the project steering group (by Confor / UKPFA) for comment by interested parties including timber transport groups. There will only be a short time period for comments due to the need for report to be released to the wider public very soon.

The response from Dan Rogerson MP to the request for a Timber Transport Fund for England noted that there is capital funding available to local highway authorities from the Department for Transport. VH advised that NYCC already prioritises the majority of this funding for highways maintenance and there has been a recent announcement of additional funding available to local highway authorities and also a pothole challenge fund announced in the 2014 Budget: <http://www.northyorks.gov.uk/article/28720/Response-to-pothole-plea-welcomed>

The County Council has also pushed for the North Yorkshire, York and East Riding Local Enterprise Partnership to include in the Strategic Economic Plan a proposal for funding additional highway maintenance for roads serving economic growth centres (service centres/towns) in the County. Whilst this funding will not be directed at rural routes impacted by timber operations if more funding can be secured this may have a subsequent positive impact in terms of general highway maintenance in other parts of the County.

ACTION: All to provide comment on the final Growth Plan report when released.

9.0 AOB

RS introduced the Forestry Commission Scotland case study booklet which was produced for the Scottish case studies at the timber transport conference. An online pdf version is also to be produced for the Wales and North Yorkshire case studies, available from the Timber Forum website. The Cam Forest case study will be available online.

JW asked HN if there is anything the FQP can learn from the Northumberland group. HN provided an overview of the development of the Northumberland group and the renewed involvement of the County Council with officers attending the Timber Transport Conference and more input from officers at a strategic level.

CT pointed out that it took a long time for the NYTFQP to reach the current position which is a big change from the original position of legal action being the main point of discussion. There is a need to build relationships over time to establish a clear mechanism to tackle issues as they arise.

Tour de France – a reminder of roads in North Yorkshire being particularly busy over the weekend of 5/6th July with road closures on both the 5th and 6th in various parts of the County. See County Council website for further information: <http://www.northyorks.gov.uk/tour>

10.0 Date of next meeting

The next FQP meeting is planned to take place after the June meeting of the GB Timber Transport Forum (which is proposed to take place in North Yorkshire).

Likely date end of July / August or early September depending on availability during summer holidays – VH to send some possible dates.

Date of next meeting to be confirmed.