

**Timber Transport Forum Meeting and Site Visit
Loch Fyne Hotel
Inveraray
30th June 2017
Agreed Minute and note of Site Visit**

Present

Colin Mackenzie, Roland Stiven, Kirsty Robb, Claire Glaister, James England, Derek Nelson, Keith MacDowell, Crispin Thorn, Simon Oldham, Neil Stoddart, Michael Oliver, Gavin Brown, John Scott, James MacDonald

Apologies

Jamie Farquhar, Alistair Speedie, Alan Christison, Alasdair Ferguson, David Sulman, Robin Pope, Fergus Tickell, Gillian Clark, Chris Little

1. Welcome and apologies
In the absence of Alistair Speedie, Derek Nelson agreed to chair the meeting.
2. Previous minute
The minute of meeting of 31st March 2017 was agreed
3. Matters arising
 - FES will confirm a representative for the Forum
 - The action point for the technical group to review forest road engineering information is yet to be progressed. Kirsty Robb attended a good event on forest roading hosted by Kronospan.
 - The additional haulage costs incurred by the industry in voluntarily meeting Timber Transport Management Plan conditions, e.g. diversions, lower impact vehicles, frequency restrictions etc were not accepted as eligible co-finance for STTS projects in the recent round.
 - Timber fleet survey – to progress
4. Funding

Timberlink. The Timberlink contract has been renewed for five years dependant on funding. Ardrisaig pier is closed until further notice following a collapse and Timberlink services from Ardrisaig have been moved to Ardcastle for the meantime.

STTS The STTF budget for 2017-18 is £7.85m (£7.05m available to scheme). The latest round of applications (Round 21) received 29 applications requesting £10m of grant support and the 22 projects assessed as eligible for support requested around £8m. The majority of project value was for large, multiple-road council-led public road improvement projects and STTS support was allocated to the funding available. Contracts are currently being finalised. A small amount has been retained to fund preparatory project grants but otherwise the budget has been allocated and therefore a 2nd submission round in July is not now expected. The 70% grant support for public road bids was a strong incentive for councils to raise co-finance. The efforts of the project officers and applicants in drawing projects together and securing co-funding are recognised.

There was discussion around whether we could now raise co-funding and deliver additional work. 2 Councils that did not submit bids were developing projects for the July round which will now need to be held back for a future round. Alistair Speedie had requested additional budget for this year when he met with the Cabinet Secretary in May but this has not been progressed.

The Forum will need to approach Scottish Government regarding budget for 2018 and beyond, preferably with a longer budget period particularly to allow for private sector bids. If the majority of

demand for funding is for public roads, should we be considering additional or alternative mechanisms – along the lines of the DfT's Local Highway Maintenance Challenge Fund?

England. The Countryside Stewardship Higher Tier Woodland Improvement Grant is a competitive scheme which provides support for delivering key management prescriptions detailed in the Woodland Management Plan. The grant also provides potential capital support (40%) for woodland roading / infrastructure. Applications need to be supported by an approved management plan and some recent applications include access as part of the application.

Northumberland CC has applied for £5m for timber haul roads from the DfT's Local Highway Maintenance Challenge Fund. £75m is available nationally, with a total of 81 bids requesting £270m. Assessment is underway and to be presented to new ministers for announcement prior to summer recess 21st July.

The £1m Forestry Innovation Fund continues to fund the Woodland Creation Planning Grant but the remain potential opportunities to support other work areas. England groups should continue to look for opportunities to support the work of the forum and consider the case for project officer support.

5. Grant support for coastal shipping
To progress the action point on coastal shipping 25 people met on 19th June at Arrochar to discuss the various barriers to domestic coastal shipping of timber where it takes traffic off roads. Jason Monios of Napier University attended and will help prepare a report on issues and opportunities (with small project funding from STTS). Keith MacDowell (TS Freight Grants) happy to discuss issues raised in report and see where there might be flexibility within the current mechanisms.
6. Scottish Rural Infrastructure Plan (Alistair Prior)
Alistair sends his apologies. His colleague Dr Heather Holmes of Rural Economy and Communities Division Scottish Government plans to attend our next meeting.
7. ScotFLAG subgroup on rural freight
A survey has gone out soliciting views from wider rural freight interests. Thanks to several timber-related responses. SRUC has been approached to help support the outputs of the group. The group meets in mid-July.
8. Conference 2018 (venue, themes)
Suggested venue is Drumossie Hotel, Inverness on **23rd March 2018**. Theme 'Timber and Forest Expansion'. Invite Cabinet Secretary. Topics: Who's who in world of timber transport (Forum TTGs STTS, RTPs, TS, councils etc.), STTS review, DfT funding? coastal shipping, woodland creation and infrastructure, fleet resource, FES LGP catchments, forest road spec, road engineering, Tread Softly review, ScotFLAG, local roads resource, rail, recruiting drivers, driver's maps, strategic asset management of forest roads.

There is also a need for regional events and workshops targeting local decision makers and interests and aiming to get reporting of these locally to inform public. Some conference topics could be designed to contribute to these. Need agreed messages to deliver.
9. Agreed Route Map
The Forum must indicate if we continue with current online ARM host in September. As an alternative, we have been developing an in-house ARCGIS online site. This can be found at [ARM website](#) or through the Forum website. Please review and provide feedback. The OS backdrop on the existing site is valued.
10. Timber Transport Videos
The video team at Agriculture and Rural Economy Scottish Government has agreed to make a short 2 minute timber transport video for reaching out to councillors, MSPs and interested public. We will need offers for locations and lorries. This will be done in the autumn 2017. Lorry webcam footage may be useful.

11. Red Diesel

In April, HM Treasury issued a call for evidence on the use of red diesel. They are particularly interested in information about where red diesel is used, and the types of uses in urban areas. A draft response from the Forum was circulated and developed. The Forum's response was submitted on 30th June and can be found here.

12. Forestry Bill

The Rural Economy and Connectivity Committee is seeking views on the Forestry and Land Management (Scotland) Bill. In the TTF response to the first consultation we noted. *Any legislative changes to the Forestry Act should continue to provide appropriate provision relating to 'Requirements for haulage facilities' such that landowners are required to enable effective and sustainable access to the forestry resource.* This is not reflected in the new bill. Do we think it remains important? Should timber transport issues be addressed in the Bill?

ACTION: Roland to draft response to RECC Forestry Bill and circulate for comment prior to submission by Wed 16 August 2017

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13. National Transport Strategy Consultation

The Forum responded to the early engagement stage of the consultation and our views were picked up in the analysis of responses. They are now at the call for evidence stage seeking responses by 14th July

ACTION: Roland to respond to NTS call for evidence and circulate.

14. FISA

The Haulage Working Group met on 30th May and discussed double strapping, wire watchers, drivers maps – idea of a shared data portal. The Forum meeting noted that electronic driver's maps are being introduced – it may be helpful to develop a good practice format. Also that on some lorries some bolsters are sliding bolsters which are able to be adjusted and these are more likely to shift in accidents than fixed bolsters.

ACTION: Forum and group members invited to send in examples of good driver's maps - whether paper or electronic

15. Regional Updates

The groups noted STTS project success which is detailed in the table below. Claire Glaister noted planned engagement with Falkirk Council regarding local haulage issues.

STTS Awards Round 21 May 2017

FCS Reference Number	RTTG Area	Project Title	Lead Applicant Name	Amount Awarded £		Scheme Type	Overall Project Value £
R21-14-2017	Argyll	Argyll Public Roads	Argyll & Bute Council	554,009		public road	807,157
R21-29-2017	Argyll	Invervegain Landing Craft	Premier Woodlands	33,250		sea	95,000
R21-2-2017	Argyll	RTT Advisory Service - Argyll	Argyll & Bute Council	16,900		support	30,000
R21-22-2017	Ayrshire	B741 Dalmellington to New Cumnock - East Ayrshire	Ayrshire Roads Alliance	388,000		public road	641,400
R21-23-2017	Ayrshire	B7036/B7046 East Ayrshire	Ayrshire Roads Alliance	100,000		public road	197,500
R21-24-2017	Ayrshire	C1 Hill Road, South Ayrshire	Ayrshire Roads Alliance on behalf of South Ayrshire Council	27,720		public road	39,600
R21-26-2017	Ayrshire	A714 South Ayrshire	Ayrshire Roads Alliance on behalf of South Ayrshire Council	253,750		public road	507,500
R21-18-2017	Borders	Polmood & Hearthstanes Access Improvement	Woodland Assets Ltd c/o Scotwood Macdonald Ltd	100,000		in forest route	200,000
R21-13-2017	Borders	Scottish Borders Council	Scottish Borders Council	593,325		public road	953,954
R21-27-2017	D&G	Dumfries & Galloway Public Roads (11 roads)	D&G Council	1,402,606		public road	2,203,272
R21-5-2017	D&G	RTTG Advisory Service - South of Scotland	Dumfries & Galloway	17,500		support	46,000
R21-28-2017	Grampian	Moray Council	Moray Council	550,000		public road	785,714
R21-11-2017	Highland	U3578 Kincardine Hill Public Road	The Highland Council	123,140		public road	175,915

R21-12-2017	Highland	B871 Kinbrace to Syre Public Road	The Highland Council	700,000	public road	1,000,000
R21-6-2017	Highland	U1941 Broubster Public Road	The Highland Council	216,108	public road	308,725
R21-7-2017	Highland	U4927 Ratagan Public Road	The Highland Council	105,805	public road	151,150
R21-8-2017	Highland	Glenbrittle/Eynort Public Road	The Highland Council	159,461	public road	292,472
R21-9-2017	Highland	Achilty and Strathconon Public Road	The Highland Council	112,549	public road	160,785
R21-4-2017	Highland	RTTG Advisory Service	The Highland Council	28,500	Support	47,500
R21-17-2017	S&T	Perth & Kinross Council (5 roads)	Perth & Kinross Council	1,478,910	public road	2,112,729
R21-3-2017	S&T	RTT Advisory Service - Stirling, Tayside & Grampian	Confor	18,100	support	36,200
R21-1-2017	Scotland	Timber Transport Forum Project Officer	Confor	45,017	support	59,552
Total				7,024,650		10,852,125

16. AOB

Petition: The Scottish Parliament Petition Committee is considering a petition **PE1654** that covers timber transport issues and requests more formal consultation processes from the forest industry. Various councils and industry bodies have been asked for comment. The Forum will also respond. **ACTION Roland to draft and circulate response to petition prior to submission by 3 August 2017.**

17. Date of next meeting Friday,
6 October 2017

SITE VISIT

As planned the weather was dry and bright and there were no midges.

The Forum members, were joined by members of the Argyll Timber Transport Group, including Darren Campbell – Egger, Rajmund Zygadlewicz – Egger, Sean Kerr – Euroforest, Campbell Divertie - A&BC, George Fiddes - Transport Scotland, Gregg Reid – FE, James Robins - FE

We were hosted by Neil Stoddart and John Scott of JST Services at Ardcastle Floating Pier. Kirsty Robb gave a brief introduction to Argyll Timber Transport. Kirsty's notes are attached below.

Neil Stoddart gave a background to the rationale for the floating pier and John Scott showed us around the site. The handout on the floating pier is attached below.

The group then visited Brenachoille at the start of the Eredine Timber Haul Route. We were hosted by Gregg Reid, FES Area Civil Engineer and James Robins, FES Assistant AOM.

The Forum prepared a case study on Brenachoille a few years ago. The first mile of the haul road was a public road also serving a farm and some houses. FES and the council decided to convert the tarmac to a waterbound surface but after a few years the maintenance costs and the complaints from public road users resulted in it going back to tarmac (with STTS assistance). We discussed the issues of tarmac v's waterbound (granular) roads, the management of high volume in-forest haul roads and the benefits of more strategic asset management of haul roads.

Many thanks to our hosts and everyone who attended.



Figure 1 Gathering at Ardcastle Car Park



Figure 2 Aerial view of Ardcastle Photo *Beingthere Media*



Figure 3 onsite office, facilities and fuel



Figure 4 On the floating pier barge



Figure 5 View of linkspan bridge from barge



Figure 6 Stacking yard sufficient for two export-sized boat loads - 7000t



Figure 7 Discussing Eredine Haul Road

Argyll Timber Transport Group – Background to Timber Haulage 2017

Kirsty Robb

ATTG:

- ATTG was established in 1997 – perhaps we should be having a 20 year celebration? Followed by the Timber Transport Forum in 2000.

Land and Forest Cover:

- Argyll and Bute covers a land area of approx. 7000 km² and is the second largest local authority by area in Scotland, after Highland.
- Argyll and Bute covers almost 9% of the total Scottish land area.
- The population of Argyll and Bute is around 92,000
- There are 2,603 kilometres (1,617 miles) of roads in Argyll and Bute, 4.7% of Scotland's total road network
- Woodland covers around a third of Argyll and Bute, totalling upwards of 2000 km² and 15% of Scotland's total woodland resource 85% of forest cover is softwood plantations with the remainder comprising semi-natural and native woodland with birch and Atlantic oakwoods dominating.
- Timber production currently stands at around 1million cubic metres per annum (one sixth of the Scottish total) and is likely to rise to between 1.5 and 2million m³ over the

next 10 to 20 years as forest blocks mature and are harvested. 70% of production is currently saw log

- Ownership and management of woodland is divided almost equally between Forestry Commission Scotland and the private sector

Timber shipping from Argyll:

120,000 tonnes of timebr is shipped from Ardrishaig each year. It has a limited boat size therefore only domestic or ships bound for Ireland tend to use this facility.

We also have Campbeltown and Sandbank piers on the mainland with circa 7.5 million tonnes to be harvested over the next ten – fifteen years in the Ardrishaig catchment alone – plenty to go around. Shipping capacity in Argyll probably stands at around 0.5 million tonnes per annum comfortably (with Ardrishaig), with landlocked forests also being accessed with landing craft.

This should be considered alongside the Scottish mills who need to source timber from Argyll who are more efficiently serviced by road transport – BSW Kilmallie, Ridings Cardross, and further out Callanders, James Jones Lockerbie etc etc. Argyll forest owners are very well serviced regarding transport options and available markets – ***apart from the very fragile council road network which is needed to either reach the timber ports or the trunk road network.***

On a commercial level and apart from the environmental benefits I see the main advantage of shipping from Argyll is the effect this has on the haulage resource – without shipping there would not be enough timber lorries or drivers to get the wood to market at the rate required.

JST Services was established in 1993. With the efforts of a dedicated team, investment and diversification we have grown into JST Services (Scotland) Ltd, from serving just the timber haulage sector into one of the largest materials handling businesses in Europe. From our base in Ayr, in Southwest Scotland, JST operate a modern and efficient fleet of Mobile Port Handling Cranes, Ships, Timber Haulage trucks & Low Ground Pressure 'in-forest' vehicles to offer turnkey solutions for material handling. JST Floating Piers Ltd, was established in 2008 to manage the assets and operations surrounding floating pier utilisation.

The JST integrated floating pier system – is designed to move resources in and out of remote locations. The piers are unique pieces of self-assembling marine equipment that provide a key temporary interface and stable platform, facilitating vessels of up to 3000 tonne capacity to berth alongside and load or discharge specific resources such as timber.

Rational

Innovation and change is borne out of necessity.....
"Ongoing congestion at British Waterways pier facilities at Ardrishaig was potentially constraining harvesting/ logistics operations against a backdrop of predicted rising forest yields and growth"

ARDCASTLE CONSTRUCTION

- Widening of corners
- Reprofilng of gradients
- Surfacing of c 2400m Forest road
- Ground works and rock blasting as req to form a 'flat' stacking/timber handling area of c 3500m²+. Capable of storing up to c 6000t+ of round timber.
- Form a 'gravity based bund' and flat surfaced/ concrete edged 6m x 6m bankseat pad for FP linkspan and bankseat plate tie in.
- Installation of 2 x jackleg pockets installed on foreshore
- Further Diving & Bathymetric set out.
- Provision of additional anchor points/ mooring points /chains on shoreline, drilling/ concreting.
- Creation of c 600m of new footpath to safely divert walkers around the site

Timeline

- JST reviewed site in 2012
- Scoping and design 2013
- Liaison with Landowner (FCS) 2013
- Discussion and review with stakeholders 2013/14
- Planning applications & consents 2014
 - Marine Licence
 - Environmental impact surveys
 - Seabed Lease
 - Initial STTS App Sept 2014
- Final STTS Application & Approval May 16 >
- £123k grant from the Scottish Government's Strategic Timber Transport Scheme
- Tendering and project management June 16 >
- Construction Sept 2016
- Completion February 2017
- Project cost c £350k +

BERTHING AND SITE SPECIFICATIONS

- 12m of deep, sheltered and easily navigated water
- Capacity for a range of vessels from 600t to 3000t export vessels
- In forest, secure storage site with capacity for up to 7000t+ of roundwood/ forest products which can allow for daily shipments if required
- 2 x onsite dedicated shuttle trucks
- 2 x onsite Liebherr for efficient loading/ handling

