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National Planning Framework 3 - National Developments Proposal Form	
Proposer	Timber Transport Forum
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Date	14 th December 2012
Title of development	Upgrade of strategic timber transport routes
Elements to be covered by national development status (list)	Public roads, harbours and railheads serving strategic concentrations of the commercial forestry resource
Fit with criteria and statement of more than regional importance (guide - 500 words)	Commercial forestry now covers almost 14% of Scotland's land area. The bulk of production comes from heavily forested regions such as The Highlands, Argyll, Dumfries and Galloway, Grampian, Ayrshire, South Lanarkshire, Scottish Borders, Perth and Kinross, Stirlingshire, Loch Lomond & the Trossachs, Moray and Angus. In these regions, commercial forestry cover can be as high as 30%. Most of the resource is in the uplands and served by weak, sometimes single track, public road infrastructure, ill-suited to timber haulage vehicles. As a result the home grown timber supply chain impacts on the minor road network, and on the communities that rely on them. Harbour and rail access infrastructure in rural areas is also dated which restricts opportunities for intermodal transport of timber. Scottish commercial forests are a national asset, the result of a century of investment and planting by the public and private sector. As the Scottish forestry strategy sets out, they deliver a wide array of social, environmental and economic benefits. The management of productive forests and the wood processing industries employ over 23000 people and

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	add £960m per year to the Scottish economy. Existing growing woodland currently sequesters over 6.7 MtCO₂e/ / yr and substantially more if the wood is harvested and the benefits of substitution (of other materials and fuels) are added into the equation. The land use strategy has therefore set targets for further woodland expansion through new woodland planting. In 2011 recent new planting sequestered 0.45 MtCO₂. The recent Woodland Expansion Advisory Group noted the constraints of timber transport infrastructure on future woodland expansion. There is therefore a strong rationale to invest in the transport infrastructure to efficiently service this resource. The Timber Transport Forum has identified the strategic parts of the public road network necessary to timber harvest and haulage and the Scottish Government provides £3m/yr funding through the strategic timber transport fund to match investment by local authorities and private sector growers in upgrading or bypassing substandard infrastructure. This fund is well used. Local authorities resources are restricted and this limits their ability to give priority to co-financing investment in what are often (aside from timber haulage) relatively low traffic volume roads. Some councils such as Argyll and Bute and Scottish Borders suffer the impacts of timber haulage while the benefits of the value adding timber processing industries are located in other council areas. Forestry is a productive, successful green industry and a key element in the country's land use strategy. Upgrading the dated (sometimes effectively 19th century) transport infrastructure is required to make it fit for a growing 21st Century land use. The proposal is therefore for the upgrading of priority elements of the public road network together with suitable rural harbours and railheads close to forested areas.
Location (description, map reference, or map)	The strategic timber haul routes can be viewed on the Forum's Agreed Routes Map www.timberman.org
Public Engagement to date (guide - 100 words)	There is regular engagement with the public through the network of timber transport groups across rural Scotland. The groups work with the timber industries, local authority staff and councillors, the Forestry Commission, the police and with individuals to manage the impacts of

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	timber haulage.
Environmental Study / Assessment available? (yes / no)	No. An up to date prioritisation of investment needs would be required.
<i>If yes, what significant effects were identified</i>	
Delivery timescale	10 years
Development lifespan	50 years
Consents required	yes
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	Examples of some upgraded public and in-forest roads can be viewed here. http://www.flickr.com/photos/timbertransportforum/page5/