ARVIKACONSULT

The Highland Council
Comhairle na Gàidhealtachd

Highland Perspective:
20 years of Road, Rail and Sea

Flow Country




The Highland Council
Sutherland
Comhairle na Gaidhealtachd
B871 / B873 Forest Access Road
Road maintenance research trials
for the next 20 miles
Please drive carefully
ROADSCANNERS
Forest Enterprise
ROADEX

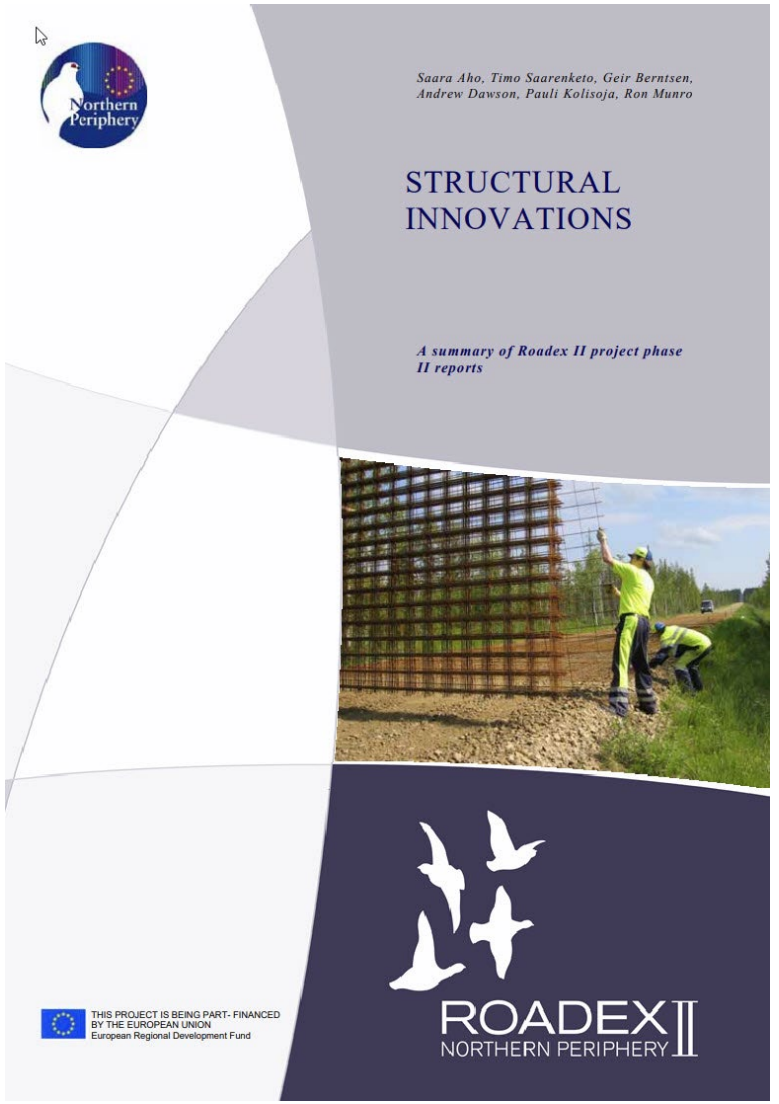


ROADSCANNERS PROJECT REPORT

Evaluation of the Impact of Timber Transportation on Roads B871 Kinbrace to Syre and B873 South of Syre

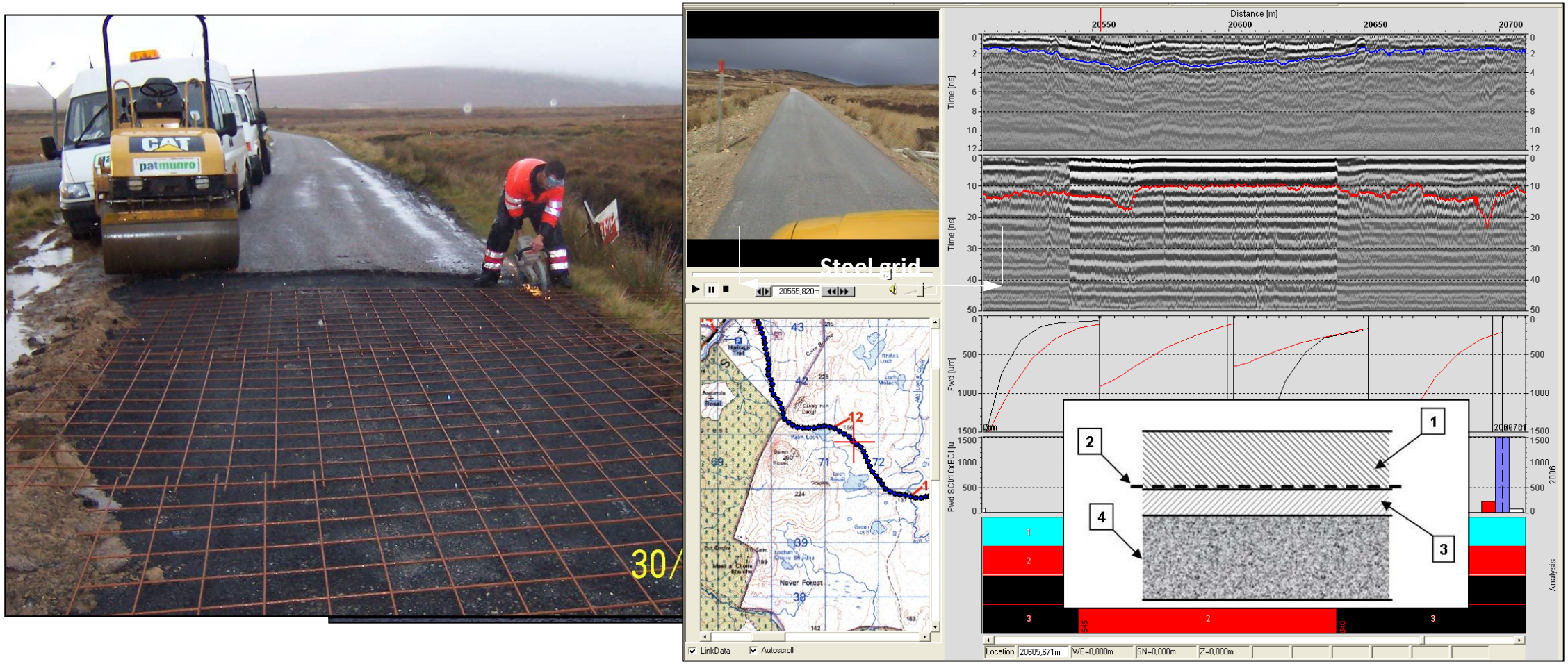


ROADSCANNERS

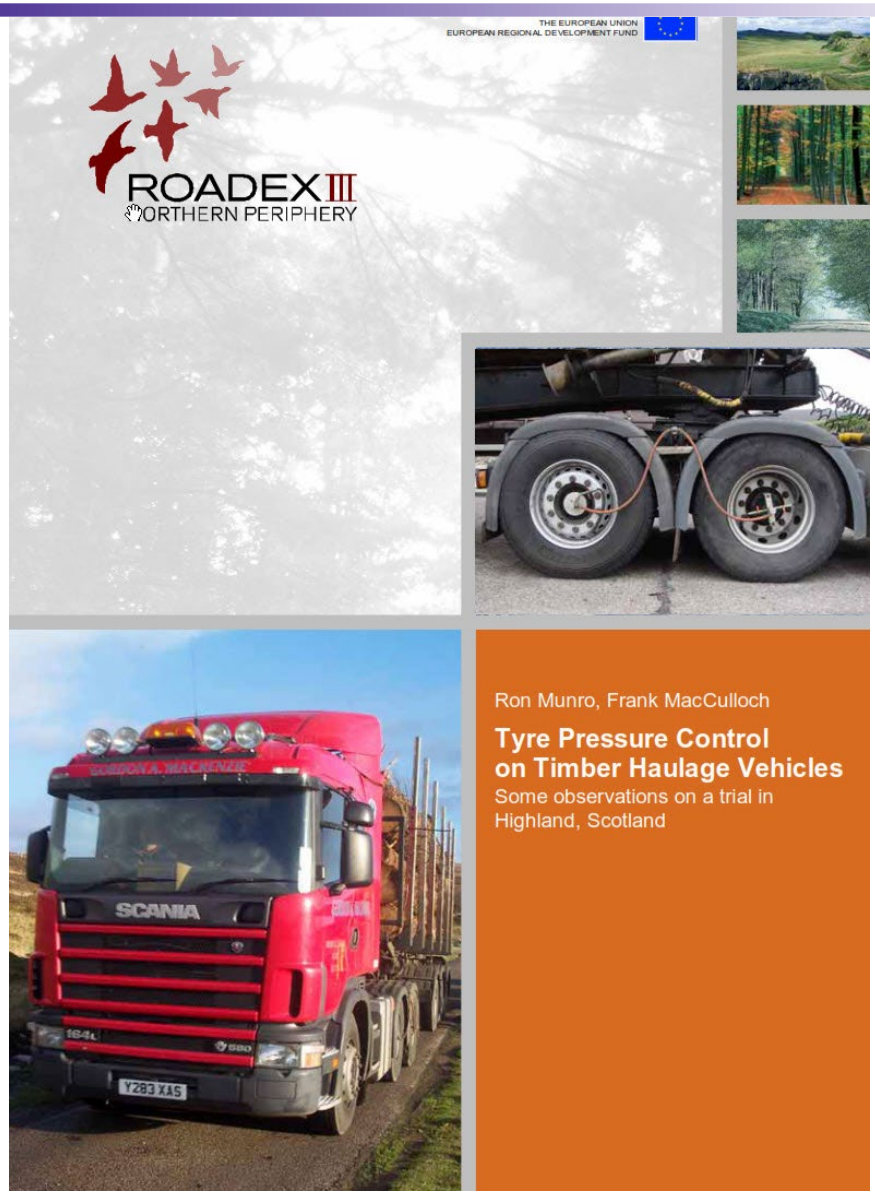


REHABILITATION OF ROADS ON PEAT

Reinforcement of surfacing layers






THE EUROPEAN UNION
EUROPEAN REGIONAL DEVELOPMENT FUND
ROADEX III
NORTHERN PERIPHERY
SCANIA
Y283 XAS
Ron Munro, Frank MacCulloch
Tyre Pressure Control
on Timber Haulage Vehicles
Some observations on a trial in
Highland, Scotland


Leading the way with
TYRE PRESSURE CONTROL
James Jones and Sons Ltd.
Larbert
01324 562241
Mosstodloch
01343 821421
SV08 GDX







Timber Transport Management Plans

Tilhill Forestry
BSWGROUP member of binderholz

Timber Transport Management Plan - Badvoon Forest Complex

The purpose of this Management Plan is to ensure the protection of the U3578 and shared forest road network to preserve safe access for timber haulage and all other road users.

1. As from the date of this plan being agreed, timber traffic will be permitted to travel along the whole length of the U3578 provided it complies with the following conditions:

April - September 2026

a) Out of the six daily wagon allowance three lorries shall be Wagon and Drag configuration with twin wheels on the drive axle(s) and twins or Maxi singles on the three-axle trailer/drag unit, the other (three wagons will be an artic truck and trailer configuration) with Maxi single tyres also with working Tyre Pressure Control System.

October - December 2026

c) Out of the four daily wagon allowance two lorries shall be Wagon and Drag configuration with twin wheels on the drive axle(s) and twins or Maxi singles on the three-axle trailer/drag unit, the other (two wagons will be an artic truck and trailer configuration) with Maxi single tyres also with working Tyre Pressure Control System.

January - March 2026

d) Out of the three daily wagon allowance two lorries shall be Wagon and Drag configuration with twin wheels on the drive axle(s) and twins or Maxi singles on the three-axle trailer/drag unit, the other (one wagon will be an artic truck and trailer configuration) with Maxi single tyres also with working Tyre Pressure Control System.

This addition to the TTMP will be run on a 4-week trial basis from January 2026 where haulage and road conditions will be assessed throughout the period before a review is submitted to HC. Snow/freeze/thaw conditions will be monitored throughout this period with restrictions placed on all haulage operators to avoid use of the U3578 in unsuitable conditions. Tilhill Forestry will act on behalf of the landowner to monitor and review haulage operations through this trial period and will be responsible for direct consultation with the Harvesting Company to ensure the following control measures are adhered to:

-No timber haulage to be undertaken within or immediately following freezing temperatures or snowfall. Temperature monitoring used alongside daily weather forecasts to confirm use of access with the Harvesting Company.

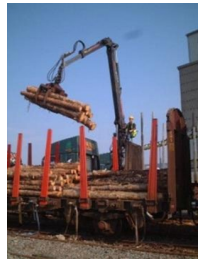
-No snow clearance to be carried out on the forest road to prevent surface damage and use of the access in unsuitable conditions.

-Harvesting Company to report weekly use of the access over the 4-week trial period detailing quantity of loads and any issues encountered.

These control measures will be implemented in addition to those detailed below which have formed the basis of the TTMP to date.

d) The truck and trailer/drag shall be fitted with a working Tyre Pressure Control System which must be operational at all times on these routes. Tyre pressures shall be reduced in accordance with the recommendations of the manufacturer in order to minimise road contact pressure. Plated gross weights of tractor and trailer unit shall on no account be exceeded.

Timber on Rail- a knotty problem











1990s Pre-rail privatisation Speedlink network Huntly, Keith, Elgin, Crianlarich, Arrochar, Inverness, Inverurie, Fort William

1995 Renewed interest from privatised EWS

2001-3 Kinbrace lineside loading. Infrastructure funded by ERDF and partners Railtrack, THC, EWS with help from James Jones and Norbord but performance, reliability issues

2006 Colas Scottish roundwood to Chirk Workington newly converted wagons

2010 on - various sites investigated in Helmsdale Strath and Altnabreac as solution to large resource poorly served by roads

2012 Ferguson 45’ containers for sawn timber ex Corpach loaded to rail at Grangemouth for Daventry

Timber by Rail- a knotty problem 2

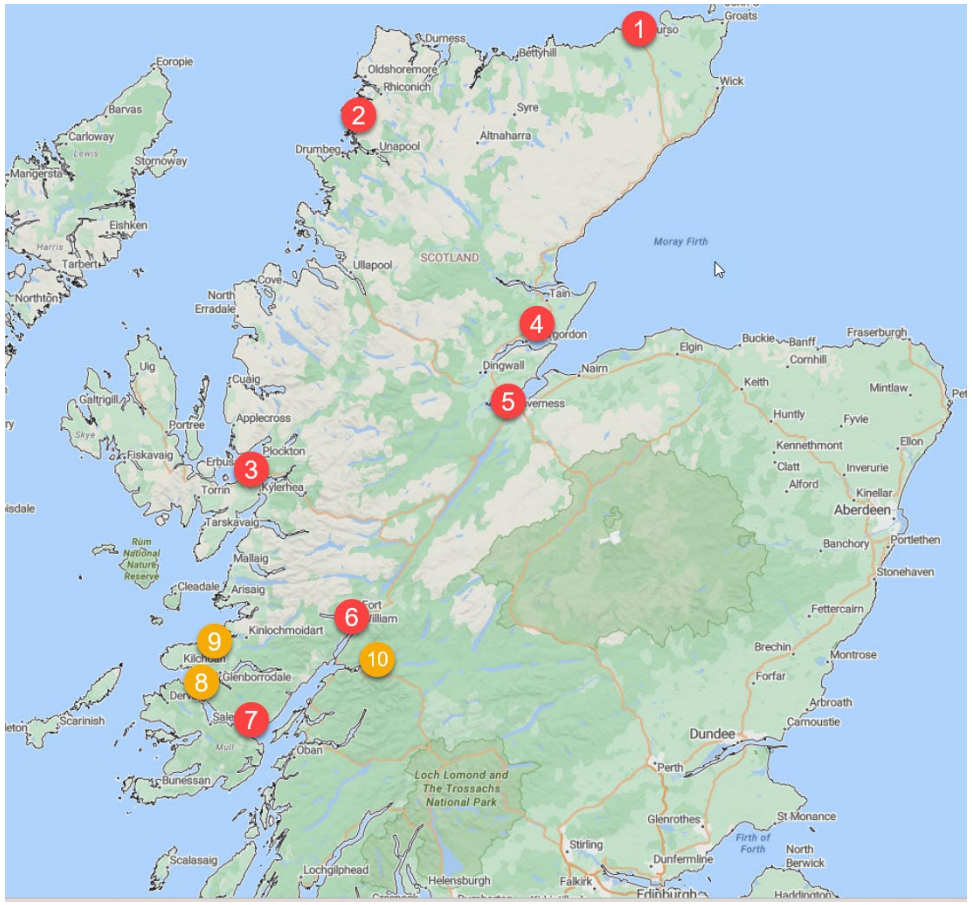






- 2013 Norbord backloads OSB in Tesco containers.. Norbord rail re-connection feasibility
- 2016 Rannoch Barracks lineside loading feasibility work, Corpach potential
- 2020 Georgemas-Inverness for Norbord trials- wagons suboptimal
- 2021 Planning permission applied for by HITRANS at Altnabreac
- 2026 West Fraser terminal opens

Sea



Fixed facility

1: Scrabster

2. Kinlochbervie

3. Kyle of Lochalsh

4. Invergordon

5 Inverness

6. Corpach

7. Lochaline

Floating Piers

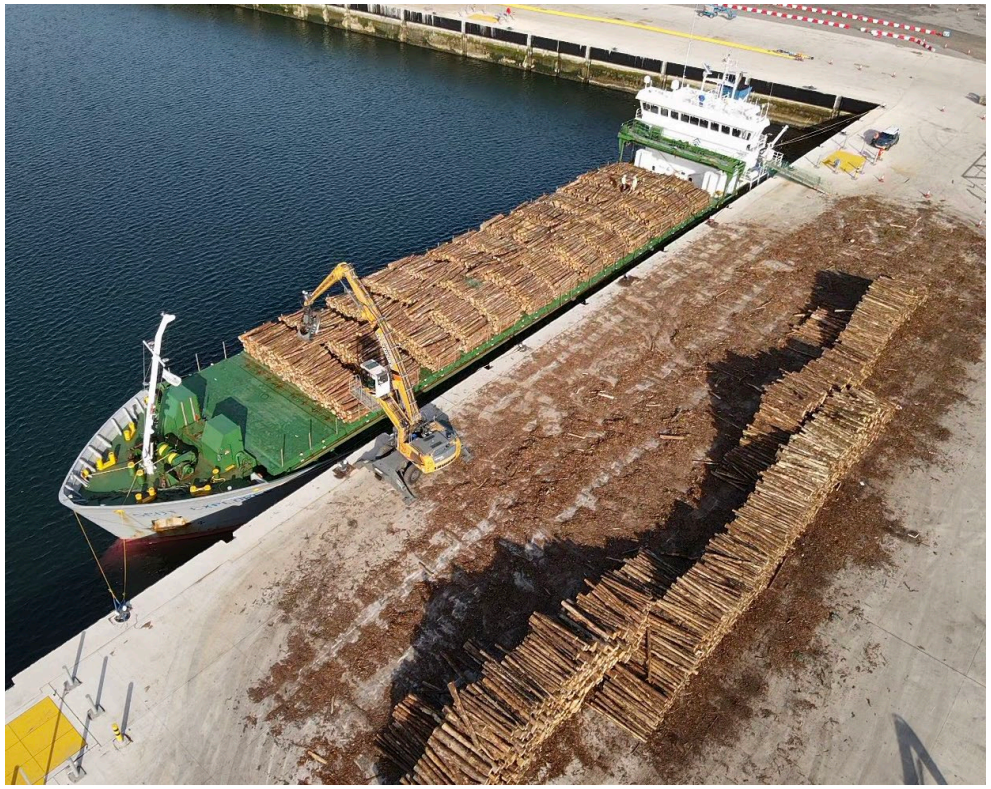
8: Drimnin

9. Gorteon

10: Glen Etive

Major Increase in Sea Transport





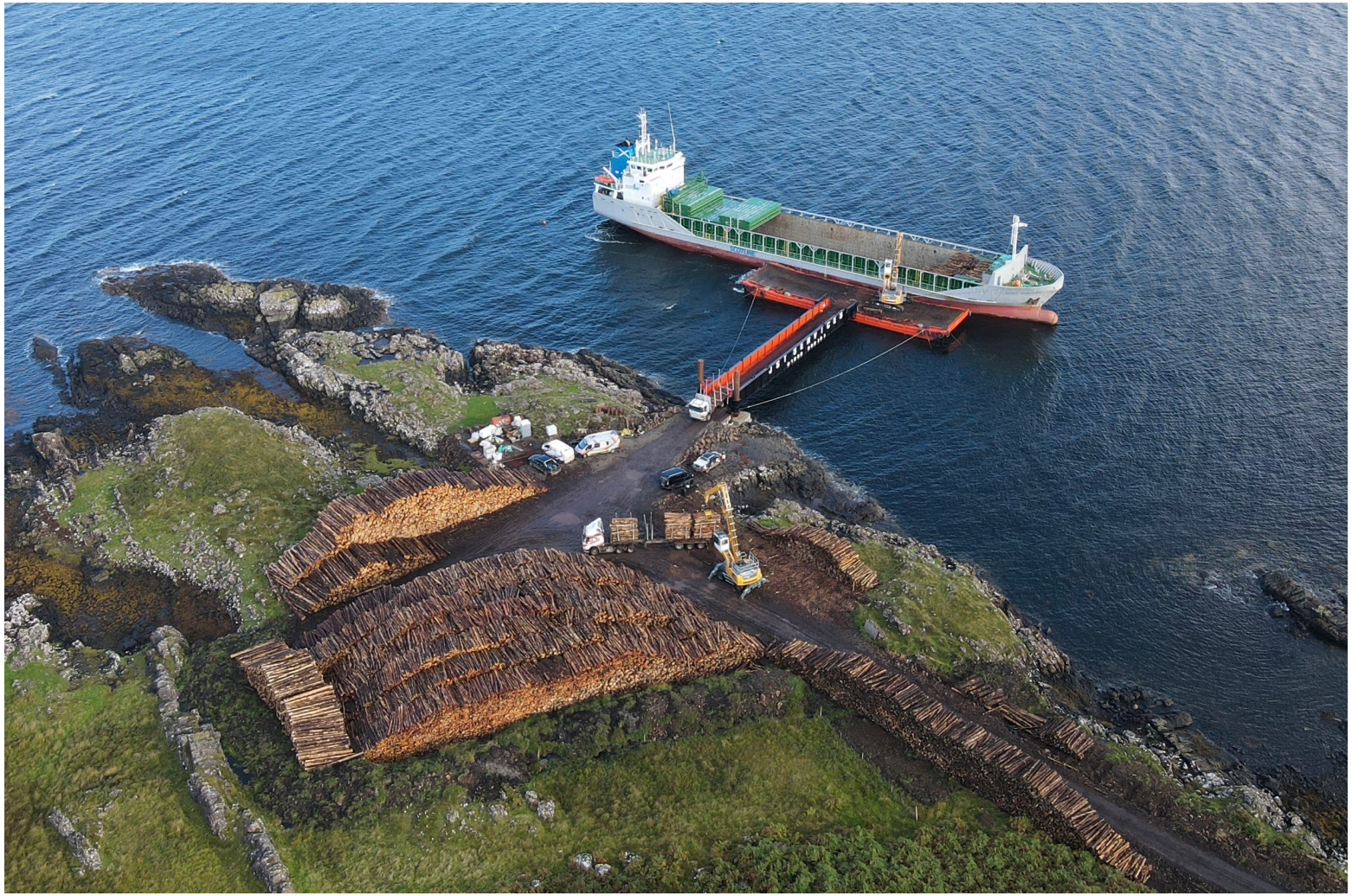

SCOTLINE

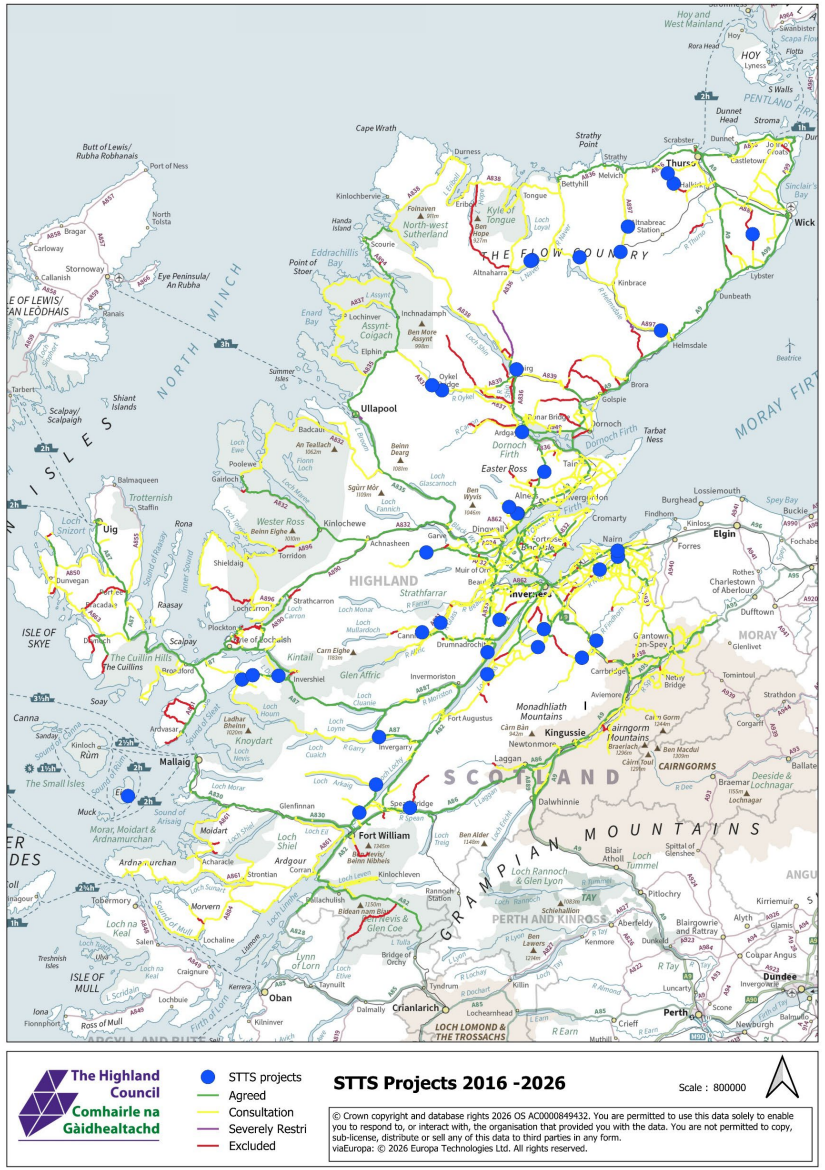
Floating Piers





Drimnin




The Highland Council
Comhairle na Gàidhealtachd
STTS projects
Agreed
Consultation
Severely Restri
Excluded
STTS Projects 2016 -2026
Scale : 800000
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STTS Support

THC has completed 78 road improvement projects totalling £31 million invested with £18 million support from STTS.

Total investment by type was £3.77M (12%) in forest, £26M (82%) Public Roads, £0.37M (1.1%) Winter Repairs and £1.2M (4%) modal shift (sea and rail).

These projects have collectively reduced the impacts of /promoted more sustainable transport for 13.2 million tonnes of timber.

The Future?

The Highland Council
Comhairle na Gàidhealtachd

Thank you Mòran taing

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