Joint wood terminals

A joint wood terminal means a built-up area suitable for the storage and handling of timber species. The operations performed at the wood terminal are determined by the operator according to their needs.

One of the challenges in wood mobilization is small-scale wood units within long distances from the nearest roads. These units are not profitable for harvesting, since forest and long-distance transportation are of high costs. The answer to the challenge might lie in bigger wood terminals where wood from multiple small-scale units would be gathered from the same area for intermediate storage. In general, storing the wood is sensible at a distance of about 100 to 150 km from the site of use. The best location for intermediate storage is at the beginning of forest roads.

In Lapland, for instance, a few big terminals have been built close to the railway to advance the efficiency of wood transportation by train. In the provinces, larger terminals are usually located mainly according to the needs of industry and large forestry companies. Benefits of common terminals occur especially in wintertime, when maintenance of storage area could be done commonly or by the certain terminal operator. The joint terminals are well suited for energy wood and wood for which the need for storage is at a different time. This allows continuous use of area.

Operating culture, various practices, and lack of cooperation of the actors are experienced to restrict the wider deployment of common terminals. However, an increase in wood flows will require building more terminals. There is a need for more joint terminals, but it requires cooperation between forest service providers. It would be highly useful to gather the intermediate storage places in one map-based spatial database, which would be open-accessed for all the service providers. This would advance bringing together different actors in the wood procurement chain. In summary, the main benefits comprise:

- Joint wood terminals of forest companies for short-term storage of wood
- Profitable harvesting from the small-scale unit
- Efficiency in wood transportation by train
- Less environmental effects because of centralized terminals

Λεπτομέρειες

Προέλευση ξυλείας

Δάσος

Τύπος ξυλείας

Κορμοξυλεία

Τύπος εμπλεκόμενης ξυλείας

Stemwood, energy wood

Επιπτώσεις στο περιβάλλον και τη βιοποικιλότητα

Environmental effects burdening only big terminals instead of several small terminals.

Δυνατότητες ειδοδήματος

Positive

Δυνατότητες για εκμετάλλευση

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Κόμβος

Βόρειος κόμβος

Οικονομικός αντίκτυπος

Cost-effectiveness in joint maintenance of terminal and in transportation.

Ειδικές προαπαιτούμενες γνώσεις

--

Δυνατότητες διακίνησης

High

Δυναμικό βιωσιμότητας - Αξία

--

Ευκολία υλοποίησης

Medium

Ευκολία εφαρμογής - Αξιολόγηση

--

Βασικά προαπαιτούμενα

Involve all relevant stakeholders in the development.

Τύπος εκδήλωσης στην οποία έχει παρουσιαστεί αυτός ο **BPI**

--

Δυνατότητες εργασίας

Positive

Κόστος υλοποίησης (ευρώ - **€**)

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Περισσότερες λεπτομέρειες

Πρόκληση η οποία αντιμετωπίζεται

5. Βελτίωση των οικονομικών και περιβαλλοντικών επιδόσεων των δασικών αλυσίδων εφοδιασμού

Όνομα χώρου

Συγκομιδή, υποδομές, εφοδιαστική/διαχείριση υλικού

Τύπος λύσης

Πλατφόρμες συνεργασίας, κόμβοι διαχείρισης υλικού/εφοδιαστικής

Λέξεις κλειδιά

terminal

transportation

Ψηφιακή λύση

όχι

Καινοτομία

Όχι

Χώρα προέλευσης

Φινλανδία

Κλίμακα της εφαρμογής

Εθνικό

Έτος έναρξης και λήξης

--

Έργο για το οποίο έχει δημιουργηθεί το παρόν φύλλο πληροφοριών

Rosewood

Ημερομηνία δημοσίευσης

17 Σεπ 2019

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