

Transporting Timber in Grampian



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Grampian Timber Transport Group



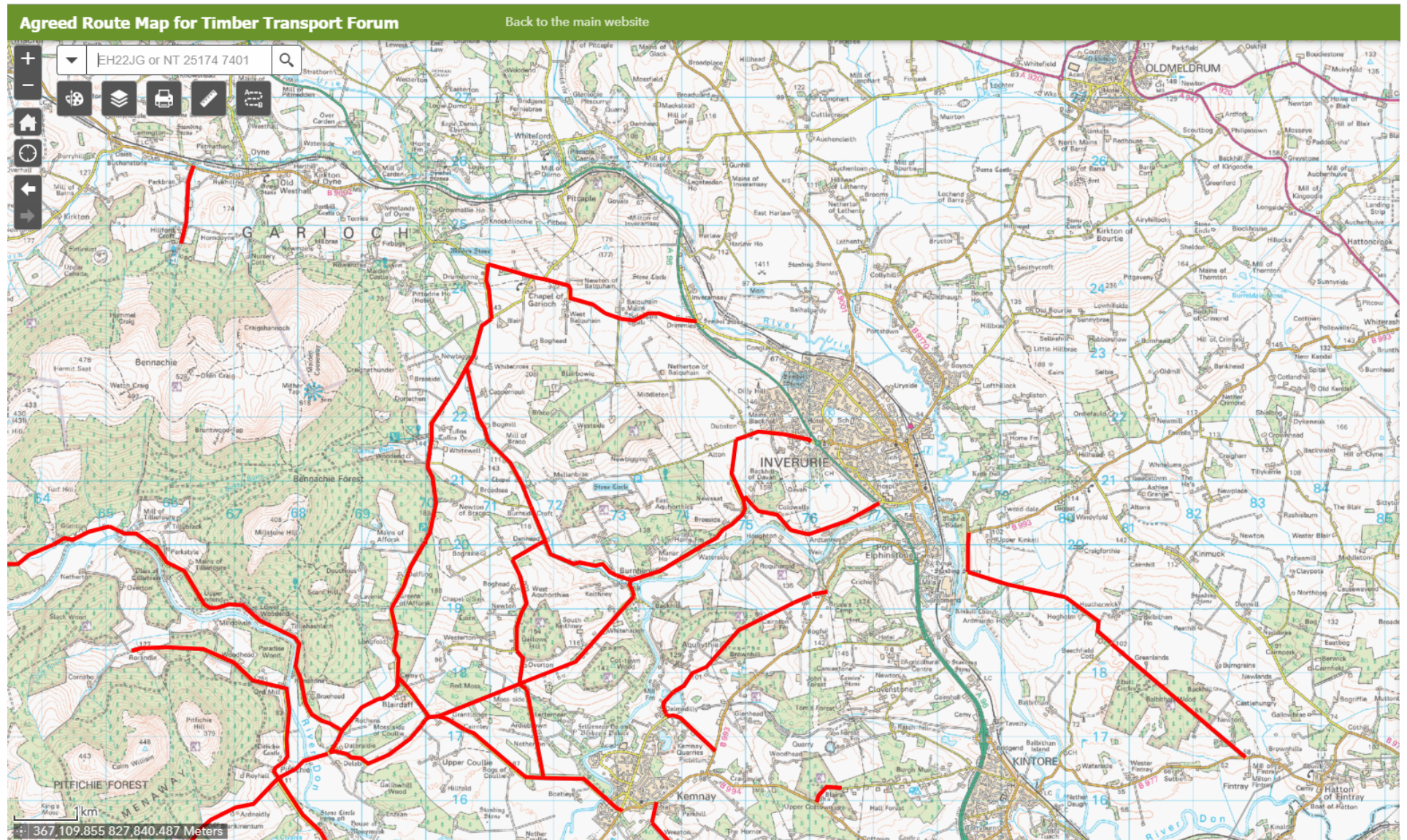
The mission...

To ensure that the timber industries can access and market the timber resource in a sustainable way which seeks to minimise the impact of timber transport on the public road network, on local communities and on the environment.

And to transport the 10.5 million tonnes of timber harvested each year (by 2035) from Scotland's forests to market over a rural road network which dates from an earlier era and is not always well-suited to the demands of modern haulage vehicles.



Agreed Routes Maps



Classifications

AGREED ROUTES:

Can be used for timber haulage. **All A and B-class roads are Agreed Routes unless otherwise shown** (in other areas, only A-class roads are Agreed Routes unless otherwise shown).

CONSULTATION ROUTES:

These require discussion between the Local Authority Roads Service and forestry businesses to agree a workable management regime to suit the road conditions. In Grampian, **all C and unclassified roads are Consultation Routes unless otherwise shown** (in other areas, all B, C and unclassified roads are Consultation Routes unless otherwise shown).

SEVERELY RESTRICTED ROUTES:

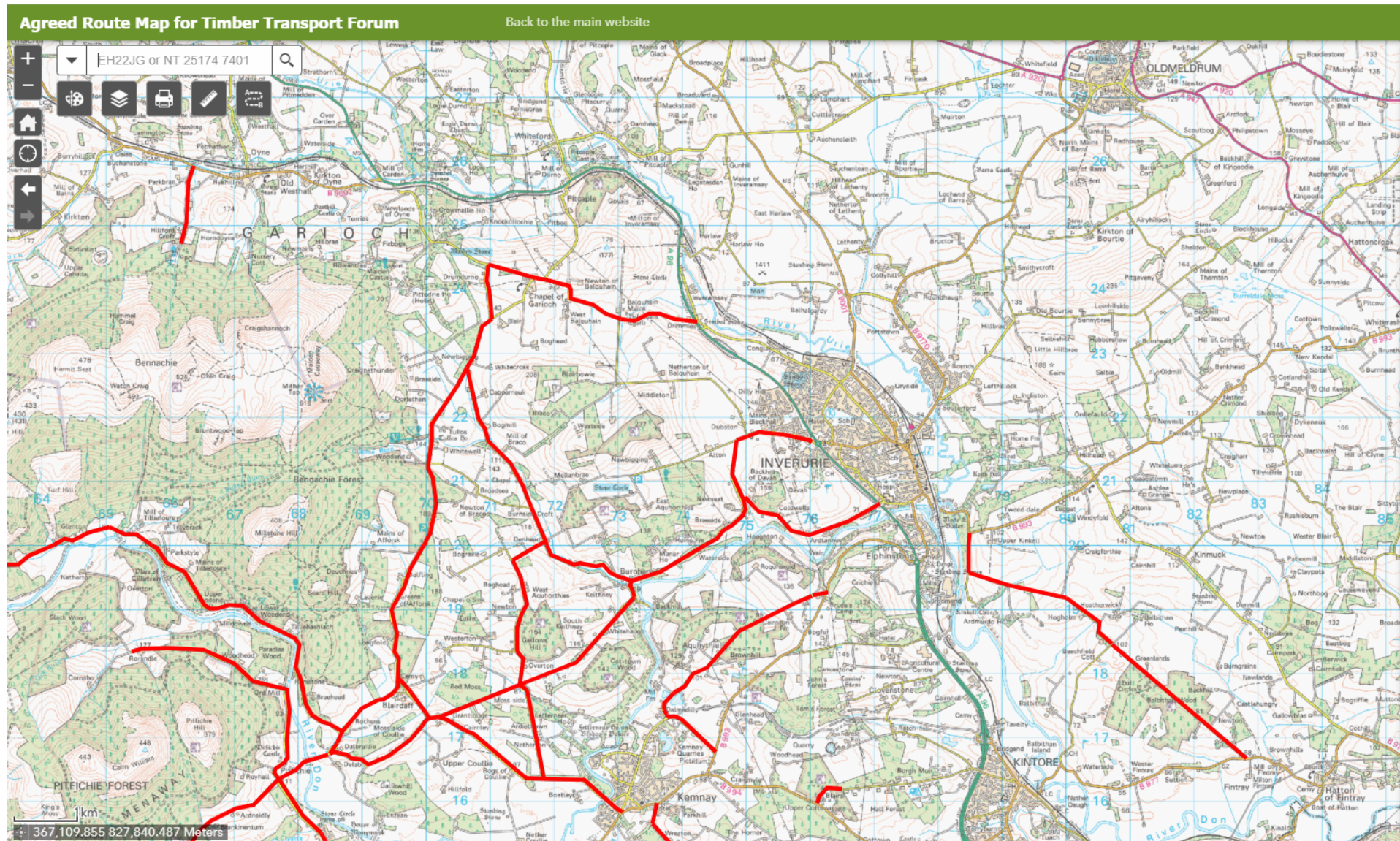
These occur in some regions. Businesses that are affected by these routes should liaise with the Local Authority and the Regional Timber Transport Group. GTTG doesn't currently have any Severely Restricted Routes.

EXCLUDED ROUTES:

Consultation with the Local Authority is required to explore alternatives.



Agreed Routes Maps





Perhaps it's no wonder...



"The forestry industry, both the Forestry Commission and individual private companies, are currently **allowed to damage** the environment, roads and property without having to make good the damage they cause. Although operational guidelines exist (e.g. Confederation of Forest Industries' 'Confor' "Stakeholder engagement guidance note 2015"), they are purely voluntary, which regrettably means that those involved in the extraction and transport of timber are not required to comply. They can and do damage roads and verges, they operate during anti-social hours and **do not, as a matter of course, liaise with those local communities** who are directly affected by their activities.

Councils have no power and no stomach for legal action, meaning that timber hauliers can and do cause damage to private property and the wider environment without having to make good. **They are 'a law unto themselves'**, which must stop!

The Scottish Government needs to enshrine the Confor guidelines into legislation such that the public and the environment are protected from this **unscrupulous industry**.

This needs to happen now before irreparable damage is caused to our roads and local communities."



PE01654: Forestry regulation

Date Lodged: 07 June 2017

When it doesn't quite work

As this is not an Agreed Route **we should have been consulted** prior to extraction; the road has very limited passing opportunities & the road condition is questionable so a survey & meeting would be required to discuss measures to limit damage & disruption.

On the back of finding out that 7,000 tonnes are to be hauled **without consultation**, I'd like to get the views on who is responsible for notifications & permissions and at what stage mitigation works, like passing places etc., should be discussed

Timber lorries started running in the bad weather and the road just fell to bits. It is disappointing that **little thought was given** to running lorries at that time of year over a poor section



And when it does

As you know I am planning timber harvesting at xxx for this summer. This will involve the clearfell of xxx ha of conifer under felling licence.

This should equate to 2,000 t or 80 lorry loads and we anticipate the site being worked from early August through to the end of November.

A planning application has recently been submitted to xxx for a new access point onto the xxx near xxx which will serve a new forest road for the extraction of timber from this, and future felling coupes.

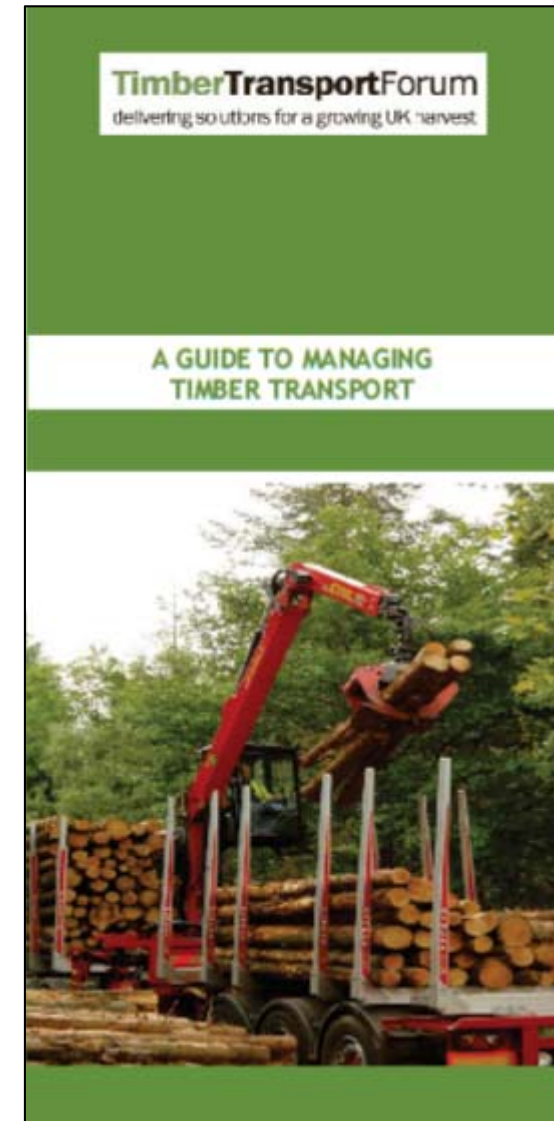
I understand the xxx between xxx and the xxx just south of xxx is a Consultation Route for timber haulage so would ask that you advise of any restrictions you may seek to impose.

I will then detail these on the tendered sale documents.

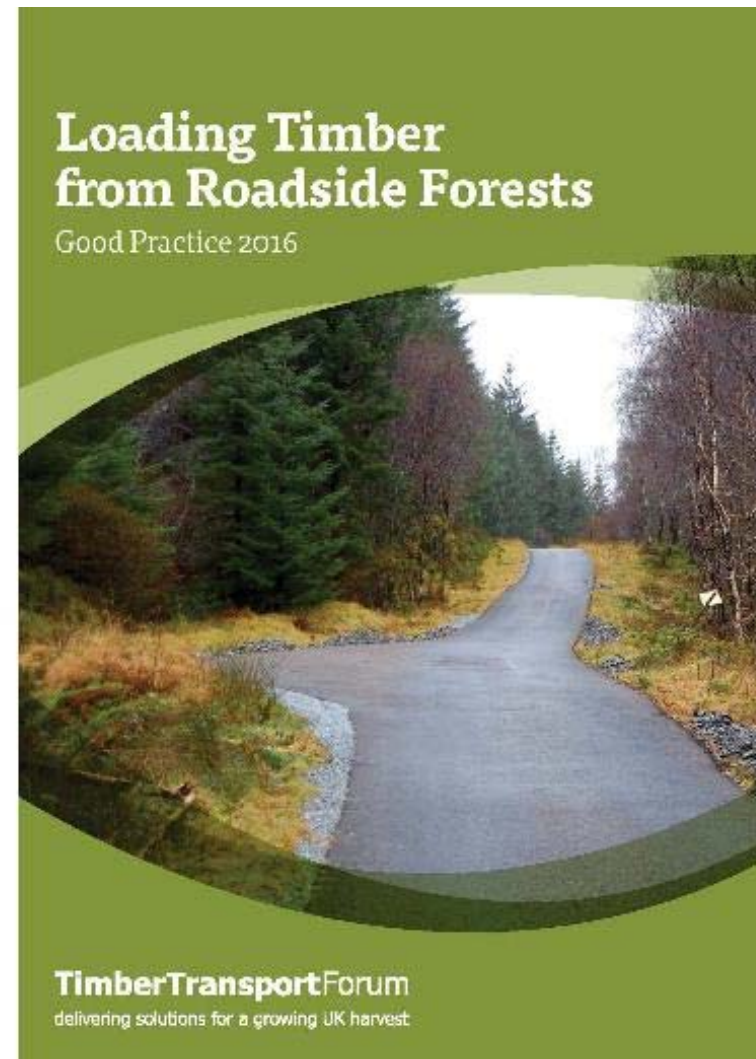
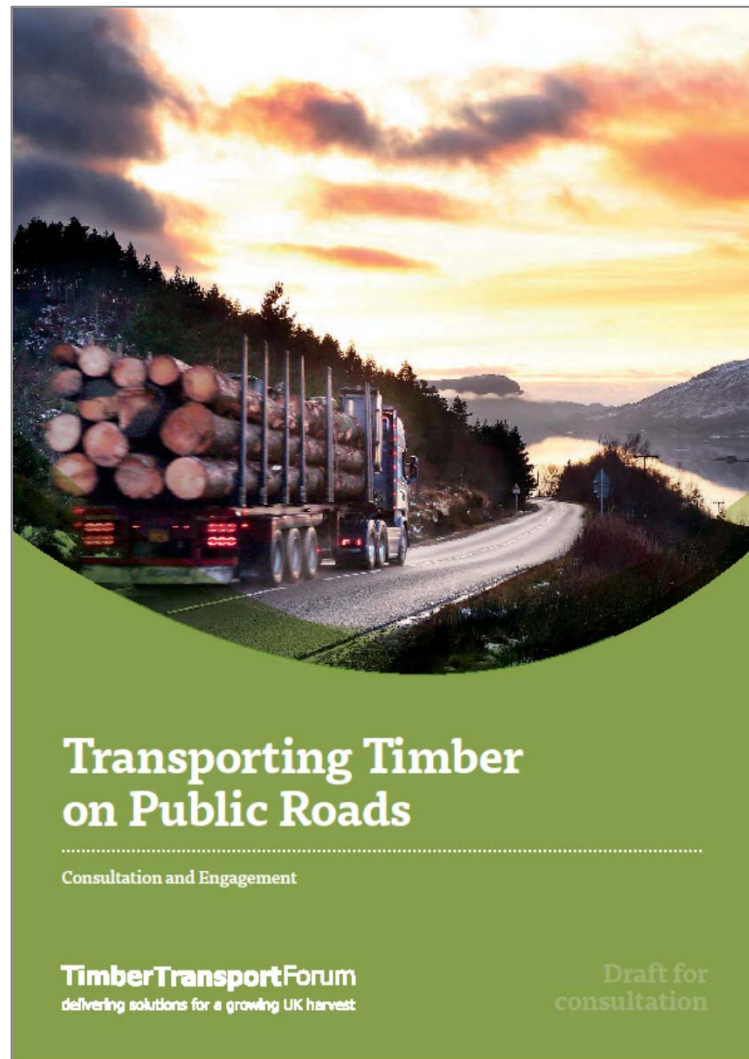


In terms of consultation...

- ☐ Liaise with roads departments before Forest Plan or Felling Permission Applications are submitted
- ☐ Discuss timber transport issues during the scoping process and identify key contacts (including Community Council/s)
- ☐ Re-establish contact with roads department prior to harvesting or standing sales to confirm timber haulage measures to be followed
- ☐ Include details of contacts, agreements or Timber Transport Management Plans regarding haulage on the public road in sale particulars, tenders and contracts for timber sales
- ☐ Monitor road conditions and report any degradation to the Local Authority. Stop haulage before significant deterioration occurs.



Regional protocols & guidance



Further information

Timber Transport Forum: www.timbertransportforum.org.uk

Agreed Routes Maps: <https://timbertf.maps.arcgis.com/apps/webappviewer/index.html?id=4a23d4910e604b71872956441113c83c>

Grampian Timber Transport Group: <https://timbertransportforum.org.uk/groups/grampian>



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