Timber Transport in the Highlands

Forestry in the Highlands Conference
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Structure of Presentation

- What is the HTTG?
- What is the problem?
- What are the Solutions?
- What have we learned?
Highland Timber Transport Group

- Voluntary partnership set up 15 years ago

- Membership:
  - The Highland Council, Forestry Commission, Forest Enterprise, Confederation of Forest Industries, Forestry Contracting Association, UK Forest Products Association, Road Haulage Association, HITRANS

- Additional support from:
  - Balcas, Fountains, JST Floating Piers, Norbord, Scottish Woodlands, UPM Tillhill

- Meets 2/3 times a year

- Key aim: To address timber transport issues in the Highland Council area on a partnership basis
What is the Problem?

Millions of tonnes of Highland timber are landlocked because of poor access
Why should we care?!

- Doubling in next decade
- An expanding rural industry
- More jobs
- Improved environment
- Fragile roads
- Increased traffic
- Frustration and delay
- Worried communities
Where does it go?

- From:
  - Traditional estate forests
  - Post war planting in straths, glens and peatlands

- To:
  - Processing plants
  - Export
  - Biomass?
Why is timber so difficult?

- High volume low value; tight margins
- A multi layered supply chain
- A volatile international commodity
- Highly visible

**Indicative Highland rural commodity prices per tonne**
(at point of consignment)

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Price Range (£)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roundwood/sawlogs</td>
<td>£0.00 - £500.00</td>
</tr>
<tr>
<td>Malting Barley</td>
<td>£0.00 - £2,000.00</td>
</tr>
<tr>
<td>Livestock</td>
<td>£0.00 - £2,500.00</td>
</tr>
<tr>
<td>Fish</td>
<td>£0.00 - £3,000.00</td>
</tr>
</tbody>
</table>
Delivering solutions

- Multi partnership approach
- Encourage Private Sector and Council to negotiate
- Use Government funding as seedcorn for projects
- £3M of Highland timber transport projects delivered or underway
Fersit: InverlairBridge
A939 Logie Bridge
Influence vehicle configuration

• Central Tyre Inflation:
  • Highlands in the lead nationally; 30+ units now in use

• Artic vs Wagon and Drag?
  • Which is best for minor roads?
Mode shift: Rathad na Mara
Mode shift: Caledonian canal

- Great Glen Shipping Co
- Reducing traffic on the A82
Mode shift: Rail

- Lineside loading of 500t trains tried at Kinbrace 2002
- Environmentally sound BUT difficult and costly
- Destination connection issues
Roundwood by Rail Trial 2011

- Led by private sector John G Russell
- Novel use of modular ISO flatracks
- Saving on use of rolling stock and handling
- Part of the Flow Country solution?
Lessons from the past.....thoughts for the future.

1. Strategic investment is better than subsidy
2. Think “multi modal” when planning major processing or biomass plants
3. Think “transport” when deciding where to plant trees
4. Keep talking and innovating!
Thank you!

Learn more: The Knowledge Bank at www.timbertransportforum.org.uk and www.roadex.org

Visit our stand at the SCOT-TRAN Exhibition and Conference Aviemore September 27-29 2011.

Sign up now!