Timber Transport:
Different Perspectives. Shared Solutions.



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Grampian and Stirling & Tayside Timber Transport Groups
TTF–ROADEX Conference, 8 October 2026

Photo: Neil Stoddart, PortRail Group



Getting from A…

Photo: Timber Transport Forum


...to B
835
ELECTRIC INNOVATION
ELECTRIC
Inverness
SCOTLOG
SL73 BEV


…on these

The challenge…



Ensuring that the industry can access and market the resource sustainably, while seeking to reduce the impacts of timber transport on the public road network, local communities and the environment



Transporting around 10 million tonnes of timber to market each year by the mid-2030s over a rural road network which dates from an earlier era and is not always well-suited to the demands of modern haulage vehicles



If moved entirely by timber lorry: around 400,000 loads



Sharing…

- Residents
- School buses
- Pedestrians
- Cyclists
- Horse riders
- Farmers
- Oil tankers
- Amazon deliveries
- Tourists
- Wildlife…



Different Perspectives…

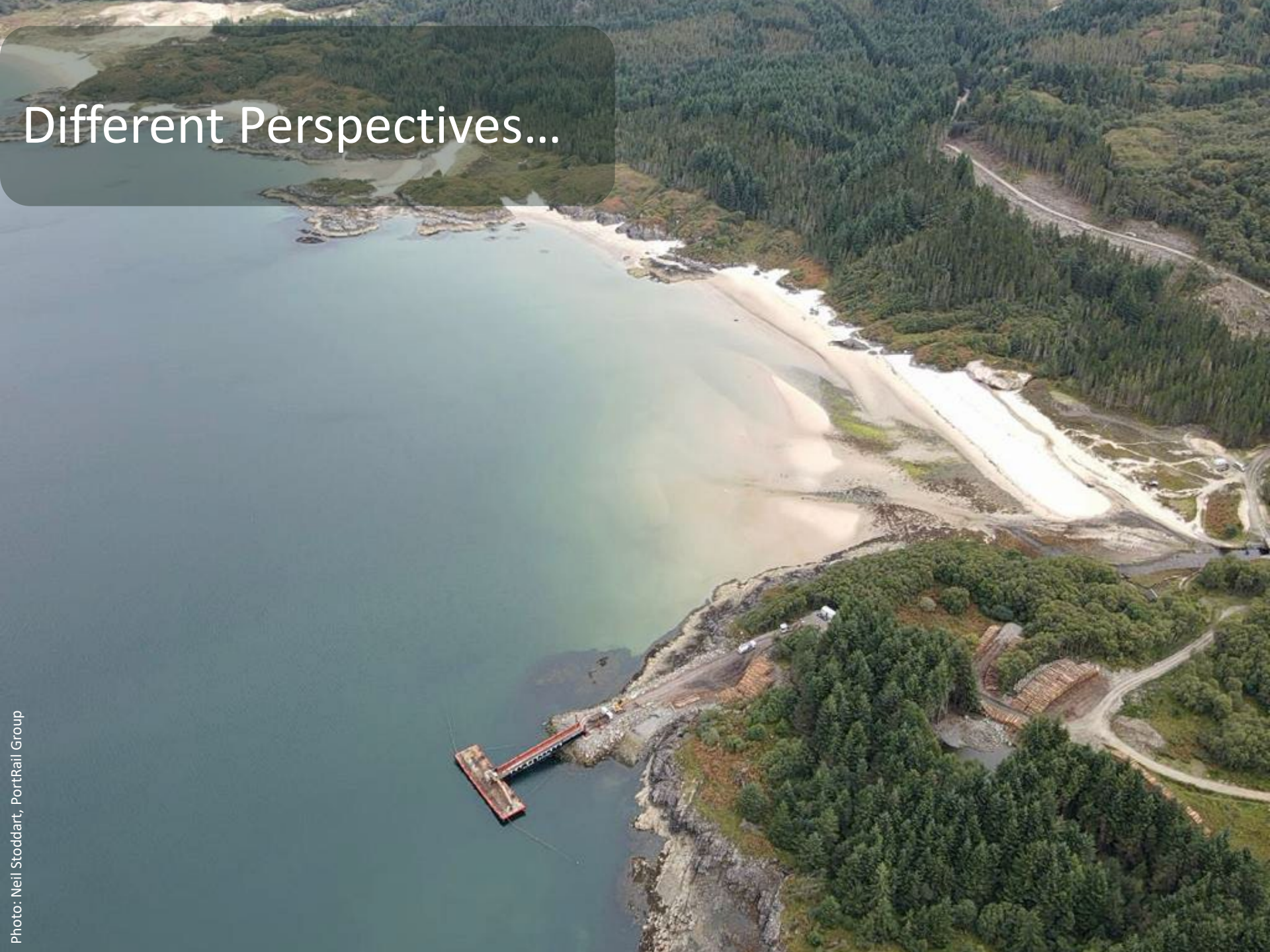


Photo: Neil Stoddart, PortRail Group

What the industry wants



Efficient, safe and cost-effective timber transport
to keep the forestry sector and local economies moving.

What the local authority wants



Maintain and protect the road network and structures, ensure public safety, and support a resilient network for all users.

What the local community wants



Safe roads, peace and quiet,
and consideration for their community.

What the media wants

TIMBER LORRIES SPARK LOCAL ANGER

Calls grow for action over increased HGV traffic



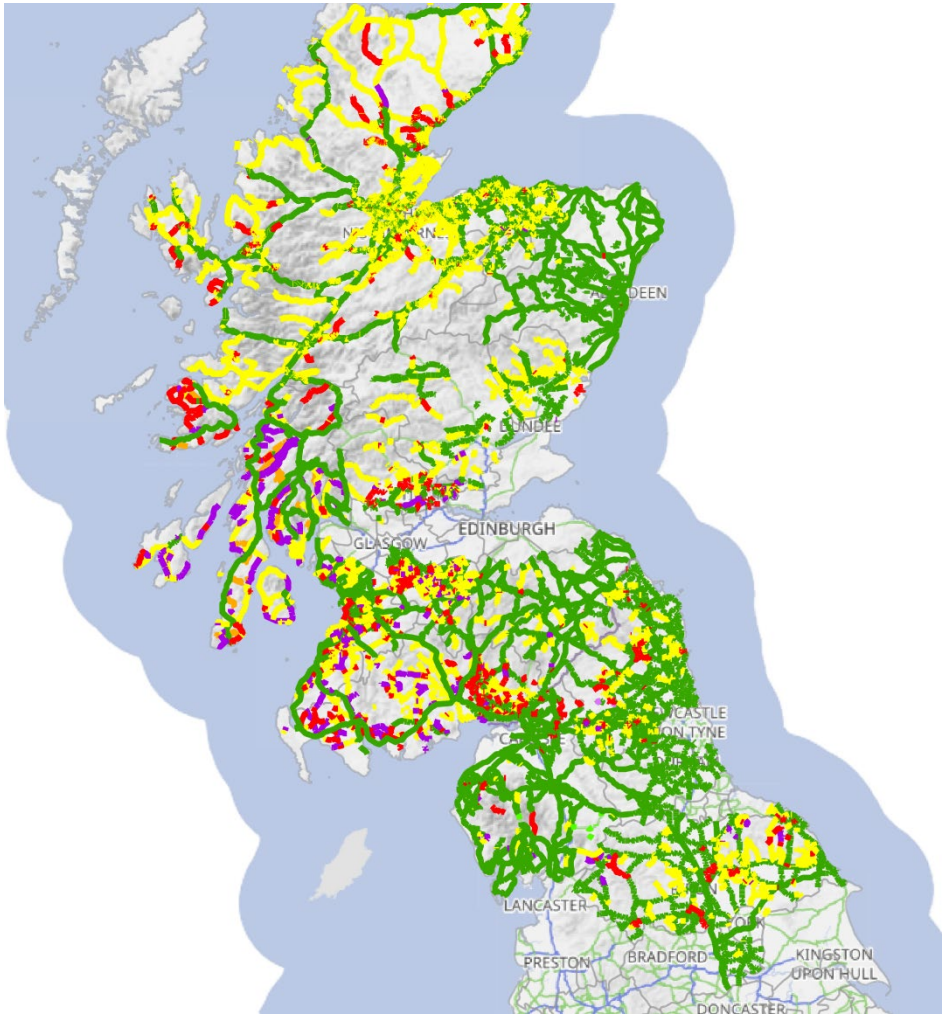
A headline story about controversy.

What actually happens



Timber haulage takes account of road conditions, weather, other traffic and local constraints.

Take the Agreed Routes Map…



The Agreed Routes Map (ARM)
Voluntary route classifications for timber transport

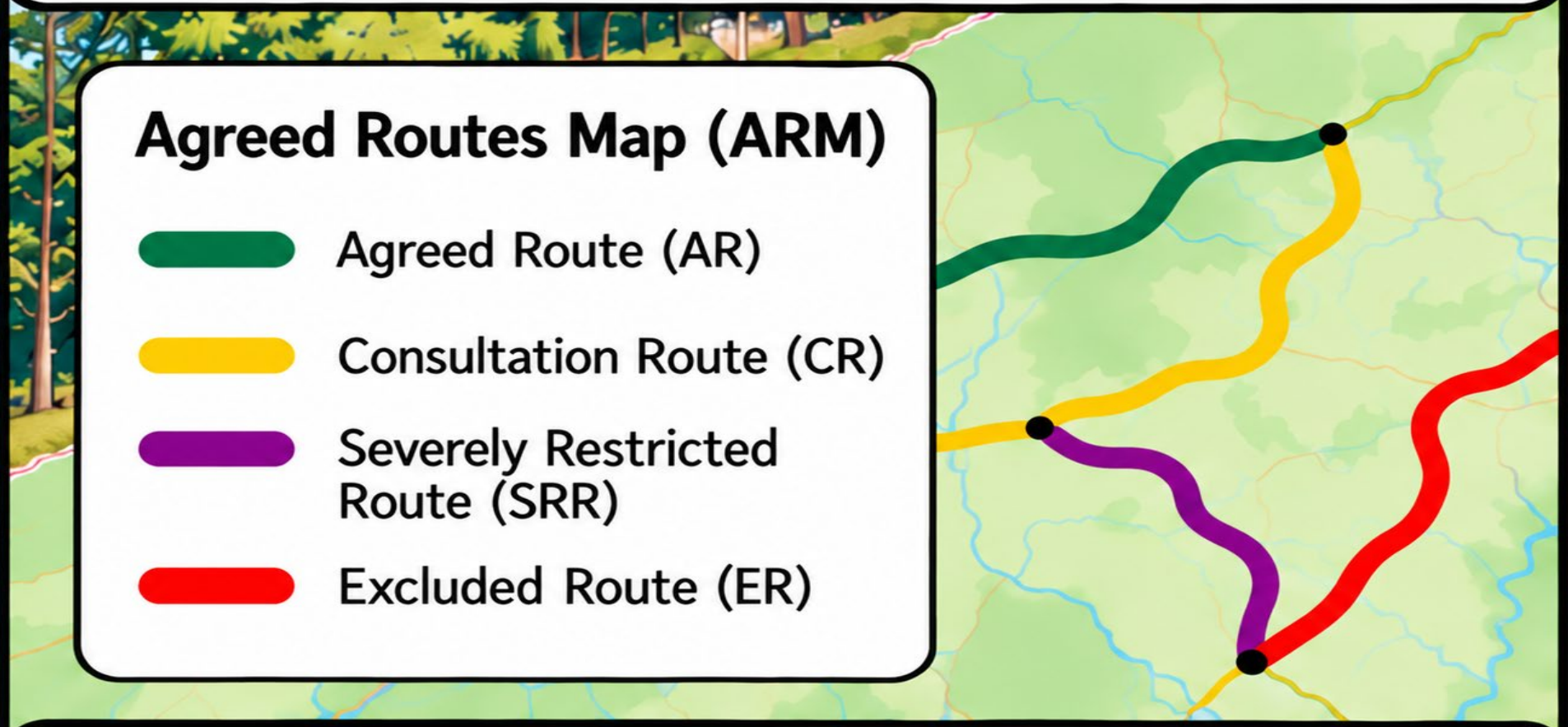
- Agreed Route
- Consultation Route
- Severely Restricted Route
- Excluded Route

Voluntary. Advisory. Widely adopted.

Not a legal requirement…

… a **shared** good-practice approach

What the guidance says



A tool to help plan timber transport and identify where liaison or additional consideration may be appropriate.

What industry understands



Information to support planning and management.

How “Agreed Route” can sound



If it isn’t an Agreed Route,
timber lorries aren’t allowed to use it.

How “consultation” can sound



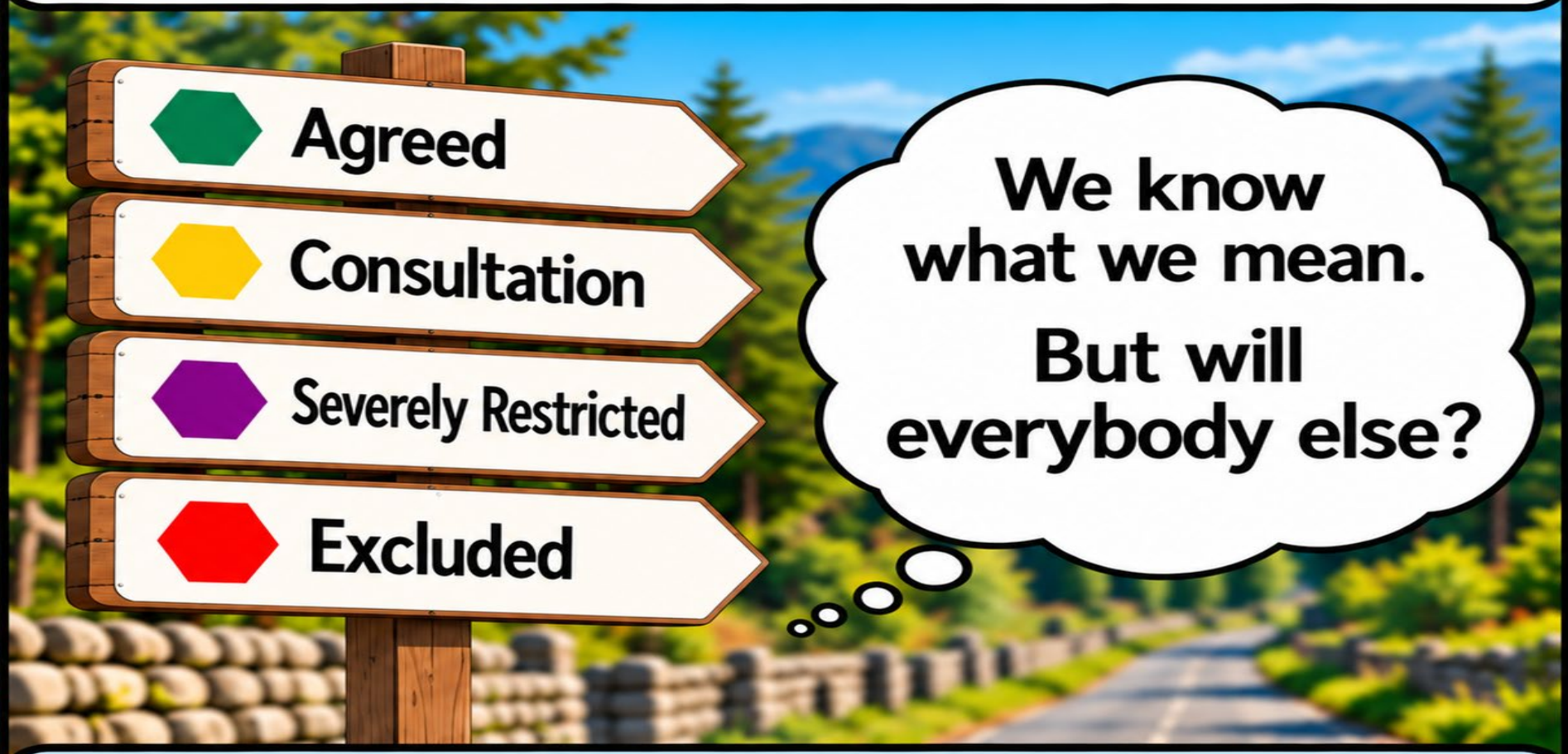
The community must be consulted before the route is classified and before timber lorries can use it.

What it actually means



Used to guide planning, liaison and appropriate operational measures – taking account of local conditions.

Why language matters



The same words can be interpreted differently depending on the audience.

Engaging with stakeholders…



Perception matters…

'allowed to damage'

'do not liaise with local communities'

'a law unto themselves'

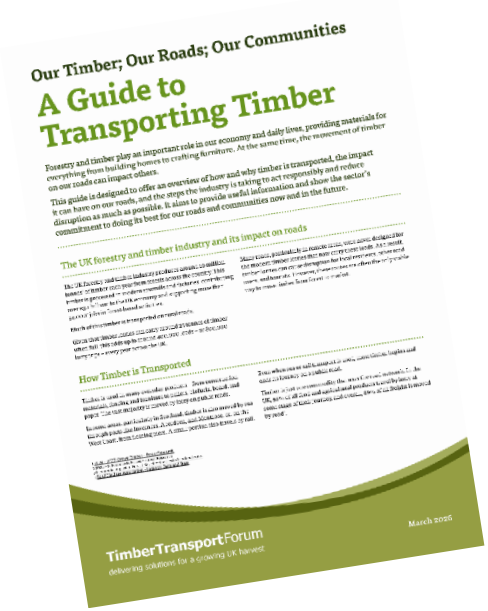
'unscrupulous industry'

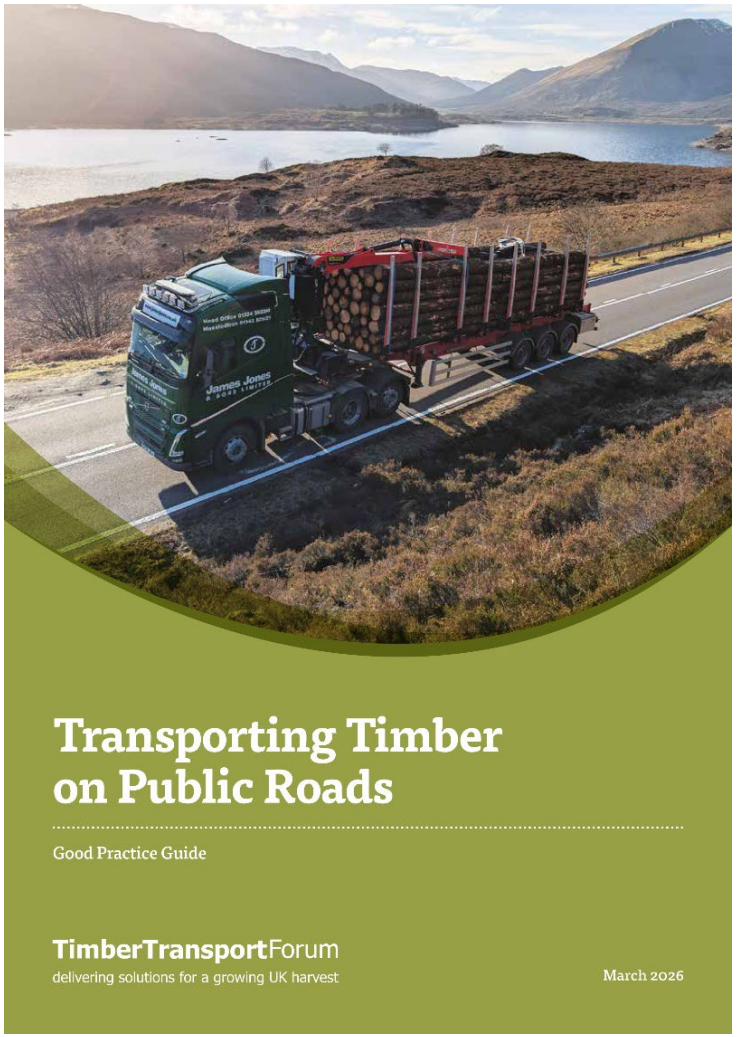
We talk a lot on this page about the breathtaking arrogance of the Scottish Forestry Industry who consistently act like they can do whatever they want.

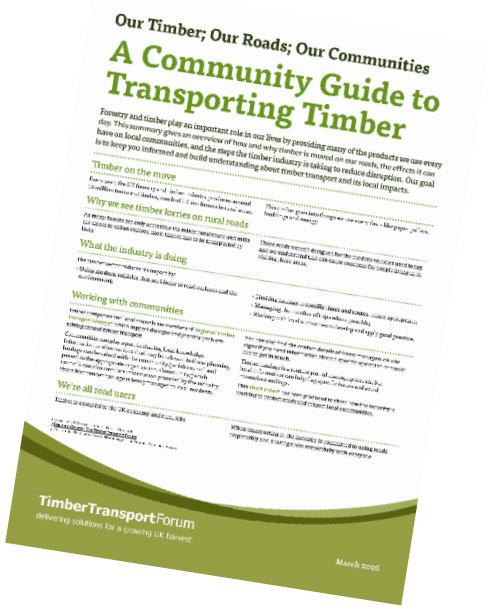
Could you find out more about this story … if there are any local groups protesting about the haulage of timber through their villages and narrow unsuitable roads.

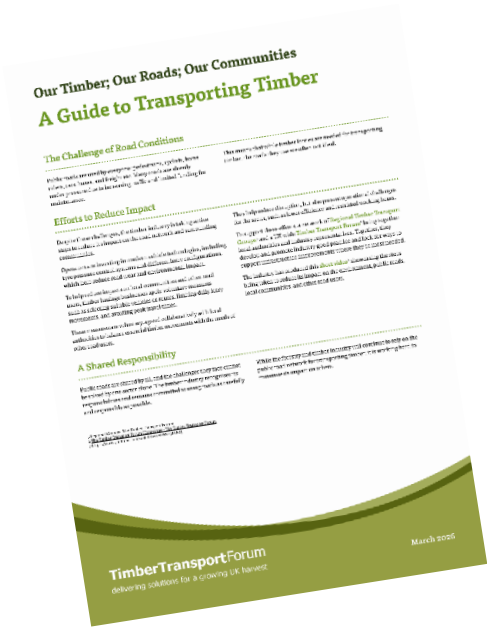

Shared Solutions…

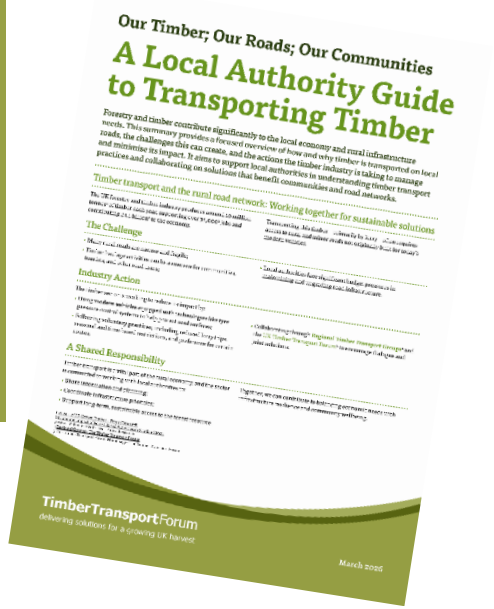
One message. Different audiences…











FAQs – Frequently Asked Questions

Forestry and timber play an important role in our economy and daily lives, providing materials for everything from building homes to crafting furniture.

Moving timber from forests to where it's processed is an essential part of that *supply chain* — the journey wood takes from forest to market. Each year, millions of tonnes of home-grown timber are transported on the UK's public road network, supporting rural jobs and reducing reliance on imports.

At the same time, timber haulage can affect local roads and communities, especially in rural areas where many routes were never designed for modern timber lorries. The timber industry recognises these challenges and is working hard to reduce its impact through good practice, investment in modern vehicles and technology, and close cooperation with local authorities.

The following FAQs address some of the most common questions about timber transport — what it involves, why it's needed, and the steps being taken to make it as safe, efficient and responsible as possible.

+ What is the main way timber is transported?
+ Why is timber haulage important?
+ Why do timber lorries use minor, rural roads?
+ Is permission needed for timber lorries to drive on public roads as they're so big?
+ Is planning permission required for timber haulage?
+ Do HGV drivers have to do specific training?
+ What is the industry doing to reduce its impact on local roads and communities?
+ What is the Timber Transport Forum?
+ What the Forum doesn't do?

- What the Forum Doesn’t Do

The Forum isn’t a regulatory body, so it:

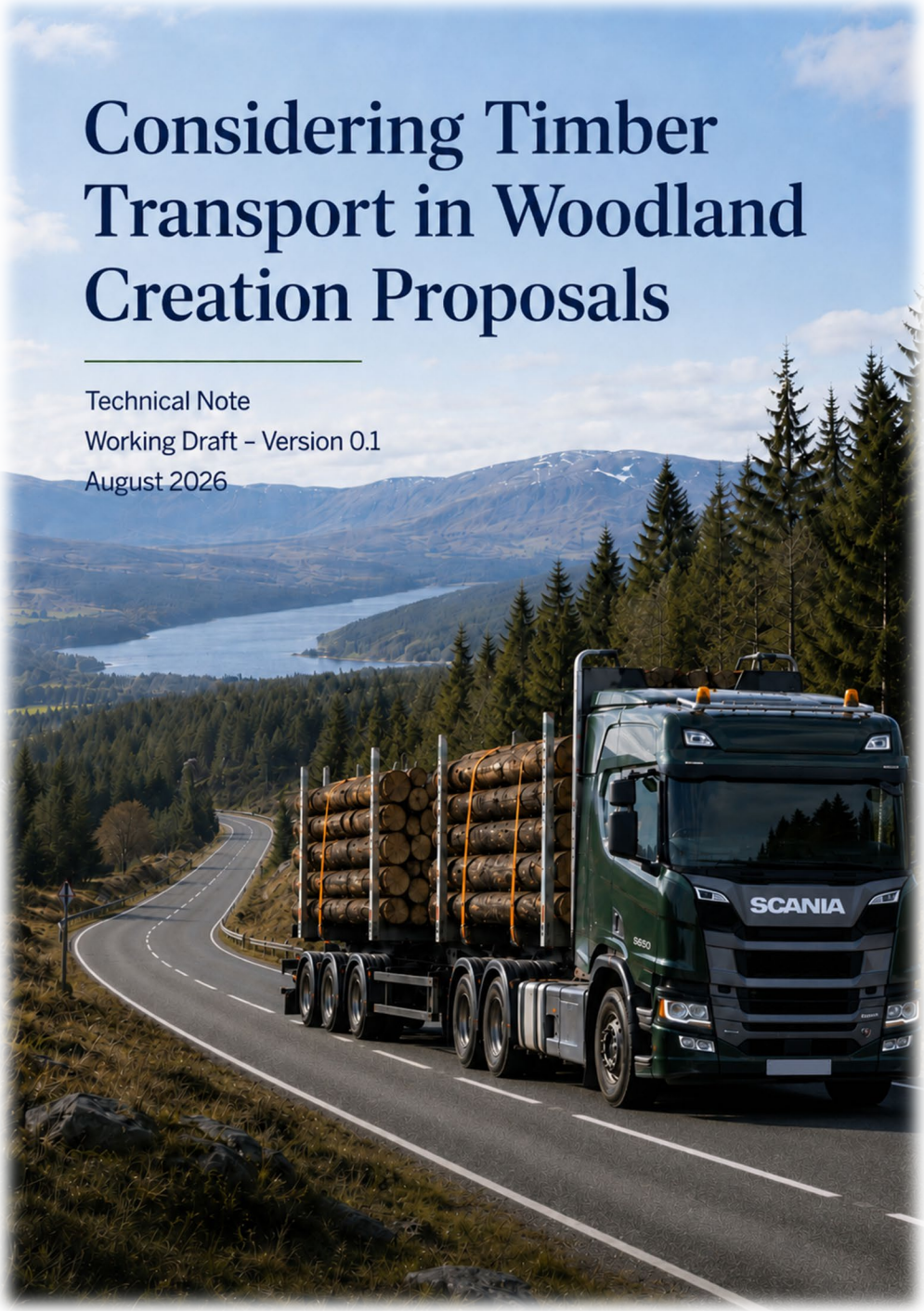
- Doesn’t have the authority to enforce traffic laws or road regulations;
- Doesn’t deal with complaints about individual haulage operations, accidents, incidents or disputes;
- Doesn’t provide details of land ownership or individual hauliers;
- Doesn’t build or maintain roads;
- Doesn’t provide funding for road and transport improvements.


FOREST INDUSTRY
THINK SAFE
STAY SAFE
SAFETY ACCORD
VIDEO 6
Haulage On Fragile Roads



Stirling & Tayside Timber Transport Group
Summer visit 2026





Looking into the future…

Considering timber transport

20+ years before the first lorry moves

Shared solutions




Stakeholder Updates
Timber Transport
Resident
10:15
Can you confirm when the timber lorries will be coming through our village next week?
Community Council
09:48
Please share the proposed route and haulage planned for the following week.
Haulier
09:31
Delivery scheduled for Tue 8 September, 07:00 - 16:00.
5 loads planned.
Local Authority
Yesterday
We're notifying you of upcoming roadworks on the C33 from 19th - 23rd October.
Expect delays.
Forest Manager
Yesterday
Roads clear and felling on track.
Will keep you updated on changes.
New message



By Benoît Bonnafoux - Le téléphone, le microphone et le phonographe