



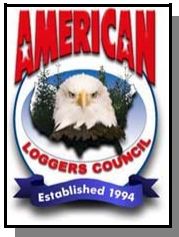
# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

July/August 2008

## SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION

*SERVING SC'S TIMBER HARVESTING INDUSTRY SINCE 1999*



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**2008 ANNUAL REPORT**  
**American Loggers Council Annual Meeting**  
**Montgomery, Alabama**

Crad Jaynes, President & CEO

South Carolina's timber harvesting industry continues to struggle and operate in a survival mode since our September 2007 report. Perhaps the most significant impact has been the high fuel prices over the course of the last six months. Pulpwood markets have been steady. But with the downturn in housing and construction, many solid wood products markets have reduced production levels creating additional pressure on the pulpwood markets to receive more wood.

South Carolina's January until June legislative session was fairly active for business and forestry related issues. SCTPA monitored legislation and engaged in activities where timber harvesting and forestry issues were involved.

Continued support was provided to the coalition of trade associations, including SCTPA and the SC Forestry Association, business community, state chamber of commerce and other stakeholders that endorsed and help enact Workers Compensation Reform. Supported by SCTPA the new law absolves trucking companies from workers compensation liabilities involving independent trucking contractors. A trucking company cannot be held responsible for Workers Compensation issues involving those persons with whom they contract and do not have an employer-employee relationship with provided a legal contract is signed by the trucking principal

and the independent trucking contractor.

SCTPA continued its participation in the SC Biomass Council and advocated the passage of revisions to the Energy Freedom and Rural Development Act. These revisions improved funding, tax incentives and initiatives for biomass energy and renewable fuels development for alternative markets for woody biomass utilization.

Working in the woody biomass sector, SCTPA is participating in the Western Piedmont Biomass Marketing Group to promote woody biomass utilization and market development in eleven counties of western SC.



Blount International President & CEO, Jim Osterman, addresses ALC board members at Bount headquarters, Portland, Oregon.

The biggest legislative victory came with the increased 15% GVW tolerance for unmanufactured forest products (UFP) trucking being ratified into law

*(Continued on page 2)*

## Inside ...

### Inside this issue:

ALC 2008 Meeting Write Up	Cover
Member Alert - H-10 Bridges	3
WPBMC Article	5
New Drug Testing Requirements	6
SC Trucking Industry Task Force	6
Welcome New Members	8
2009 Annual Meeting	11
Foreign Investment in Timberland	12
MLC Report	13
Member Alert - Win \$1,000	14
2008 Member Application	15
Teacher's Tour Thank You	16
As I See It - May 2008	17
Ag TEC Update	19
Foxworthy's Views About SC	20
WSRI Fall 2008 Update	20
WILCOHESS Member Program	21
August Board Meeting Highlights	24
Cooperative Conservation at Work in SC	26
Palmetto Renewable Energy Completes Wood Pellet Manufacturing Plant	16
Is Biomass Harvesting Sustainable?	29
2008 Summer BOD Meeting - Portland	31
ATFS Receives PEFC Endorsement	32
2008 Summer BOD Meeting - Peterson	33
25x25 National Energy Plan Recommendation	34
Final SFI Progress Report Release	36
Mark Your Calendars	39

*(Continued from page 1)*

on May 21, 2008. SCTPA thanks the SC Forestry Association and the SC Trucking Association for their partnership and diligent efforts to enact this change. As part of the increased tolerance law, long-wood loads extending over four feet passed the trailer are now required to run an amber strobe light as well as a red flag at all times, 24/7. This strobe light portion was directed at improving highway safety. Promoted by the SC Trucking Association and supported by SCTPA, the truck idling provision was included and was crafted to be friendly to UFP trucking for loading and unloading purposes. SCTPA chairman Tommy Barnes, Ideal Logging, Inc., testified for the logging industry at a Senate hearing. A large logger contingent attended the hearing to support the legislation. With the enactment of the 15% GVW tolerance, unprocessed forest products can be trucked on non-interstate roads in state from the woods to first market with a GVW of 84,272 pounds versus the old 10% tolerance allowance of 80,608. The increased tolerance was the number one priority the Timber Harvesting Subcluster, a group of loggers, wood dealers and consuming mill representatives, brought forward as the result of studying ways to improve the industry.

With the increased UFP trucking GVW, SCTPA has shared its concerns for bridge maintenance with SCDOT and is working to address the agency's concerns. SCDOT forwarded a state-wide directive that certain bridges (Class H-10) located on rural and state roads would be posted immediately to 8 tons per axle and 33 tons GVW. After SCTPA received word that SCDOT was going to begin posting state and rural road H-10 bridges back to 33 tons, SCTPA president and board member Joe Young, former SCDOT commissioner, notified SCDOT for clarification. Joe and SCTPA president Crad Jaynes have had conversations with the SCDOT State Director of Maintenance to clarify the issue. After the new tolerance became effective, SCDOT did a structural analysis to determine the operating loading of H-10 bridges. Since the mid-1980's, SCDOT has allowed these bridges to carry the previous 80,608 pounds GVW. However, due to bridge deficiencies and deterioration over time,

these bridges will have to be posted back to 8 tons per axle and 33 tons GVW.

Initially there was the thought that SCDOT had miscalculated the new 15% tolerance allowing a GVW of 84,272 pounds. However after further discussions with SCDOT, that was not the case. At the increased GVW along with posting of more bridges, UFP and regular trucking commerce will be impacted creating limited routes. While SCTPA and the industry recognized additional bridges would be posted due to the increased tolerance, and with ongoing discussions with SCDOT by SCTPA, hopefully SCDOT will be re-evaluating the number of bridges needing to be posted.

SCTPA is working on the issue and will work to form alliances with the SC Forestry Association, SC Trucking Association and other organizations to tackle this problem of what may be a knee jerk reaction, and/or perhaps a politically motivated reaction. Initially SCDOT was opposed to the higher tolerance. However after meetings with SCDOT by SCTPA and SCFA, SCDOT did not actively oppose the higher tolerance during the legislative process. So perhaps this reaction may be vindication towards our industry. But perhaps also, SCDOT may not have fully realized the impact of their reaction on the state's trucking commerce as a whole.

Other legislative issues: As a member of the Wildfire Coalition, a diverse group of stakeholder associations and forest industry representatives, SCTPA supported the SC Forestry Commission's budget requests to upgrade equipment and hire and train personnel to improve the agency's fire suppression capabilities. Supported the Storm Water Runoff Fee Exemptions for forestlands from storm water runoff fees and from any fee imposed by a local governing body for storm water, sediment or erosion control programs. Supported SC Illegal Immigration Reform to require contractors or subcontractors who contract with public employers to register and participate in the federal work authorization program. Supported the bill to provide 25% of the revenue derived from a timber sale on DNR lands be allocated by the State Treasurer to the General Fund of the school district where the timber sale was located just as the SC Forestry Commission and the U.

S. Forest Service already do. Supported the bill to transfer motor vehicle sales, use and casual excise tax revenues to the State Highway Fund for exclusive use for highway, road and bridge maintenance.

SCTPA continued voicing opposition to the governor's state government restructuring proposal to incorporate the SC Forestry Commission under an umbrella agency with DHEC and DNR that might jeopardize the Forestry Commission's oversight of our Best Management Practices program for timber harvesting.

The association voiced its support for the hiring of Gene Kodama as the new SC State Forester. SCTPA looks forward to working with our friend and state forester.

Several statewide and local issues called for SCTPA involvement. There were problems with counties regarding timber harvesting operations being informed permits were needed due to certain changes in the federal storm water runoff regulations. Working with the SC Forestry Commission's BMP Chief, counties were informed and the permitting was removed.

SCTPA has been trying to resolve the issue of the Internal Revenue Service auditing loggers to recoup the 25% discount log trucks should be allowed to take on the Heavy Vehicle Use Tax Form 2290. IRS has steadfastly stated that the code is correct and that unless the log truck delivers the product to a mill on the same tract the product was harvested then the discount does not apply. IRS cites case law to support their actions. However, it appears SC IRS is the only office in the country doing this now. SCTPA will continue to fight this issue.

In March, SCTPA representatives visited our U.S. House and Senate delegation during the ALC board meeting in Washington, DC to promote woody biomass utilization and alternative wood markets in South Carolina, support Farm Bill language for eligible renewable woody biomass, support exploration and recovery of oil resources within our country and territories, oppose legislation attempting to limit woody biomass utilization by competing markets and support increasing trucking GVW on interstate systems. The association con-

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## Member Alert

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### SCDOT Posting H-10 Bridges

With the increased unmanufactured forest products (UFP) trucking tolerance to 15% allowing 84,272 pounds GVW, SCTPA has shared its concerns with SCDOT regarding bridge maintenance and is working to assist in addressing the agency's concerns.

SCDOT forwarded a statewide directive that certain bridges (Class H-10) located on rural and state roads would be posted immediately to 8 tons per axle and 33 tons GVW. After SCTPA received word that SCDOT was going to begin posting state and rural road H-10 bridges back to these limits, SCTPA president and board member Joe Young, former SCDOT commissioner, notified SCDOT for clarification. Joe has had conversations with SCDOT Director Buck Limehouse as well as Jim Feda, Director of Maintenance. SCTPA's Crad Jaynes has had follow up conversations with Jim Feda to clarify the issue. SCTPA has also been in contact with Rick Todd, SC Trucking Association and Bob Scott, SC Forestry Association.

After the new UFP tolerance became effective, SCDOT did a structural analysis to determine the operating loading of H-10 bridges. Since the mid-1980's, SCDOT has allowed these bridges to carry the previous 80,608 pounds GVW. However, due to bridge deficiencies and deterioration over time, these bridges will have to be posted back to 8 tons per axle and 33 tons GVW. It looks like there will be over 1,800 bridges that may be eligible for this posting.

After SCTPA's president had discussions with Jim Feda, it appears the postings will be conducted in phases. The first two groups are those bridges that are structurally deficient and could be as many as 400 bridges. Feda indicated the third group will be re-evaluated and possibly the postings for this group may be held off for a period of time.

Initially there was the thought that SCDOT had miscalculated the new 15% UFP tolerance. However after further discussions with Jim Feda, that was not the case.

With the vast number of proposed bridge postings statewide, UFP and regular trucking commerce will be impacted. While SCTPA and the industry recognized additional bridges would be posted due to the increased tolerance and the structural deficiencies of our state's bridges, this great of an impact was not expected.

SCTPA will continue ongoing discussions with SCDOT to hopefully be able to reduce the number of bridge postings. SCTPA president Crad Jaynes expressed his concern to Jim Feda during their conversations that such immediate postings will impact on-going and future timber harvesting operations. Crad requested there be

some type of working relationship with SCDOT regarding jobs in progress as well as jobs to be started soon that may be impacted by such sudden bridge posting actions. Jim indicated he had forwarded SCTPA's contact information to all the districts that if there were problems to contact the SCTPA office. If there are problems, let SCTPA know and efforts will be initiated with SCDOT to hopefully help resolve the problem.

Be advised to check your haul routes to identify new bridge postings and recheck your routes regularly in the event the posting occurs while your job is in progress.

As of September 11<sup>th</sup>, SCTPA and SC Forestry Association are partnering to form a stakeholder group including SC Trucking Association and other organizations with trucking commerce involvement to develop an immediate strategy to address this issue with SCDOT to relate the overall impact to statewide commerce resulting from this sudden and perhaps knee jerk or politically motivated reaction.

Granted our state's infrastructure is in dire need of more funding for road and bridge maintenance and improvements, and public safety is key to SCDOT's mission, but the posting of H-10 bridges in the manner SCDOT has done is detrimental to all commerce.

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SCTPA requested SCDOT's Jim Feda provide information regarding the H-10 bridge postings to share with members. Following are email responses from Jim Feda and SCTPA's response to Jim, both on September 9<sup>th</sup>.

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*Crad, please use the following for information in your newsletter regarding the posting of the structurally deficient H-10 bridges.*

*The South Carolina Department of Transportation is in the process of load restricting bridges with an H-10 design load rating that are structurally deficient. These H-10 bridges are of an older design and were constructed with pre-cast concrete components supported by treated timber piling. These bridges have been in service for a significant number of years since being constructed during the period from the mid 1950's to the late 1970's, with a large number being constructed prior to 1965.*

*This H-10 design load, coupled with deteriorating conditions, has required that a structural analysis be performed to determine the load carrying capacity of these structures. This analysis has determined that a weight restriction of 8 TONS per axle and 33 TONS GVW be implemented as a matter of public safety and to extend the service life of these bridges. This should not impact the delivery*

*(Continued on page 8)*

(Continued from page 2)

tinues to work with our Congressional delegation on issues effecting timber harvesting both in state and nationally.

In May SCTPA attended the Americans for Safe and Efficient Transportation (ASET) and Agricultural Transportation Efficiency Coalition (AgTEC) event in Washington, DC to lobby for increasing the Interstate System GVW to 97,000 pounds with a sixth axle. A five state pilot project, including South Carolina, was proposed for the 2009 Transportation Equity Act reauthorization.

The Forest Resources Association presented SCTPA member BoBo Seckinger, Seckinger Forest Products, Inc., Hampton, with the 2008 Southeastern Region Outstanding Logger Award at FRA's April annual meeting in Myrtle Beach. Seckinger Forest Products received SCTPA's 2007 Logger Activist Award at its January 2008 annual meeting in Myrtle Beach.

SCTPA continued to participate as a member of the Timber Equipment Applications Management (TEAM) committee formed by Forestry Mutual Insurance Company. This stakeholder group of equipment manufacturer engineers, fire forensic experts, insurance representatives, equipment dealers, loss control engineers, fire suppression experts and loggers continues to develop logging equipment fire prevention and reduction strategies through applied research, training and education.

In April SCTPA participated in the federal interagency Woody Biomass Utilization Group meeting in Myrtle Beach where federal and state government, logging and other stakeholders discussed how to prepare and respond to wind events and disturbances at multiple scales in the Eastern and Gulf Coast Regions. Headed by the U.S. Forest Service and U.S. Department of Interior, input was used to begin formulating disaster response plans for wind and storm damaged timber and woody biomass and using the available resources of professional loggers.

Our association's member benefits programs continue to offer savings and services. Our partnerships with Swamp Fox Agency, Inc. and Forestry Mutual Insurance Company continues to provide competitive property, casualty

and workers compensation insurance as well as revenue for the association. The member Health Insurance Program is provided through independent broker, Mark Snelson of Georgetown, offering markets with Blue Cross Blue Shield and other companies. Programs available to members are discounted car rentals with Hertz Rental Car, discounted financial services with Waddell & Reed Financial Consultants, Hearing Testing and Conservation Program with Lake Murray Hearing Associates, Doctor's Care discounted DOT physicals, DOT drug

Our association's member benefits programs continue to offer savings and services.

screens and Driver/Employee Drug Testing, and discounted GPS Equipment Tracking & Management Systems through MG Enterprises and Global Tracking Corporation and the WilchoHess Fuel Program.

South Carolina's Master Logger Certification program is still pending implementation. When funding is available the approved template will be placed into action. The American Loggers Council Master Logger Certification© Program, chaired by SCTPA's Crad Jaynes, continues to grow in national recognition as a timber harvesting certification program.

The January 2008 annual meeting, "Improving Our Industry: How?" focused on how the timber harvesting industry and forest products industry can meet the challenges of global competition, rising costs, improving efficiencies, landownership changes and achieving acceptable economic performance. Despite tough economic times, over 250 attended the annual meeting.

SCTPA is proud to continue its participation in sustainable forestry and professional timber harvesting education statewide. Thirty-five teachers participated in the 2008 Teachers Tour, a weeklong sustainable forestry, forest products, timberland management and timber harvesting educa-

tional tour. Association chairman Tommy Barnes and partner David Cox and Ideal Logging, Inc. served as the professional timber harvesting tour stop. SCTPA participated in Wood Magic Forest Fair, an educational program for fourth graders, at three locations. SCTPA continued its visits to five elementary schools for sustainable forestry and professional logging education.

SCTPA continues its participation in the Wood Supply Research Institute. Chairman Tommy Barnes and President Crad Jaynes serve on the board.

Crad serves as current WSRI Chairman until the 2009 annual meeting. The decoupled trucking projects in SC and Alabama as well as other ongoing and new research projects are being funded.

SCTPA continues to serve representing loggers and UFP truckers on the Department of Motor Vehicles Statewide Trucking Task Force to improve DMV services and programs to the trucking industry. The SC Freight Alliance allows SCTPA to represent UFP trucking in developing policies, strategies and recommendations for current and future use, maintenance and improvement of SC's freight corridors.

Other activities involved our continued work with State Transport Police to improve working relationships between the agency, UFP truckers and loggers through our cooperative partnership. Concerns regarding prolonged delays at mills when weighing trucks and actions by officers creating unnecessary delays have been discussion topics. Progress has been made in having STP not weigh at mills on consecutive days and for prolonged periods, plus not holding trucks not being weighed.

SCTPA continued its SFI State Implementation Committee and Timber Operations Professional logger training Task Force participation. The association proudly continues its affiliations with organizations such as the American Loggers Council, the Agricultural Transporters Efficiency Coalition and

(Continued on page 5)

(Continued from page 4)

the Woody Biomass Coalition.

In 1999 a group of professional loggers came together and formed an independent association dedicated to representing and servicing South Carolina's timber harvesting industry. SCTPA proudly celebrates its tenth January 2009.

As South Carolina's timber harvesting industry continues facing the challenges to survive, SCTPA is proud to be THE association to address the challenges while representing, servicing and advancing the professionals harvesting, producing and trucking South Carolina's sustainable forest resources.

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## WESTERN PIEDMONT BIOMASS MARKETING COMMITTEE

In a cooperative effort to generate additional markets for commercially merchantable and previously non-merchantable roundwood, wood chips and woody residuals, nine organizations have formed the Western Piedmont Biomass Marketing Committee (WPBMC).

WPBMC was formed through a grant received by Clemson University Extension to research the availability of woody biomass and cooperate to develop alternative markets for woody biomass in eleven western South Carolina counties. The counties are Oconee, Pickens, Anderson, Abbeville, McCormick, Edgefield, Saluda, Laurens, Greenwood, Newberry and southern Greenville.

The WPBMC consist of Clemson University Cooperative Extension Service, SC Forestry Commission, SC Energy Office, US Forest Service, USDA Rural Development, Agri-Tech Producers, LLC, SC Timber Producers Association, Piedmont Pulp, Inc. and SC Pole and Piling, Inc.

Forest resource data indicates these counties could provide more than 4.4 million tons of green woody biomass annually without interfering with the other uses of wood.

Woody biomass used to produce energy is environmentally friendly. Our forest resources are sustainable and renewable.

Technology exists to burn woody materials cleanly and efficiently for the production of energy. Replacing fossil fuels with biomass fuels makes a positive contribution to reducing atmospheric emissions. Woody biomass contains virtually no sulfur and reduces the risk of acid rain thus enhancing our climate. Plus using woody biomass for energy production assist in efforts to become more energy independent.

Other benefits can be derived from using woody

biomass such as the economic impact of creating new alternative woody biomass markets leading to more jobs and increased revenue impacts to the counties, landowners and wood suppliers.

The resource is available. There is a need to find other fuels for energy. Wood is a logical, natural, renewable and sustainable resource of energy that is found all around us.

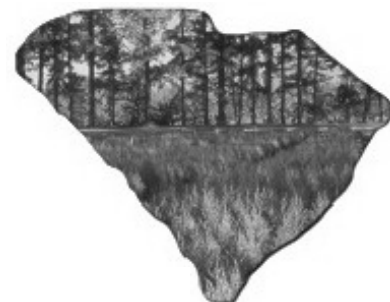
The Western Piedmont Biomass Marketing Committee is now surveying Western Piedmont loggers and wood suppliers for woody biomass availability information to enhance the committee's efforts of woody biomass market development.

Survey data will be used to work towards creating alternative woody biomass markets in the Western SC Piedmont.

The committee conducted its first meeting for wood producers and resource managers in Laurens on August 21<sup>st</sup> with over fifty attending including loggers, foresters, mill representatives and others. The meeting was designed to acquaint wood producers and resource managers with forest biomass energy efforts in the eleven county areas.

Speakers included George Kessler, Clemson Extension – WPBMC Overview; Erica Hartwig, SC Energy Office – Renewable Energy Overview; Byron Rominger, SC Forestry Commission – Woody Biomass Resource Review; Mickey Scott, Collum's Lumber Products, LLC – Woody Biomass Harvesting Experiences; Shannon Legree, Energy Coordinator, USDA Rural Development - Federal Rural Development Grants for Biomass Harvesting; Bill Padula, Pioneer South Carolina - Woody Biomass Harvesting Equipment; Joe James, Agri-Tech Producers, LLC & The Corporation for Economic Opportunity - Woody Biomass Initiative on US Forest Service Lands & Wood Torrefaction.

A brochure has been published about the committee's efforts. Contact George Kessler, Clemson Extension, 864-656-4836, for brochures and information on the committee.



## NEW DRUG TESTING REQUIREMENTS FOR TRUCK DRIVERS

On August 25, 2008, new drug and alcohol testing requirements for drivers of commercial vehicles became effective. The U. S. Department of Transportation (DOT) amended certain provisions of its drug and alcohol testing procedures to ensure “the complete reliability and accuracy of controlled substances tests.”

While most commercial drivers do not test positive for drugs and alcohol, DOT data shows that each year (from 1994 to 2005), 1.3 percent to 2.8 percent of truck drivers tested positive.

To help prevent accidents due to drug and alcohol use by commercial drivers, federal law requires drivers to be tested: as part of the pre-employment screening process, on a random basis while employed, and following an accident involving a fatality.

Commercial drivers who fail a test, refuse a test, or otherwise violate the drug testing requirements are required to complete a return-to-duty process before returning to work as a driver.

A recent Government Accounting Office (GAO) Report (GAO-08-225T) revealed several vulnerabilities in the DOT’s current drug testing procedures. In a letter sent to House Transportation and Infrastructure Committee Chair James Oberstar on June 30, 2008, these vulnerabilities of the current drug testing procedures were identified: use of synthetic products to defeat drug and alcohol tests, failure to



complete return-to-duty requirements, and “job hopping.” A job hopper is a driver who tests positive for one carrier; is fired, quits or is not hired; and subsequently tests negative on a pre-employment test for another carrier. The GAO investigators noted that while some drivers abstained from drug and alcohol use to pass the second test, several others used a wide variety of commercial products that mask drug use.

Due to the significant number of drivers not in compliance with the current drug testing procedures, the DOT issued a new Final Rule (published in the Federal Register, Vol. 73, No. 123, pages 35961-35975) on June 25, 2008.

Key changes to the DOT’s drug and alcohol testing procedures include:

- 1) Drug testing facilities must now categorize non-negative drug tests as: positive for drugs/alcohol, positive (diluted), adulterated, substituted or invalid.
- 2) Pre-employment and other drug tests that produce an invalid result (i.e., pH and other values outside of ranges for normal urine), a second test must take place under direct observation.
- 3) Employers must direct a drug testing facility to collect urine specimens under direct observation for employees subject to return-to-duty or follow-up drug tests.

These changes in drug testing procedures for laboratories and employers regarding adulterated, substituted, diluted, and invalid urine specimen results were deemed necessary by the DOT to ensure that commercial drivers who use drug and alcohol are removed from the road.

## SC TRUCKING INDUSTRY TASK FORCE



The Trucking Task Force held a meeting on July 23<sup>rd</sup> to continue efforts to improve SCDMV services to SC’s trucking industry, engage in dialogue regarding regulatory changes, trucking law enforcement and issues affecting the trucking industry. SCTPA represents the unmanufactured forest products trucking segment of our state’s trucking industry.

Lotte Devlin, Deputy Director of Vehicle Services for S.C. Department of Motor Vehicles, called the meeting to order. Here are the topics discussed with SCTPA’s notes on the issues.

### CDL DRUG TESTING DATABASE ACT

Legislation was enacted by South Carolina that would require DMV to take disqualifying action against company drivers that fail drug and alcohol testing. The first meeting was held on Thursday, July 17<sup>th</sup> to look at this project with representatives from Department of Alcohol & Other Drug Abuse Services (DAODAS), Department of Motor Vehicles (DMV), State Transport Police (STP) and SC Trucking Association (SCTA) to determine what the law means and what the requirements are. The proposed implementation date is 1/1/09. They need Medical Review Officers (MRO’s) to provide their input.

The bill says that any individual that applies for employment can be required to be drug tested. If they test positive, the MRO will contact the employer who will then contact the DMV within three days where their driving privileges will be disqualified. There are no grounds for a hearing on the DMV side and DMV doesn’t get into what they need to do to have it corrected or the validity of the information. The MRO, who is trained and certified, will make the determination.

The process starts by the driver giving two (2) urine samples that are split into two different vials. Both are sent to a certi-

*(Continued on page 7)*

*(Continued from page 6)*

fied lab. If the first test comes back positive, the second vial is automatically sent back through for retesting. If the second test confirms the positive results, the MRO is notified of the type and strength of drug involved. He then contacts the employee so it can be determined whether it was a legitimate prescription drug or if actual drug abuse is involved. The employee has 72 hours to appeal the decision by the MRO. If it's not appealed within that time frame, the results will be sent to the employer. If the end result is a positive testing, the employee has to be removed from all safety sensitive functions, etc. The company must maintain the positive drug testing records for five (5) years.

They are not flagged ineligible forever. If they complete a rehab or Substance Abuse Program (SAP), they can be re-certified to drive. However, if they are disqualified three (3) times within five (5) years, they will be disqualified for life.

Law applies to CDL drivers licensed in SC and SC applicants.

**SCTPA Notes:** Legislation passed to allow DMV to take action for driver that failed drug or alcohol testing. Small group formed to work on the project to implement the law because the law says driver will have to go through drug and alcohol program. Any driver applying for a job, the employer can get individual tested and if applicant fails then the individual will be disqualified for CDL license. DMV must be notified by employer who is notified by the testing program's MRO. DMV is notified of failed driver by employer and then individual's license is suspended or application for CDL is denied. This is a new disqualification under CDL regulations. This law was promoted by a Charleston doctor who noticed problems with drivers coming for testing and failing and then coming back again trying to apply with a new prospect employer. Per SCTA's Scott Murray the law is good and hopes the feds will move forward with a similar program. With pressure on the Federal Motor Carriers Safety Administration (FMCSA) there is hope that a federal law change will be implemented to help monitor out-of-state drivers. If a SC CDL driver is disqualified in another state, then the information is put on the Commercial Drivers License Information System (CDLIS) and sent to SCDMV for driver disqualification in SC. Scott recommends companies have a termination policy for positive test drivers. Working group will develop a form to be sent to DMV for failed test driver as provided by the employer to DMV. Per STP's Don Rhodes the motor carrier is responsible for notifying DMV too. Don indicated SC does have a problem with intrastate carriers. Implementation date is January 1, 2009.

## **BAD CHECK ISSUE**

There is concern about carriers who give DMV bad checks in large amounts especially since some of the money is dispersed to other states. It was suggested that DMV come up with some type of secured payment such as credit card, cashiers checks, money order or secured check for fees over \$5,000.00 or \$10,000.00. DMV does not want to penalize carriers that don't give DMV problems, but see a lot of companies come in, write bad checks and then go out of business. That leaves DMV with no way to collect the outstanding fees. DMV is checking into the Verisign System for check verification.

**SCTPA Notes:** SCTPA had a discussion with STP regarding the payment of citations. STP has agreed to receive company checks. However, if a dishonored check is received, then that company will no longer be allowed to pay with a check. Payments to STP can be made by cashiers check, money order or credit card. Citation payments **MUST BE RECEIVED IN THE STP OFFICE BY THE 28<sup>th</sup> DAY**. Postmark does not count.

## **UNIFIED CARRIER REGISTRATION (UCR)**

There are approximately 6,200 SC carriers that have not applied for the 2008 UCR registration. Some might be out of business or hauling in-state. Since the UCR Board has recommended the fees stay the same for 2009, the 2009 renewals will be mailed out around September 1<sup>st</sup>, with an attachment to the carriers they must pay for 2008 before they can renew for 2009. 2009 UCR renewal is due by January 1, 2009.

STP enforcement will begin on September 1, 2008 and the UCR information will be captured on the CVIEW program. Since there are no credentials issued when the carriers pay their fees, there is no way for enforcement to know if they are in compliance by just looking at the vehicle. Enforcement will run the information through CVIEW and issue citations if necessary. If the company is registered with PREPASS and has a transponder in their vehicle, they will be waved through with a green light if they have complied or stopped with a red light for a possible citation to be issued.

There is a federal glitch in the system that if the carrier uses an ICC # instead of a USDOT #, the SAFER System that STP uses does not recognize the carrier as a valid UCR carrier. It's up to the issuing state to verify the carrier uses the USDOT # when completing the paperwork.

**SCTPA Notes:** If a carrier or trucking company, including UFP trucking has a USDOT #, then the company must have UCR filed with SCDMV for 2008.

*(Continued on page 10)*

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of emergency services, since fire and rescue vehicles do not exceed the 33 TONS GVW. Individual routes will not be signed for detours. Please contact the local SCDOT Maintenance Office for further information regarding the location of these bridges.

Let me know if you have any additional questions.

Jim Feda, P.E.  
Director of Maintenance  
SCDOT  
(803) 737-1290

carry. Repeated use of a bridge at this load level may decrease the useful life of a bridge. I made an error when talking with Joe Young by saying that the new law allowed the log trucks to now carry 92,000 lbs, thinking that the legal load was 80,000. This statement by me had nothing to do with our posting the deficient bridges at 8 tons per axle and 33 tons GVW.

Jim Feda, P.E.  
Director of Maintenance  
SCDOT

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Thanks Jim. I appreciate the information. I will pass this on to our members via our newsletter.

Like I indicated, the timber harvesting and unmanufactured forest products trucking industry does have its concerns about our state bridges. As I said, I echoed that concern during our process of working with SCDOT to enact the additional 5% tolerance (total tolerance of 15% over the state legal GVW of 73,280 pounds) which allows unmanufactured forest products trucking to haul a SC legal GVW of 84,272 pounds. And this additional tolerance is applicable to the sod haulers as well.

Please be aware, due to the economic crunch that the timber harvesting segment is facing now, the increased GVW tolerance to 15% was needed in order for my segment of our state's forest products industry to survive. As I indicated to you, not only are the trucks hauling unmanufactured forest products to delivery points being affected by SCDOT's reduced bridge GVW's, it affects all other trucking commerce that use these bridges.

I expressed my concerns during our conversation yesterday (Sept. 8) that I hope after SCDOT realized its miscalculation regarding the new GVW tolerance that SCDOT will use sound judgment in further determining what bridges will need to be posted.

Again I appreciate your kind assistance. Please know I am ready to assist you in any capacity I can.

Kindest regards,  
Crad Jaynes  
President  
SC Timber Producers Association

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Email received September 10<sup>th</sup> from Jim Feda.

Crad, just to clarify one thing, when we did our structural analysis to determine the operating loading that the H-10 bridges could safely carry there was no miscalculation. That analysis indicated that based on the H-10 design, 33 tons was what the new operating rating should be. We have been allowing these bridges to carry the operating loads to keep from posting them back in the mid 1980's. The operating loading corresponds to the maximum load that a bridge can

## WELCOME NEW MEMBERS

SCTPA welcomes the support of our new members.

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**Charles F. Harlan Logging, LLC, Enoree**  
**Casselman Land & Timber, Andrews**  
**Morris Washington Logging, Andrews**  
**Ards Timber Company, Inc., Andrews**  
**SC Pole & Piling, Inc., Leesville**  
**KapStone Charleston Kraft, LLC, Charleston**  
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(Continued from page 7)

## **USDOT NUMBERS FOR INTRASTATE CARRIERS**

Discussion on this matter tabled until next meeting. There is no federal mandate where it's required for intrastate carriers. DMV needs to check the legal authority to do this with or without a law being passed and for enforcement of this requirement. Don Rhodes is to set up a meeting to research this issue. It's already been included in next year's Transportation Safety Bill and SCDMV has already adopted the rules, DMV just doesn't have the agreement yet. There needs to be an agreement between the federal side and the state to do intrastate numbers. Intrastate DOT Numbers will help STP view the carriers' federal rating safety database and enable STP to keep track of how many intrastate carriers SC has. There was some discussion on the difference between GVW and GVWR and it was determined that it needed to be discussed further.

**SCTPA Notes:** SCTPA has promoted an intrastate number in order to more accurately track safety performance of not only UFP trucking, but other intrastate trucking as well. Don Rhodes indicated the new USDOT regulations to be done next year and will address the Inter and Intra State Numbers.

## **COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVISN)**

The Business Plan was accepted and approved by FMCSA on 6/12/08. The funds that were available from Fiscal Year 2006 will be used for Phase I of the IRP/IFTA system replacement. There is additional funding available for FY 2008 that S.C. will be applying for. Once granted, it will be used for Phase II. DMV has met two of the three core CVISN initiatives – the first was Electronic Screening and the second was CVIEW. The third will be Electronic Credentialing. Once Phase II is completed, DMV will have met all three of the requirements and will be Core CVISN compliant which means additional funding will be available for enhancements.

## **IRP AND IFTA RE-DESIGN**

DMV has hired a vendor to come and document all the IRP/IFTA functions and established over 200 business processes that will be considered in the new design. DMV has a new vendor that came on board around the last week of June. They are going over every single process to get an understanding of how they work and how they can be improved. This is Phase I and it will be completed by 12/31/08. One of the deliverables of Phase I is they be able to give DMV a timeline for Phase II along with design modules that will be included and what they will look like. By the next meeting, we should be able to give a report on a conceptual idea of what it will look like. By January, we should know approximately how long it will take to design the whole system and what the design will look like. The new system will include electronic credentialing which is a very important feature.

Currently, DMV has two independent systems that are wired together in an inefficient way to complete the titling, registration, IRP and IFTA functions. The primary objective is for the new system and Phoenix to be integrated and for customers to be able to handle all transactions at one time, through one process, whether it be titling, driving records, purchasing IRP plates or obtaining IFTA license. The current system is causing problems with law enforcement because the transactions completed in the R.L. Polk System are not always recognized by the Phoenix system and sometimes customers get stopped by law enforcement and are issued citations.

## **FLAT DIGITIZED PLATES**

The Sunrise tag is the first flat tag to be reissued and everything is working as planned. The new tag is usually received by the customer within 3 - 4 days of paying their property taxes. Over the next couple of years, all embossed tags will eventually be replaced with the flat tags.



*SCTPA will continue updating our members with the Trucking Task Force activities. If you have suggestions needing to be addressed by the Task Force, please notify the SCTPA office.*



## 10<sup>TH</sup> ANNIVERSARY ANNUAL MEETING

### “Adjusting To Change”

Our 2009 Annual Membership Meeting celebrating our 10<sup>th</sup> Anniversary will be January 30 – February 1 at the Crown Reef Resort & Conference Center, Myrtle Beach.

The timber harvesting and forest products industry have faced drastic changes over the last twelve months. Fuel costs skyrocketing to all time highs has been the greatest change resulting in reduced wood supply capacities, reduced timber harvesting operations, reduced production and severely changed already slim bottom lines.

The housing crisis changed the solid wood products market, the continued devaluation of the U.S. dollar in the global economy changed global competitiveness, a U.S. presidential, Congressional and state elections changing the political climate and future woody biomass markets will change supply systems. All will have distinct impacts of change for our industry.

“Adjusting To Change” will be our 10<sup>th</sup> annual meeting focus. As the timber harvesting segment and the entire forest products industry faces the challenges of change, there must be changes in the way loggers, wood suppliers, wood consuming companies and landowners do business in order to simply survive for the future. Whether it is cultural, economic, efficiency, relationship or system changes, changes are needed and must be enacted in order for the links of the wood supply chain to survive.

Several facets will be explored as to how the industry adapts to more changes and how the changes will affect the industry both here in South Carolina as well as nationally and globally.

We are proud to have a distinguished line up of speakers to address changes our industry will face as well as changes our industry will have to make.

Speakers are: Danny Dructor, Executive Vice President, American Loggers Council; Richard Lewis, President, Forest Resources Association; Fletcher Hall, President, F. R. Hall & Associates, LLC; Kathy Abusow, President, Sustainable Forestry Initiative, Inc.; John Long, Chief Financial Officer, East Coast Ethanol, LLC; Senator Jim DeMint, United States Senate; John Clark, Director, SC Energy Office.

Registration is Friday afternoon with an evening Welcome Reception featuring a DJ offering a variety of dancing tunes and entertainment accompanied by plenty of food, beverages and fun so everyone can meet and greet on our first evening.

Saturday’s General Session and our Membership Luncheon and Business Session will feature our speakers. At the luncheon and business session we’ll present our 2008 Logger Activist Award and Distinguished Service Awards, hold board member elections, hear association news, vote on any bylaws changes and give away door prizes. We’ll draw winners for a Honda ATV, \$1,000 cash and four days and three nights stay at the Crown Reef Resort.

For our 10<sup>th</sup> Anniversary Celebration, Saturday evening will feature a dinner with entertainment provided by the Coastal Breeze Party Band from Irmo, SC. Association president Crad Jaynes will address the gathering to provide thoughts about ten years of service.

We are excited to have back for our Sunday Prayer Breakfast Victoria Huggins who thrilled us with her songs and testimony to the Lord a couple of years ago.

Our Silent Auction to raise funds for our Wood Supply Research Institute commitment and the association will be back with a variety of nice items for bidding. A special 10<sup>th</sup> Anniversary quilt is being made for the silent auction.

Exhibitors will be on hand with their products and services. And of course there will be plenty of door prizes. Uncle Buck will again be heading up our on-site Gun Raffle.

Seven (7) SFI Trained Continuing Education Hours will be awarded for attendance. Registered foresters can receive Category I Continuing Forester Education Credits.

Our meeting is a casual family atmosphere. We encourage you to bring your family and employees. Dress is business casual. We do ask attire not suited for a business meeting should not be worn.

Go ahead now ... *Reserve Your Room* ... to join us January 30 – February 1 for our 10<sup>th</sup> Anniversary Celebration and 2009 Annual Membership Meeting. Reserve your room by calling Crown Reef Resort directly at 1-800-405-7333. Specify SCTPA group number 4583. I look forward to seeing you in Myrtle Beach.

Yours truly,

*Crad Jaynes*

President & CEO

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## FOREIGNERS SEE MONEY GROWING ON TREES

Atlanta Business Chronicle - by Dave Williams, Staff Writer

Foreign investors are snapping up hundreds of thousands of acres of timberland in Georgia and other states.

Individual and corporate investors — mostly from Canada and Europe — owned more than 810,000 acres of agricultural land in Georgia as of February 2007, the U.S. Department of Agriculture reported this month.

That's an increase from about 720,000 acres a year earlier and 615,000 in February 2005. Georgia ranked ninth in the nation among states.

Nationwide, foreign-held agricultural land jumped from 15.9 million acres in 2006 to 20.4 million acres last year, after a decade that saw virtually no change in the numbers, according to the USDA.

In the short term, analysts say, foreign investors are taking advantage of the weak U.S. dollar.

But why timberland, which accounts for the vast majority of increased foreign investment in agricultural land, as opposed to cropland or pasture land?

In an era of rising prices for fossil fuels like coal, oil and gasoline, energy industry experts say foreign investors are banking on the long-term future of biomass, a technology that holds immense promise for Georgia.

Forbes magazine recently rated Georgia, with its vast forests, third in the nation as a potential source of renewable energy. "We don't know where the oil is, but by golly, we know where the trees are," said Mark Woodall, a timber

farmer in Talbot County near Columbus, Ga., and legislative chairman for the state chapter of the Sierra Club.

While the weak dollar and interest in biomass has created a strong demand for U.S. timberland among foreign investors, there also have to be willing sellers to account for the large purchases that have been taking place.

That part of the equation is being supplied by America's pulp-and-paper industry. Plagued by foreign competition, companies like Atlanta-based Georgia-Pacific LLC and International Paper Co. have unloaded millions of acres of forests during the last several years.

While some of those large tracts have gone to developers planning to build subdivisions, much of the land is being bought by investors who intend to keep the trees, said Brooks Mendell, president and owner of Athens-based Forisk Consulting LLC. Mendell, who works with clients in the timber industry from a dozen states, said some of those investors are from overseas. "They're a range of foreign pension funds, institutional investors and multi-national corporations," he said.

Woodall said the movement away from timberland ownership by the giant wood-products companies has encouraged more foreign investment in U.S. timberland. He said federal tax law favors recent innovations like real estate investment trusts and other forms of investment organizations over the

*(Continued on page 18)*

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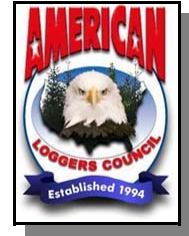
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## Master Logger Certification Committee 2008 Annual Report

American Loggers Council Annual Meeting  
Montgomery, Alabama



**F**orest products, manufactured from sustainable forest resources as well as timberlands managed, harvested and reforested utilizing sustainable regimens continue to shape the certification landscape.

The Sustainable Forestry Initiative® and Forest Stewardship Council and others, continue to review how Master Logger Certification systems fit into their certification processes.

As certification systems continue to evolve and be implemented, the American Loggers Council Master Logger Certification© program is finding its way as a recognized timber harvesting practices certification system.

More attention has been focused on how professional logger and timber harvesting certification can be integrated into sustainable forest certification systems. The American Loggers Council (ALC) Master Logger Certification© (MLC) program is one system to certify forest resources are harvested utilizing sustainable practices.

ALC's Master Logger Certification© continues to gain recognition and acceptance. Good news has been received from Michigan. As of July 10<sup>th</sup>, the Great Lakes Regional Michigan MLC program has been recognized by Time, Inc. as meeting the standards of Time's CSF program.

ALC's national Master Logger Certification© template identifies Seven Areas of Responsibility. Each ALC member state tailors its template according to its laws, practices and criteria to meet the national template's performance standards for the seven areas of responsibility.

The ALC Master Logger Certification© Committee reviews state templates and has the responsibility of approving each state template to assure established processes are in place for implementation, administration, third party verification and accountability. The committee also reviews revisions to state templates to assure MLC objectives are maintained.

Fourteen states have approved MLC templates: Maine, Wisconsin, Minnesota, Washington, Oregon, California, Arkansas, Louisiana, South Carolina, Vermont, Michigan with subsidiary states Massachusetts, Connecticut and Rhode Island once partnering with the Northeastern Loggers Association. Now MA, CT and RI are working with the Maine Northeast Master Logger Certification Program to certify Master Loggers.

The New Hampshire Timber Harvesting Council began efforts to develop a state template or come under the Northeast Master Logger Certification Program. States such as Mississippi, Georgia/Florida and Alabama have expressed desire to move forward with developing templates for presentation to the MLC Committee.

The Associated Logging Contractors of Idaho has submitted its state template to be reviewed by the MLC Committee at the Montgomery annual meeting.

The SFI Sustainable Forest Board continues its review of the ALC Master Logger Certification Program as the result of the report prepared by John Heissenbuttel.

SFI is now undergoing its next review and perhaps ALC's program will find its way to be accepted as part of SFI's Objective 8 in this current review process.

John's review did indicate the ALC Master Logger Certification© program met the SFI criteria under Objective 8. His recommendation was the program's acceptance as a sustainable timber harvesting practices certification.

Logger certification continues to grow in importance within the frameworks of land management and forest products certification systems. The important point is the American Loggers Council MLC program has led the charge. ALC and its member states must continue to be the leaders in logger certification.

States without an approved template are strongly encouraged to develop one so all ALC states can be unified. An approved template does not mean the program must be implemented. It means the state has an approved template ready for implementation at such time it is necessary. ALC states and its logger members must support ALC's "logger owned and logger controlled" program.

ALC's program is the lead for timber harvesting certification. Of course there are costs to loggers and consumers. Yet, as certification continues advancing, whether market or environmentally driven, Master Loggers will see benefits, be more widely recognized as environmental stewards and know their performance ensures sustainability of our nation's forests for future generations.

Respectfully submitted,

*Crad Jaynes*

Chairman, Master Logger Certification Committee  
September 5, 2008

## **MEMBER ALERT**

### **Win \$1,000!**

### **SCTPA's 2008 New Member Campaign**

The association needs to grow its membership particularly in the timber harvesting sector since that is the primary segment represented, as well as increase membership in other areas such as truckers, wood dealers and businesses associated with timber harvesting.

The board of directors has agreed to award \$1,000 in a drawing to be conducted at the 2009 Annual Meeting, by the way our 10<sup>th</sup> anniversary meeting, to a dues paid current member for bringing in a new member or members during 2008.

Here's how this works.

- When a current paid member gets a non-member to join SCTPA, the current member's name will be entered into a drawing for each new member joining.
- Campaign will end December 31, 2008. Both new and current member must have paid dues as of December 31, 2008.
- Each time a current member brings in a new member, the current member's name must appear on the new member's application. Write the current member's name on the application in the top right hand corner.
- Upon receipt of each new member's application and paid dues, then the current member's name will be entered.  
Example - If Larry Logger is a current, dues paid member and brings five new members with paid dues then Larry Logger's name will be entered five times.
- New member dues must be \$200 minimum to qualify.

- Drawing will be at the 2009 Annual Membership Meeting's Saturday luncheon and association business meeting.

*It's Up To You. Help SCTPA & Possibly Help Yourself!*

#### **REMEMBER**

***The World Is Run By Those Who Show Up!***



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CHECK PRIMARY OPERATION: \_\_\_\_\_ LOGGING \_\_\_\_\_ CHIPPING \_\_\_\_\_ THINNING  
 (CHECK ONE AS PRIMARY BUSINESS)

\_\_\_ TRUCKING - "FROM HARVESTING SITES." \_\_\_\_\_ TRUCKING - "FROM MILLS & OTHER SITES."

\_\_\_ WOOD DEALER \_\_\_\_\_ MANUFACTURING (DESCRIBE) \_\_\_\_\_

\_\_\_ OTHER BUSINESS (DESCRIBE) \_\_\_\_\_  
 (BUSINESS OR INDIVIDUAL)

**New Member Investment**

Loggers @ \$225 Wood Dealers @ \$225
Trucking From Harvesting Sites \$125 First Truck Plus \$25 Each Additional Truck (\$225 Max) General Forest Products Trucking = Mill to Mill or Finished Products @ \$200
Forest Products Manufacturers = Sawmills, Pole Mills, Chip Mills, Treating Mills, etc. @ \$200 Allied Suppliers = Products & Services – Equipment, Tires, Insurance, Fuel, etc. @ \$250 Allied Supporting = National Forest Products Co., Consulting Forestry Firm, TIMO, etc. @ \$250 Individual Foresters, Landowners & Friends @ \$65.

Annual Membership Anniversary Is Date of Initial Investment. Renewal Dues for Loggers & Dealers Production Based.  
 Renewal Dues for Trucking From Harvesting Sites to Mills Based on Number of Trucks. All Others Flat Annual Renewal Dues.

Investment Payable To: SC TIMBER PRODUCERS ASSOCIATION

*Thanks For Your Support! Crad Jaynes, President & CEO*

SCTPA is a Non-Profit 501(c)(6) association. SC FEIN: 57-0883563

90% OF ANNUAL INVESTMENT IS TAX DEDUCTIBLE BUSINESS EXPENSE.  
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## TEACHER'S TOUR THANK YOU

SCTPA received the following letter from Teacher's Tour participant Mike Deckart. Responses like this make us very proud that the SC's Teacher's Tour is so successful in educating teachers about sustainable forestry, the forest products industry and professional timber harvesting.

\*\*\*\*\*

*Hey Crad:*

*First of all let me say "Thank you" for your kind gift; America At Work, Forestry. I have already incorporated it in lesson plans for the students at the new school that I will be at this coming year. Those plans were required to be submitted to Jerry a few days after the Teachers Tour concluded.*

*Second of all let me apologize for the time delay in "Thanking" you for your gift. I went out West without a destination or timeframe on my Harley just to experience the U.S. It was the first chance I had since coming back a year ago from Iraq. What a great country we live in! Anyway, three weeks later, I came home to find your package mixed in with the rest of the mail. It was a pleasant surprise.*

*I spent some time in Roswell, New Mexico at Alien-Fest (I have some fun stories) but also spent time in other areas. One of interest to the Teacher's Tour was at Yosemite National Park. The contrast between East and West land management procedures was extreme. I spoke with several individuals, park rangers, fire fighters and a BLM representative/spokesman about the rationale for not implementing prescribed burning practices to avoid such massive wildfires.*

*"Perception" on behalf of the general public was the recurrent theme verbalized by those individuals I interacted with. It seems that there is a negative opinion associated with preventive measures such as prescribed burns, by the public. Politics and money seem to dictate outcomes and as such, nothing proactive is engaged in, only reactive.*

*The amount of "fuel" on the ground from years of being ignored creates such a tinderbox that it is a wonder that any forests are left out West. I spoke with several veterinarians that volunteered their time and materials to help with the wildlife that were subjected to the wildfires. The wildlife impact is devastating. Many of the animals, large and small had to be put down due to smoke inhalation, not necessarily burns. The feeling from these individuals was disgust with how the management of forests was being handled.*

*Interestingly enough though, prior to my leaving, a decision was made at some level to begin prescribed burns in several locations to help prevent continued spreading. I spoke to a group of "smoke/fire jumpers" about their views on the situation. Most of them had the "5-mile stare" something that I am too much accustomed to seeing. Their experiences are upfront and personal, it's a job and they know how to do it. After they found out that I was Airborne Ranger status from Iraq, they warmed up with some disclosure; again, much frustration and apathy, "FUBAR" was the term used. Many of the jumpers were post-military so we connected on jargon well.*

*I learned quite a bit this summer. The Teacher's Tour was immensely educational. It segued into additional understanding in applications and insights employed by other regions. The contacts, like yourself, that I made through this chapter of my life are priceless.*

*I thank you for considering me your friend, for taking the time and energy to demonstrate your hospitality and compassion for contributing to a better environment. I will "pass the message on" as you say during this coming school year.*

*Best Wishes,  
Mike Deckart  
Rock Hill, SC*



# AS I SEE IT ...

AMERICAN LOGGERS COUNCIL

PRESIDENT EZELL CASTLEBERRY, CASTLEBERRY, ALABAMA

MAY 2008

## LESSONS LEARNED

This will be my last column prior to the election of a new President to serve the American Loggers Council for the 2008-2009 term. Before I sign off, I would like to take the opportunity to thank each and every one of you who have been and continue to be supportive of not only the American Loggers Council, but your state and regional logging associations as well. I have tried to stay the course, and have more than likely ruffled a few feathers over the past 12 months, but my goal has always been to remain honest. After all, a man that doesn't lie does not have to remember what he said. Those are all words we can live with and one of life's lessons that we all should have been taught.

I leave my term with a genuine concern for the state of our industry. There are real problems that exist out there. From zealous environmental organizations who would like nothing better than to see all commercial timber harvesting operations cease to exist, to procurement organizations who would rather have a higher tax liability to the federal government than to offset that liability by offering increases in gate prices at the mill or higher cut and haul rates to those suppliers who have so earnestly attempted to try and keep their heads above water during periods of escalating costs.

If you read "Mooney's Corner" in the July/August edition of Timber Harvesting & Wood Fiber Operations, regarding the formation of a logger union, you have an idea of what this industry could become without real discussions and actions surrounding the current health of the logging sector. Although the article was meant to be

enlightening on the current situation and the result of inaction, I'm concerned by the number of comments received by those that thought that the United American Loggers Union had already formed on the East Coast, and even more concerned about those who stated, "It doesn't surprise me."

Let's hope that we can all someday come to the table and be perceived as equal partners. Let's hope that we are able to continue to practice sustainable forest management and timber harvesting practices across all land ownerships in the US. Let's hope that this industry does indeed have a vision that will lead us to prosperity, whether it is biomass for energy, new products resulting from nanotechnology breakthroughs, or simply the realization by the general public that without wood fiber, their lives would be much more difficult.

I thank you for allowing me to represent you over these past 12 months, and hope that you, as much as I, have gained new found knowledge from the lessons learned during this period. As a logger, I take great pride in knowing that there will be a future for us in this industry, because we are working so hard to ensure the sustainability of our heritage. If you are not active, get active; if you are active, stay active. I hope to see all of you in Montgomery, Alabama at the American Loggers Council 14<sup>th</sup> annual meeting. Log safe.

*Ezell Castleberry is the President of the American Loggers Council, which represents over 50,000 logging professionals in 28 states. Ezell's operations are headquartered in Castleberry, Alabama. For more information please contact the American Loggers Council office at 409-625-0206 or e-mail at [americanlogger@aol.com](mailto:americanlogger@aol.com)*

## Need Training & SFI Trained Credits?

SCTPA can provide training programs for members for SFI Trained Continuing Education Credits. Programs offered for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

Truck Driver Training Workshops will be scheduled. Watch the Mark Your Calendar section of this newsletter for dates. Notices for SCTPA workshops & events will be forwarded.

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*(Continued from page 12)*

traditional timber companies, which face the double whammy of corporate and dividend taxation.

"Foreigners can come in here and invest in timberlands and not be eaten up by taxes," Woodall said.

Mendell said foreign investors in U.S. timberland typically are in it for the long haul, looking at least a decade out for results. That fits in with biomass, a technology still in the early stages of development that is not expected to start paying off for at least a few years. But Georgia is off to a promising start. Projects already under way or in the planning stages across the state include:

- The construction by Colorado-based Range Fuels Inc. of the nation's first commercial plant producing ethanol from wood wastes, due to begin operations next year near Soperton, Ga.
- The potential conversion of Georgia Power Co.'s coal-burning Plant Mitchell near Albany to wood.
- The construction of a new wood-burning power plant in Fitzgerald, Ga., to be built by Decker Energy International Inc.
- Last month's successful demonstration of plant equipment by Atlanta-based C2 Biofuels LLC, which is developing different cellulosic ethanol technology than Range Fuels.

Georgia Power spokeswoman Lynn Wallace said the utility is still crunching the numbers on the Plant Mitchell project before deciding whether to seek approval from the state Public Service Commission. But she said economic trends appear to favor biomass. "The prices of more traditional types of fuel,

including coal and gas, have gone up tremendously," Wallace said. "Biomass is becoming much more affordable."

Mendell said it's understandable that the massive sell-off of timberland by the old forest-products giants and the uptick in foreign acquisitions have set off some jitters in the industry. "It's more unpredictable when the owners aren't household names anymore. It's fear of the unknown."

But Marshall Thomas, president of F&W Forestry Services Inc., a timber industry consulting firm in Albany, Ga., said foreign-owned timber properties tend to be well-managed. "They're good neighbors," he said. "They're not afraid to do the things that need to be done to keep it in good shape."

Only eight states contained more foreign-held agricultural land than Georgia as of February 2007, according to a new report:

State & Foreign-held agricultural land acres

- Maine - 3.3 million
- Texas - 1.9 million
- Alabama - 1.7 million
- Washington - 1.3 million
- Louisiana - 1.2 million
- Florida - 1 million
- California - 948,179
- New Mexico - 880,093
- Georgia - 810,629
- Michigan - 761,808

Source: U.S. Department of Agriculture



## AGTEC UPDATE

By Steve Jarvis, FRA Director of Forestry Programs, July 22, 2008

Here are a few items of interest to members of the Agricultural Transportation Efficiency Coalition: safe and efficient trucking of raw agricultural and forest products.

### House Hearing on Truck Weights

In late June, the House Subcommittee on Highways and Transit, chaired by Rep. Peter DeFazio (D-Oregon), called a special hearing for the morning of July 9 on Capitol Hill in Washington, DC, in response to a growing consensus of transport-dependent interests, including FRA, for Congress to act on reforming federal truck policy through the 2009 Transportation Reauthorization Bill. The hearing's topic was announced as "Truck Weights & Lengths: Assessing the Impacts of Existing Laws & Regulations." The Subcommittee did not ask FRA nor the Agricultural Transportation Efficiency Coalition (AgTEC) to testify, but Americans for Safe and Efficient Trucking (ASET) did receive an invitation, and Tom Carpenter, International Paper's Director of Transportation, testified on behalf of ASET, and included AgTEC's policy objectives in his statement.

The Subcommittee did accept a written submission from AgTEC in the hearing record, including Eason and Greene's Technical Release *Potential Impacts of 97,000-pound GVW on Logging Costs* as an appendix.

The hearing showed that the House Transportation & Infrastructure Committee leadership acknowledges that the price of diesel has forced its hand in the debate over how we use our highway infrastructure; either something must be done or a good reason for not doing something must be identified. The Committee Chairman, Rep. Jim Oberstar (D-Minnesota), participated actively in the session, questioning witnesses and providing his overviews at the issues at stake: the survival of manufacturing and commerce, the need for highway and bridge renewal, the paramount importance of public safety, and the central, even expanding, role trucks must continue to play.

Both Committee Chair Oberstar and Subcommittee Chair DeFazio expressed a need to replace the "patchwork" of individual exemptions for specific cargos to haul overweight or overlength loads on designated portions of the federal Interstate with something more consistent. DeFazio questioned witnesses at length over the effectiveness and efficiency of state law-enforcement programs and asked whether a better baseline for safe trucking could be obtained if those programs could be harmonized better to a federal standard. (Excerpted from the July 15<sup>th</sup> issue of the [FRA Bulletin](#).)

We are encouraged that the need to reform federal truck weight limits will receive serious consideration during the development of the Transportation Reauthorization bill next year.

### AgTEC Steering Committee Formed

With the assistance of consultant Fletcher Hall, a Steering Committee has been formed to build AgTEC into a full functioning and effective coalition. AgTEC Steering Committee members are: Mike Branch (Chair) of Smurfit-Stone Container, Bud Wallace (V. Chair) of Wallace Transport, Dennis Berryhill

of Fleetwood Transportation, Jeff Doran of the Florida Forestry Association, Suzanne Madden of the American Forest & Paper Association, and William Patterson of ADM Trucking.

On July 16, the inaugural AgTEC Steering Committee meeting was held to ensure that the role and mission and political strategy of the Coalition meets the needs of current and prospective members of AgTEC. Steering Committee members reaffirmed AgTEC's mission to "increase the efficiency of transporting raw agricultural and forest commodities from the fields and the forests to processing facilities" by reforming the gross vehicle weights (GVW) allowed on Federal highways. In addition, the Steering Committee agreed that the TARGET for reforming truck size and weight legislation is the 2009 Transportation Reauthorization bill and that Congress has already held hearings due to the cost of fuel and need to improve transportation infrastructure. AgTEC consultant Fletcher Hall offered several observations and recommendations following the July 9<sup>th</sup> hearing of the House Subcommittee on Highways and Transit.

- Chairman Oberstar feels he got "burned" by two state pilot projects during the last Transportation Reauthorization bill, a position that the Americans for Safe and Efficient Transportation (ASET) Coalition continues to pursue.
- Infrastructure improvements are needed, as are new sources of funding for roads and bridges, and AgTEC's position should be one of "quid pro quo" of higher truck weights for new user fees.
- We need to stress that our truck GVW proposal is critical to the JOBS provided by agriculture and forestry.
- Although the "mood" of Congress is changing, Chairman Oberstar is powerful and Democrats will likely exert more control in Congress next year. Working with our "friends" in the majority (like Representative Michaud, D-ME) will be critical. Chairman Oberstar opposes more "exemptions" to federal Interstate GVW limits.
- We need to work with members of both the Agriculture and Transportation Committees in the House and Senate.
- AgTEC needs to gain "visibility" with Congress if it wants to be a "player" during the reauthorization of the Transportation bill.

AgTEC Steering Committee members expressed support for reforming the overall Gross Weight Limits on federal Interstate highways, to allow trucks hauling raw agricultural and forest commodities to carry up to 97,000 pounds and are in compliance with axle weight limits of federal Bridge Weight Formulas.

### Welcome New Members

AgTEC welcomes two new associations as members, the National Chicken Council and the Ohio Forestry Association. A listing of current AgTEC members can be found at <http://ag-haul.org>.

*SCTPA is a proud AgTEC member and supports the Coalition's efforts.*

## COMEDIAN JEFF FOXWORTHY'S VIEWS ABOUT SOUTH CAROLINA



- If someone in a Home Depot store offers you assistance and they don't work there, you may live in South Carolina.
- If you are 'fixin' to go anywhere or do anything, you may live in South Carolina.
- If you've worn shorts on Christmas day, you may live in South Carolina.
- If you've had a telephone conversation with a wrong number, you may live in South Carolina.
- If 'vacation' means going to Myrtle Beach for a week, you may live in South Carolina.
- If you install security alarms on your house and garage, but leave both unlocked, you may live in South Carolina.
- If you carry jumper cables in your car and your wife knows how to use them, you may live in South Carolina.
- If the speed limit on the highway is 55, you're going 70 and everybody is passing you, you may live in South Carolina.
- If you find 60 degrees 'a little chilly', you may live in South Carolina.
- If you take time off work to watch college football, you may live in South Carolina.
- If you know the names of any NASCAR drivers besides Dale Jr. or Jeff Gordon, you may live in South Carolina.
- If you think iced tea only comes pre-sweetened, you may live in South Carolina.
- If you know two or more people named 'Bubba', you may live in South Carolina.
- If you think that all Yankee college students should move back home upon graduation, you may live in South Carolina.
- If you actually understand these jokes, and share them with your friends, you definitely live in South Carolina.



### FALL - 2008 UPDATE

By Jim Fendig, WSRI Executive Director

Compiled by Jim Fendig this report updates current projects being funded by WSRI and will be delivered at the Fall Forest Resources Association board meeting. Funding is provided for WSRI Technical Committee approved projects for research to improve the efficiencies, costs and productivities of the wood supply chain links.

#### PROJECT UPDATES

##### 1) Decoupled Trucking Project - Buck Ford

Status: Will be completed by end of 2008.

- Alabama Pilot- Joseph Parnell operations.  
Market conditions have reduced volume and provided constraints however there has been notable improvement in the percent loaded miles and number of backhauls. Buck continues to track trend lines for percent loaded miles, percent loaded time and crews served per day.
- South Carolina Pilot - White Wood operations.  
This project monitors two different sets of trucks. The first is a conventional operation owned by the logger. The second is a decoupled contract operation. Percent loaded miles and percent loaded hours, crews serviced per day and percent of hours idling are being tracked

##### 2) Fiber Cost Per Ton Impact Project - Mathew Smidt, Robert Tufts, Tom Gallagher, Auburn University

Status: Project is in the final stages of completion with Cost Model Tutorials being conducted. One took place at the Georgia Forestry Association Annual meeting and one will take place at the Fall FRA Lake States Regional Meeting in October.

Project's objectives are to provide credible cost / value of wood loaded on a truck at a mill gate and quantify what it cost

*(Continued on page 22)*



## **WILCOHESS MEMBER PROGRAM**

SCTPA is proud to partner with WILCOHESS and Mike Gordon, Fleet Sales Director, to offer this new member benefit program.

Fuel is a tremendous expense now. Any savings that can be achieved is a benefit for your business. SCTPA looks for ways to deliver benefit programs to assist our members. This program may provide savings on your fuel costs.

While WILCOHESS does not have as great of a presence in South Carolina as North Carolina, there are 24 South Carolina locations where this program will be available for members. WILCOHESS will be looking to locate more fuel facilities in South Carolina.

With the available locations now, I feel many members can use and take advantage of this program and obtain fuel cost savings.

If you are interested in receiving the complete WILCOHESS program package, please contact the SCTPA office. An enrollment package will be mailed, faxed or emailed to members. *SCTPA ... serving our membership since 1999.*

Crad Jaynes  
President

### **SCTPA / WILCOHESS Program Package**

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*WILCOHESS Store Locations*

### **Contact SCTPA for Enrollment Package**

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(Continued from page 20)

the logger and consumer to be detained longer than the target time of 20 minutes. These cumulative cost are determined in four links: Planning (land owner), Harvesting, Trucking and Mill Woodyard Cost.

The purpose of this project is to provide credible data to the “decision makers” so that they can justify taking actions that are necessary to improve the process and obtain the targeted unloading time.

A user friendly logging cost program for use on an Excel framework will be modeled and be flexible for use in individual operations.

**3) Logging Cost Indices Project - Bill Stuart, Laurie Grace, Mississippi State**

Status: Ongoing

This Project is ongoing and tracks logging cost trends to form a base line of logging cost.

**4) Costs of Logging Sorts - Dale Greene, University of Georgia**

Status: Project will be completed on June 30, 2009.

Project will identify the types of log sorts and the cost involved. The purpose is to recognize the potential value of log sorts and the related costs in order to be able to determine the net value.

**5) Harvesting Cost Implications of Shifts in Forest Industry Characteristics - Shawn Baker, Dale Greene, Tom Harris, University of Georgia**

Status: 2008 - 2009 Project.

Study Objectives: This Study will examine the following questions:

- How have timber sale conditions such as tract size, tons per acre, sale method (bid vs. negotiated), and harvest intensity (clearcut vs. thinning) impacted harvesting cost in recent years?
- What impact on delivered cost per ton has the reluctance to use in-woods scaling imposed on the supply chain?
- What is the fuel consumption per ton of wood delivered by tree-length, cut-to-size and chipping methods?

**6) Logging – Trucking Capacity Survey - 2008 Update - Don Taylor, Sustainable Resource Systems**

Status: Final Report due December 1, 2008.

Study will address the following:

- Develop a REAL TIME historical data collection system that can be used for long-term trending purposes and analyses of the forestry community’s round wood production and delivery system.
- An assessment of the estimated capacity to produce wood fiber (harvesting and transportation) in the participating States and Regions.
- The consumption of wood by the primary mill type.
- Compare the logging capacity calculations with the primary manufacturing consumption data to determine if there are any imbalances that could result in future production disruptions.
- Assess implications of the data findings and develop conclusions, observations and recommendations.
- Provide a concise executive summary with regional and state level reports.

Study will focus on these states: North Carolina, Virginia, West Virginia, Maine, New Hampshire, Pennsylvania, Michigan, Minnesota, Wisconsin, Georgia, South Carolina, Florida, Alabama, Mississippi, Arkansas, Texas, Louisiana, Oregon, Montana, Washington and California.

## OTHER NEWS

Tom Reed, Vice President, General Manager of Plum Creek’s Southern Resource Region has been approved by the WSRI Board of Directors to assume the WSRI Chairmanship at the March 13, 2009 annual meeting at the Marriott Hotel, Hilton Head, SC when current Chairman Crad Jaynes’ two year term ends. Jaynes, Reed and Fendig will hold a strategic planning session in October.

The Wood Supply Research Institute, Inc. Certificate of Incorporation was filed and accepted by the Delaware Secretary of State. WSRI began its existence as a separate entity on March 25, 2008.

The next steps in the process are taking place by drafting new bylaws, obtaining a federal tax identification number and preparing the application to obtain tax-exempt status from the IRS. William Breed Abbott & Morgan LLC’s Tony MacLeod and Katherine Dowd are WSRI legal representatives in this matter. They are based in Greenwich, Connecticut.

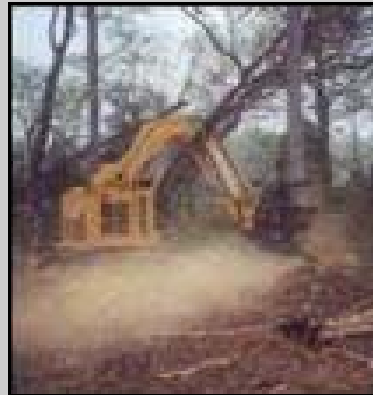
A “Reconciliation Audit” is currently being conducted on WSRI financials by the same firm auditing the Forest Resources Association (FRA) financials and operations. Results will be communicated when the audit is completed. WSRI has an agreement with FRA to provide financial services and staff supporting services such as communications, legal oversight and meeting arrangements for a fee of \$10,000 per year.

FRA and WSRI have a powerful and effective relationship in which WSRI provides the research data for forest products issues and opportunities. FRA assists in the implementation and communication. The end result is the members of WSRI and FRA as well as the entire Forest Community has the opportunity to benefit from the research.

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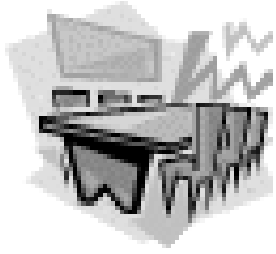
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## BOARD MEETING HIGHLIGHTS

### AUGUST BOARD MEETING HIGHLIGHTS

SCTPA's board of directors convened at the SC Forestry Commission headquarters, Columbia, for the August 28<sup>th</sup> meeting. Highlights are:

- President updated the six Wood Supply Research Institute projects now underway: Decoupled Trucking in SC and Alabama; Fiber Cost Per Ton Impact; Logging Sorts Cost; Logging Cost Indices; Harvesting Cost Implications of Shifts in Forest Industry; Logging – Trucking Capacity Survey - 2008. Updates provided for: Board election of Tom Reed, Plum Creek Timber Company, to assume chairmanship at the March 13, 2009 annual meeting when current chairman Crad Jaynes ends two-year term; WSRI certificate of incorporation in Delaware and progress toward establishing WSRI as tax exempt non-profit entity.
- President reviewed the status of the association's Property & Casualty and Health insurance programs for commission revenue received to date.
- President reviewed the new 15% GVW Tolerance Law allowing a GVW for unmanufactured forest products trucking on "state roads only" to 84,272 and law had been clarified with STP that "only" loads from forest to first market qualified for the 15% tolerance. Reviewed the new Strobe Light Law requirements and problems with the law language. Discussion held regarding the problems with strobe light being used on pulpwood loads. President noted progress being made with Marpac Corporation to develop a Logger's Strobe Light prototype.
- President reviewed the July 23<sup>rd</sup> SC Trucking Industry Task Force Meeting information regarding the new CDL Drug Testing Database Act, DMV and STP bad check issue, Unified Carrier Registration in SC, flat digitized license tag issuance progress, USDOT numbers for intrastate carriers, Commercial Vehicle Information and Networks (CVISN) system updates by DMV, IRP and IFTA re-design by DMV. Check issue stands that State Transport Police will accept company checks for fines, but once a company presents a dishonored check, then that company can no longer pay by check.
- President reviewed the update from Ag-TEC and ASET regarding progress to increase the GVW on Interstate Systems to 97,000 pounds with a sixth axle.
- President updated Timber Equipment Applications Management committee work to place the TEAM under the Forest Resources Association's Southwide Safety Committee yet remain autonomous and updated status of TEAM website.
- President reviewed the upcoming American Loggers Council Annual Meeting in Montgomery, Alabama, September 25 – 27. Registration packages still available at SCTPA office or registration can be made on the ALC website.
- President reviewed the SCDOT Memorandum from Jim Feda to SCDOT districts regarding the posting of bridges to 33 tons because of the new 15% GVW tolerance for unmanufactured forest products. Board member Joe Young, former SCDOT commissioner, discussed his contact with Jim Feda and SCDOT regarding SCDOT's miscalculation of the new GVW. SCDOT thought the new 15% was on top of the old 80,608 pounds GVW that included the old 10% tolerance to put their calculation 92,699 pounds GVW which was incorrect. The new GVW tolerance is based on the legal GVW of 73,280 pounds for a 5-axle tractor-trailer unit plus the 15% tolerance that now allows 84,272 pounds GVW. SCTPA and Joe Young are working with

*(Continued on page 25)*



SCDOT to lessen the impact on the proposed number of bridges to be posted to 33 tons.

- President reviewed Forest2Market's proposal to work with SCTPA and its members to provide services and receive data from members. Board approved proposal and requested the president proceed with the proposal implementation.
- President reviewed the New Drug Testing Requirements for Truck Drivers effective August 25, 2008 for drug and alcohol testing. The USDOT amended certain provisions of its drug and alcohol testing procedures to ensure complete reliability and accuracy of controlled substances tests.
- President reviewed the SCFC and NRCS agreement to provide increased assistance to forest landowners. State Forester Gene Kodama met with the board to discuss the agreement and update activities within the SC Forestry Commission.
- President reviewed the SFI information regarding SFI standards review, Sustainable Forestry Board and Expert Review Panel appointments, and issues being addressed by SFI.
- President reviewed materials regarding AF&PA's testimony to the U.S. House Agriculture subcommittee on Renewable Fuels Standard Implementation and Agriculture Producer Eligibility, comments on Federal Court Ruling in Favor of Forest Management, and comments on EPA's Proposed Greenhouse Gas Rulemaking.
- President reviewed the 25 x'25 Recommendations for a Clean and Secure U.S. Energy Future.
- President reviewed the Western Piedmont Biomass Marketing Committee's Laurens meeting on August 21<sup>st</sup> where loggers, wood suppliers and others met to hear presenters regarding woody biomass in the eleven county areas. Speakers included Shannon Legree, USDA Rural Development, Erica Hartwig, SC Energy Office, Byron Rominger, SC Forestry Commission, Mickey Scott, Collum's Lumber Products,

LLC, Bill Padula, Pioneer South Carolina and George Kessler, Clemson Extension. Over fifty attended the meeting. WPBMC was formed to research woody biomass availability and promote the development of woody biomass markets for energy production in eleven Western SC Piedmont counties. SCTPA is a member of the committee.

- Financials reviewed as of July 31<sup>st</sup>. Membership dues revenue continues to be below dues received at the same time last year due to economics of industry. Board approved the SCTPA American Loggers Council 2008/09 pledge at the same level as last pledge.
- Board reviewed the president's proposed 2009 January 30 – February 1 annual meeting schedule, activities, speakers and agenda. Being the 10<sup>th</sup> anniversary meeting, board approved to have a plate dinner on Saturday evening with a band to celebrate the anniversary. President will address the meeting on Saturday evening. President will continue work for 2009 annual meeting.
- Board discussion regarding the use of the Employment Security Commission and the Wage and Hour Regulations office to provide a member service of conducting voluntary audits to allow members to make sure their records and procedures are correct. This would be similar to the OSHA Voluntary Program inspection. Voluntary audit would not result in any penalties. President will follow up with these offices. Board also discussed SCTPA establishing a reporting line whereby if there is an alleged wage and hour or employment security issue this could be reported anonymously to SCTPA with the association contacting the appropriate agency. This would be similar to the SFI Inconsistent Practices contact line and procedures SCTPA already has established.
- Next board meeting is October 30, 2008 at 10:00 a.m. at the SC Forestry Commission headquarters, Columbia.

## Cooperative Conservation at Work in South Carolina



(from left) South Carolina State Forester Gene Kodama and NRCS State Conservationist Niles Glasgow sign a memorandum of understanding.

South Carolina Cooperative Conservation logo



NRCS and the South Carolina Forestry Commission entered into an agreement to provide increased assistance to forest landowners. "This partnership will help promote forest management, advance conservation on forestlands, and improve delivery of technical assistance to private landowners in the State," said South Carolina NRCS State Conservationist Niles Glasgow. This is the first formal agreement between the federal agency and the State agency. Staffs from both agencies have worked together at the local level for many years. This agreement recognizes this cooperation and lays the groundwork for more detailed agreements to share staff and financial resources.

Glasgow noted that, "NRCS administers many federal programs that can benefit forest landowners. Under these programs, the agency provides technical assistance as well as financial incentive payments." NRCS and the Forestry Commission can assist landowners with activities including establishing riparian buffers, prescribed burning on existing pine stands, planting hardwood and softwood trees, including longleaf pines, and applying conservation practices to stabilize logging roads and other forest harvest sites.

"This agreement will strengthen the relationship between the Forestry Commission and NRCS and promote a more efficient cooperation when it comes to providing technical assistance, information, training, and educational opportunities," State Forester Gene Kodama said.

### **PALMETTO RENEWABLE ENERGY COMPLETES WOOD PELLET MANUFACTURING PLANT**

July 28 - The South Carolina Department of Commerce and the SouthernCarolina Alliance today announced that Palmetto Renewable Energy has completed a biomass fuel pellet plant in Allendale, South Carolina. The \$1.5 million investment is expected to bring 12 new jobs to the area.

This new facility will help us meet our customers needs and allow us to continually expand our operations, said Mark Vaughn, co-owner of Palmetto Renewable Energy. We are pleased to have our plant in Allendale County and appreciate all the support we have received and look forward to being a part of the business community in South Carolina.

Palmetto Renewable Energy will manufacture wood pellets for biomass energy and wood shavings for equine bedding. The company will later add algae production for cellulosic ethanol, which represents a further source of renewable energy. The slated five million gallon per year cellulosic ethanol plant will add another \$5.5 million investment into the existing

site, adding another 22 jobs for construction and operation.

Palmetto Renewable Energy seeks to capitalize on the new energy technologies and developing sources of renewable fuels. The company's decision to locate its plant in South Carolina speaks to the strength of our workforce, the states business-friendly climate and the innovative manufacturing taking place here. Thanks to the team effort of state and local officials, this investment will positively impact Allendale County, said Joe Taylor, Secretary of Commerce.

"We welcome Palmetto Renewable Fuels to the Southern-Carolina region's growing cluster of alternative energy industries, said Danny Black, president of the SouthernCarolina Alliance. This company is an excellent example of the diversification and expansion opportunities for both existing and new industries in our area. We congratulate Brabham Oil and Palmetto Renewable Fuels for their innovation and entrepreneurship."

Palmetto Renewable Energy Inc. is a joint venture located in Martin, South Carolina and co-owned by Mark Vaughn and Brab McCully. The ethanol manufactured will be marketed by Brabham Oil Company located in Bamberg, South Carolina.

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# Is Biomass Harvesting Sustainable?

By Jerry W. Kram

Sustainability is a buzzword in the biomass industry. But sustainable can mean many things. You can do your best by Mother Earth, but if you don't make money, your operation isn't sustainable. You can have the ability to make money hand-over-fist, but if you can't get the biomass to your plant, that's not sustainable either. A collaboration of researchers studied a biomass operation in the Superior National Forest in Minnesota to look at all the different components of a sustainable biomass harvesting operation.

Biomass can save the world or so we are told. The twin specters of looming energy shortages emptying our wallets and global warming melting glaciers make finding a solution for our petroleum addiction urgent from both a financial and environmental perspective. However, there is a cost to producing and converting biomass into fuels and electricity.

Removing too much biomass can deplete nutrients from the soil and possibly increase erosion. Landowners, farmers, loggers and other people involved in the production and harvest of biomass need to be compensated and the price of biomass needs to cover those costs. Researchers from Minnesota and Wisconsin zeroed in on one particular system—small trees and undergrowth in the Superior National Forest—to gauge the environmental and economic costs of removing biomass from the forest.

The study was conducted by Don Arnosti of the Institute for Agriculture and Trade Policy, Dalia Abbas and Dean Current of the University of Minnesota and Michael Demchik of the University of Wisconsin, Stevens Point. "Is biomass harvesting

sustainable?" Arnosti says. "That's a very simple question about a very complex situation. I don't think it has a simple answer. I guess the simplest answer I could give is that under the right conditions and with the right vision and moderation, the answer is yes. Would I validate people who would say it might be unsustainable in certain circumstances? That answer is also yes."

The IATP studies policies on food, trade and sustainability. In 2005, it received a grant to look at the barriers for sustainably harvesting biomass. The organization started looking at biomass resources because it noticed that the region's pulp and paper industry had started to use more "dirty chips" for fuel. Dirty chips are the result of grinding or chipping whole trees, forest or green waste. They represent a readily available source of supply. However, the chips are of random shapes and sizes which could lead to feeding problems if using automated systems. This will also affect combustion. The contaminants (bark, foliage, dirt and others) will lead to higher ash content. Dirty chips are commonly referred to as "hog fuel" by forest contractors and forest industry personnel.

Some boiler systems (particularly at the larger scale) are designed to burn this type of chip. When using dirty chips it is important to match the boiler system with the supply.

"Back in 2005 biomass was not a hot topic, it became so with higher energy prices," Arnosti says. "We really got involved in this study be-

cause we wanted answers. We wanted to understand the economic barriers that were controlling the industry and the ecological boundaries of sustainability."

## Fire Prevention and Biomass Collection

The study looked at nine areas being cleared for fuel reduction to prevent forest fires. The material being removed was a mix of balsam fir that had been killed by spruce budworms and aspen in areas where understory balsam firs created ladder fuels that cause devastating crown fires in areas of taller 60- to 80-year-old red and white pines. The treatments varied by site but

generally called for the removal of trees and brush smaller than a diameter of 5 or 6 inches at a point 4 feet above the ground. "We partnered with the [U.S.] Forest Service be-

cause they were already making fuel management a high priority, especially near urban areas," Arnosti says. "It turns out that the Superior National Forest has a lot of development like that embedded in the forest. They were developing plans to reduce fuels and were eager to understand how biomass markets and harvest could factor into what, up until then, had been a cut, pile and burn fuel reduction."

Arnosti says the researchers started out looking for the answer to two questions and quickly found they needed a third answered. They wanted to find out what equipment and techniques a logger would

*If the Forest Service wants to make biomass harvesting an integral part of its forest management practices, it will have to be more flexible in its regulations.*

(Continued on page 30)

*(Continued from page 29)*

need to efficiently harvest biomass in the forest. The second question was what the ecological impacts of the harvest were. “The third piece that we kind of stumbled into was the administrative complexity—the land management mindset,” he says. “All of the procedures were set up with high-value timber in mind while biomass is a low-value product that probably will have to be harvested below cost. You can’t have loggers bidding to get [the Forest Service] the highest return on the contract when you are doing biomass and really subsidizing the removal.”

The main conclusion of the study was that there are many ways to interrupt a smooth supply of biomass to a market. “I’m not going to say there is only one way to get it right, but there are probably 14 different ways you can screw it up,” Arnosti says. The potential problems fall into the three broad categories captured by the researcher’s questions. “One, the administrators need to have procedures and practices in place that facilitate biomass harvesting,” he says. “Two, the contractors or loggers need to have training or experience in utilizing their equipment to harvest high-volume, low-value material. Finally, biomass markets have been developed with the assumption that the biomass material is going to be free or at a very low cost. That may be true if you are just picking up tops and branches at a timber harvest site, but if you want to get beyond the boom and bust volumes that come with the timber market, you need to recognize that pricing has to be greater than zero.”

### **Loggers Adapt**

Another aspect of the study was trying to capture the logger’s voice, as the study titled one of its chapters. There is a large body of academic literature on removing biomass for energy or forest management, but very little of it comes from the perspective of the operators who actually do the work of cutting the trees and moving them out of the forest.

“We found that in many instances existing equipment could be adapted to biomass harvesting,” Arnosti says. “But operating training and experience greatly increased productivity. For example, a particular logger that worked on a number of our tests figured out on his own how to carry two or three times as much biomass in a forwarder as he did at the beginning of the project. He figured it out and it was very different than the techniques he used to forward round wood.” A forwarder is a piece of equipment used to move wood from the cutting area to the collection area.

Abbas did most of the formal interviews with the loggers. She says one of the most profound differences for the loggers is that they had to walk every area before they would bid on clearing and collecting the biomass. Usually experienced loggers, who have worked a particular region, are familiar enough with the costs and paybacks of gathering round wood that they can calculate the expected costs and paybacks just from looking at a map of a timber offering. Gathering biomass was so different for them that they needed to walk the land to understand the pitfalls they would be facing. “It was normal for them to go into an area and extract a larger tree from the site,” she says. “But this was the first time they would enter a site solely to remove the smaller material.”

Arnosti described logging work as something so familiar to the workers they could do it on “semi-autopilot” which allowed them to become very skilled at what they did. Abbas found that one of the skills that made loggers so efficient was that they knew how to fell trees and position them so that the workers moving the trees out of the woods could do so with the least amount of wasted time and effort. For biomass harvesting, the loggers had to relearn these skills. “It was important that operators communicated with each other on the site,” Abbas says. “For example, they learned which machine would

follow the next. So the operator would cut the material to be forwarded in a way, even though it would have taken him longer, that made the entire operation more efficient. But if you get a divided operation, where someone is responsible for cutting the material without thinking of the best way to lay it out, then you get a lot of hours of harvesting and that isn’t a very practical option for the loggers.”

At current prices, Arnosti says biomass cannot pay its way out of the woods. Biomass is likely to remain an adjunct to fuel reduction, habitat management or disease control operations and timber harvests. “What I have concluded is that biomass, at least woody biomass will likely forever be a coproduct,” he says. “It cannot be seen as the single reason you are doing land management. In the case of timber, the value of the wood will cover the cost of harvesting it, moving it and delivering it to a market at a profit. Even with today’s high energy prices, and based on our analysis, even if energy prices doubled again, we would find the costs of cutting, processing, transporting and delivering biomass would exceed the market value of that biomass.”

If the Forest Service wants to make biomass harvesting an integral part of its forest management practices, it will have to be more flexible in its regulations. As Arnosti points out, these regulations were developed for high-value round wood timber operations. There were times during the study when operations had to be shut down because the wrong species or wrong size tree was felled. “You can’t just follow the existing guidelines and assume it is going to include biomass harvesting,” Abbas says. “They need to be more practical and open with the loggers.”

Along with the ecological and logistical concerns about the harvesting system, economic questions also had to be answered. If biomass harvesting doesn’t pay for any of the

*(Continued on page 31)*

(Continued from page 30)

players in the economic chain, then the entire system breaks down. "If you are talking about sustainability, then economics is one of the pieces you have to look at," Current says. "Right now, with the payments from the Forest Service you can do this economically—in other cases, maybe not."

Because the material that was collected for the study was usually just burned or bulldozed, there wasn't much good economic data on what it costs to collect and deliver it to processors. "I think we are still learning how we can make these systems work," Current says. "One thing we took out of this is that there are many studies that estimate the amount of biomass we can take out of state, private and federal sources, but there is still the question of the economic availability of that amount of biomass. That's a question we need to look at more closely."

While some biomass energy business plans assume that there are plentiful supplies of free or low-cost biomass, the owners of that biomass will expect to be paid for it. In some cases, biomass will be cheap because the alternative is paying the high cost to dispose of it in landfills or incinerators. However, that scenario will not be universal. "There are some loggers who are doing this collection now, but there is going to be a price threshold for that," Current says.

Download study at [www.iatp.org/iatp/publications.cfm?accountID=25&refID=103077](http://www.iatp.org/iatp/publications.cfm?accountID=25&refID=103077).

Jerry W. Kram is a Biomass Magazine staff writer. Reach him at [jkram@bbiinternational.com](mailto:jkram@bbiinternational.com) or (701) 738-4920. [http://www.biomassmagazine.com/article.jsp?article\\_id=1951&q=&page=all](http://www.biomassmagazine.com/article.jsp?article_id=1951&q=&page=all)

## NEWS RELEASE

### *American Loggers Council*

Blount International Oregon Cutting Systems Division  
Hosts American Loggers Council Meeting



Hemphill, TX – On July 24-26, approximately 40 loggers and their spouses were hosted by Blount International's Oregon Cutting Systems Division in Portland, Oregon for the American Loggers Council summer Board of Director's meeting.

Kicking off the event on Thursday, July 24<sup>th</sup>, was a reception hosted by Blount International and Oregon Cutting Systems at the Portland Marriott City Center hotel where ALC members and guests were treated to an opportunity to interact with one another and get to know each organization better.

Friday morning, the loggers headed off to Blount's corporate headquarters in Portland while the ladies toured some of the botanical gardens found in the Portland area. Loggers were greeted by Blount Chairman and CEO Jim Osterman who gave a summary of the history of Blount International as well as some interesting comments on the quality and quantity of the products that Blount produces. The Board members were then treated to a tour of the Oregon Cutting Systems state of the art manufacturing facilities and were guided thru a step-by-step process of how saw chain, saw bars and other accessories are manufactured at the facility.

Lunch was provided at the World Forestry Center where Dr. Gary Hartshorn, President of the World Forestry Center, discussed sustainable tropical forestry issues and the group

had ample time to visit many of the exhibits on display at the museum, including a cut-to-length simulator and a smoke-jumper exhibit.

That evening, Oregon Cutting Systems again hosted the group to dinner at the Charter House restaurant, overlooking the Willamette River.

Saturday morning the American Loggers Council Board of Directors met to discuss the business and the issues of the American Loggers Council, ranging from budgets to legislation which is impacting the timber harvesting industry. Biomass continues to be a hot topic for the Council members as does the Sustainable Forestry Initiatives© and increasing the allowable harvest from federally owned timber lands.

ALC President Ezell Castleberry presided over the meeting and recognized Blount International and Oregon Cutting Systems for their hospitality and support shown for the American Loggers Council. He gave a special thanks to Brian Maher, Teresa Demers, Susan Lichlyter and David Dugan for arranging and setting up all of the events.

Founded in 1994, The American Loggers Council is a non-profit 501(c)(6) organization. Nationally representing 50,000 professional loggers, ALC was formed to enhance the logging profession; provide a unified voice on logging issues; cooperate with public, industrial, and private timberland owners to further sustainable forestry practices. For more information please contact Danny Dructor, Executive Vice President at 409-625-0206, email [americanlogger@aol.com](mailto:americanlogger@aol.com) or visit the ALC website at [www.americanloggers.org](http://www.americanloggers.org)

## AMERICAN TREE FARM SYSTEM RECEIVES PEFC ENDORSEMENT

Washington, D.C. - Family forest owners in the U.S., who own nearly two-thirds of the country's forestlands, cheered the international approval of the American Tree Farm System® (ATFS) by the Programme for the Endorsement of Forest Certification schemes (PEFC). PEFC is an international, independent, non-profit, non-governmental organization, founded in 1999 which promotes sustainably managed forests through independent third party certification. ATFS is the oldest and largest forest conservation, certification, and advocacy program in the United States. The 67 year-old program is sponsored by the American Forest Foundation.

Family forest landowners welcomed the endorsement by PEFC for certifying sustainably produced wood, a step that will open the door to new green markets for wood that is sustainably produced on their land. The Geneva-based Programme for the Endorsement of Forest Certification schemes (PEFC) made the announcement after a 14-month rigorous review designed to provide assurance to purchasers that certified wood and paper products are in fact produced from sustainably managed forests.

For some U.S. companies like NewPage Corporation whose North American operations include a mill in Rumford, Maine, this change could not come soon enough. "We sorely needed this endorsement in order to satisfy our customers who are demanding that our pulp and paper come from certified forest operations," said Tony Lyons, Director of Fiber Supply at the NewPage Rumford Mill. He added that the market dynamics for sustainably produced wood have changed dramatically over just the last two years. "We can't meet the demand, and that's a shame when qualified forest owners are standing ready. This fixes that problem."

"This is fantastic news for conservation-minded family forest owners who are struggling to survive in tough economic times," said Laurence Wiseman, President and Chief Executive Officer of the American Forest Foundation, the parent group of ATFS. "PEFC approval is the key to connecting more of the good operators to the rapidly growing marketplace of green manufacturers, distributors, retailers and consumers."

Forest landowners who voluntarily commit the extra time and expense to produce wood sustainably under the ATFS system will now qualify for access to the international markets that they never had before. Traditional markets for U.S. wood have been shrinking as more foreign wood gains control into those markets, and Wiseman believes this endorsement step will help U.S. growers.

The United States is permanently losing 1.5 million acres per year of family forestland to development. Many people mistakenly assume that forestland they see is owned by either the government or large paper companies, when in fact 60 percent of all the wood harvested in the U.S. actually comes from family forestlands. For many of these small forest landowners, achieving some economic return on their property is essential if they are to avoid the pressures of development.

Jo Pierce is a sixth-generation family forest owner in Cumberland County, Maine who walks the talk. Not only does he spend much of his time teaching other landowners how to manage their forest sustainably, his own operation won the national ATFS Tree Farmer of the Year award in 2007 for his conservation practices. A pioneer in this area whose grandmother first enrolled the family's forestland in the volunteer ATFS program in the 1960's, Jo credits his great, great grandfather who reportedly once said "Take care of the land first, and it will take care of you."

***"PEFC approval is the key to connecting more of the good operators to the rapidly growing marketplace of green manufacturers, distributors, retailers and consumers."***

**Lawrence Wiseman  
President & CEO  
American Forest Foundation**

Many communities depend on private forests to provide benefits including water purification, clean air, recreation, wildlife habitat and education. Eighty percent of all rain that falls east of the Mississippi River falls on family-owned forests where it is purified, stored, and released into aquifers.

"By joining the largest forest certification system in the world, the American Tree Farm System is creating new markets for American growers," said Ben Gunneberg, Secretary General of PEFC International. "The demand for sustainably-procured wood is rapidly increasing because more businesses and more consumers are stepping up to the plate on issues like climate change. PEFC endorsement means that more American growers can now serve this rapidly growing market."

Only about 10 percent of the global wood market currently comes through forest certification systems. Now with ATFS, PEFC has 500 million certified acres. At this size and growing rapidly, PEFC is by far the largest global program for certifying sustainable forests. Canada, Norway, Finland, Spain, Brazil, the Malaysian Republic, and many other European countries are among those with PEFC-approved forest certification systems. This is the second such approval for the U.S., with the first being the Sustainable Forestry Initiative.

The American Tree Farm System was first launched in 1941 as a private initiative to address concerns that America's forests were being cut at unsustainable rates without reforestation. It now represents more than 90,000 family forest owners in 45 states, most of whom manage woodlots of less than 100 acres. ATFS is the largest private forest conservation and forest restoration initiative in the history of the U.S. "The number of certified family forests landowners in the system has doubled over the past four years, and this shows the tremendous growth potential in this area," said Bob Simpson, Senior Vice President for the American Forest Foundation.





## AMERICAN LOGGERS VISIT PETERSON

*ALC News Release*

Hemphill, TX – On July 24, thirteen members of the American Loggers Council visited the Peterson facilities in Eugene, Oregon as a side trip to their regularly scheduled summer Board of Directors meeting in Portland, Oregon.

Peterson President Larry Cumming had asked ALC President Ezell Castleberry to invite the ALC members for a plant tour while in the Oregon area. Cumming greeted the guests at Peterson's offices and also introduced them to Neil Peterson, a former logger and founder of Peterson who now acts as the Board Chairman for Peterson and Dave Benton, Marketing Manager.

The group headed off to tour Lane Forest Products and was met there by Oren Posner, who toured the group around his recycling facility and explained the different uses he had for mulch and other wood waste products. Oren is currently utilizing Peterson grinders in his operations.

After leaving the Lane Forest Products operations, the group reassembled at the Peterson facility and was given a tour of the manufacturing plant where Peterson builds its grinders, chippers and blow trucks for commercial use. The group was allowed to ask questions and see the quality of the process in which Peterson prides itself. Following the tour, tents, tables and chairs were set up and the ALC guests were treated to an outside lunch with all of the employees on hand at Peterson's facility that day.

Following lunch, President Cumming sat down with the ALC members and several of his staff to discuss product design and "usability" for their grinders and chippers. Cumming expressed his enthusiasm over the potential of the emerging biomass markets not only for what it would do for Peterson, but for the loggers who were positioned to take advantage of the expanding markets.

President Castleberry and several other ALC members commented to Cumming what they felt would be the machines that they would need to increase productivity and reduce costs in the emerging biomass markets. President Castleberry thanked Larry Cumming for the opportunity to visit the site and to sit down and discuss what they felt the future held in store for both chipping and grinding in biomass operations.

**Cumming expressed his enthusiasm over the potential of the emerging biomass markets not only for what it would do for Peterson, but for the loggers who were positioned to take advantage of the expanding markets.**

Founded in 1994, The American Loggers Council is a nonprofit 501(c)(6) organization. Nationally representing 50,000 professional loggers, ALC was formed to enhance the logging profession; provide a unified voice on logging issues; cooperate with public, industrial, and private timberland owners to further sustainable forestry practices. For more information please contact Danny Drucor, Executive Vice President at 409-625-0206, email [americanlogger@aol.com](mailto:americanlogger@aol.com) or visit the ALC website at [www.americanloggers.org](http://www.americanloggers.org)



## **25x'25 Recommendations for a Clean and Secure U.S. Energy Future**

The United States needs a comprehensive, long-term national energy plan that will guide the nation to a clean and secure energy future. Our dependence on foreign oil to heat and cool our homes, power our farms and factories, and fuel our cars and trucks is impairing national security and placing our economy at risk. A new U.S. renewable energy future based on a solid plan and supported by sound, enabling policies can create new jobs, strengthen the economy, improve national security and enhance our ability to address climate change challenges through reductions in greenhouse gas emissions.

The Energy Independence and Security Act adopted by Congress last year embraces 25x'25 as a national goal, calling on agricultural, forestry and other renewable resources to meet 25 percent of the nation's energy needs by 2025. The 25x'25 Alliance calls on the Congress and next President to take the steps necessary to achieve this bold goal and set the nation on the path to a clean, secure energy future. The time has come to construct and pass a comprehensive, long-term energy plan that will accelerate the production of all forms of renewable energy, create new renewable energy markets and deepen our commitment to conservation of natural resources, sustainability and protection of the environment.

25x'25's Overarching National Energy Plan Recommendations:

1. Ensure that the enabling policies that are adopted will result in the successful achievement of the 25 percent renewable energy by 2025 national goal.
2. Expand and fund federal soil and water conservation programs to ensure the sustainable production of food, feed, fiber and fuel.
3. Establish a mechanism to create a market for carbon.
4. Pass long-term (6-8 years minimum) renewable energy production and energy efficiency tax credits.
5. Change the way utilities are regulated to give them a real incentive to aggressively pursue cost-effective energy efficiency.
6. Expand and extend federal loans and loan guarantees for renewable energy production.
7. Modernize and improve access to the grid and build new transmission lines to facilitate the delivery of renewable electricity to markets and to improve transmission efficiency and reliability.

8. Increase federal research, development and deployment funding to accelerate the commercial deployment of next-generation biofuels; solar power, wind energy, geothermal energy, and hydropower; energy efficiency tools; carbon capture and storage; and other renewable energy technologies.
9. Create and expand pipelines, rail lines, ports, pumps and other infrastructure needed to deliver renewable fuels and feedstocks to market.
10. Create incentives to accelerate the commercial deployment of plug-in hybrid electric fleets.

*25x'25 is a diverse alliance of agricultural, forestry, environmental, conservation and other organizations and businesses that are working collaboratively to advance the goal of securing 25 percent of the nation's energy needs from renewable sources by the year 2025. 25x'25 is led by a national steering committee composed of volunteer leaders. The 25x'25 goal has been endorsed by over 750 partners, 30 governors, 14 state legislatures and the U.S. Congress through The Energy Independence and Security Act, which was signed into law by President Bush on December 19, 2007. 25x'25 is a special project of the Energy Future Coalition (EFC). The EFC is a broad-based non-partisan public policy initiative that seeks to bring about change in U.S. energy policy to address overarching challenges related to the production and use of energy.*



FOR IMMEDIATE RELEASE  
July 2, 2008

Contact: Rick Cantrell, Vice President & COO  
703 875-9500 ext 26

**CORPORATE LEADERS AND CONSUMERS EMBRACE  
PRODUCTS FROM RESPONSIBLY MANAGED FORESTS  
Progress Report Details Tremendous SFI® Growth**

ARLINGTON, VA – A progress report issued today by the independent non-profit Sustainable Forestry Initiative® (SFI) shows tremendous growth in the forest certification program, reflecting a rapidly expanding desire by companies, markets and consumers for responsible forest management and products. The SFI program is one of the largest and most widely accepted forest certification programs in the world, and is backed by strict labeling requirements that are used to tell consumers what they are buying.

SFI Inc.: Making a Difference on the Ground ([www.sfiprogram.org](http://www.sfiprogram.org)) explains why almost 500 organizations across the United States and Canada are directly involved with the SFI program. This is more than twice as many as at the start of 2007 when there were 21 SFI chain-of-custody certifications at 48 locations, and 212 program participants with 135 million acres (54.6 million hectares) of SFI-certified lands. When the 2007 progress report was completed in mid-June 2008, there were 235 chain-of-custody certifications at 637 locations, and 226 program participants with 152.6 million acres (61.7 million hectares) of certified lands. On top of this, many program participants and other organizations have SFI fiber sourcing certificates or meet the program's responsible procurement requirements.

“SFI Inc. stands for responsible forest management in North America and responsible procurement around the world,” said SFI President and CEO Kathy Abusow. “Our steady growth shows that corporate leaders, international markets and consumers at home share this view.” She added it is important to look back at what SFI Inc. and its partners achieved in 2007, and to look ahead to the future as SFI Inc. conducts a public review process leading to the SFI 2010-14 Standard.

The progress report highlights comments from the SFI External Review Panel, a group of independent experts (including academics, government officials, foresters and NGO representatives) who provide external oversight of the SFI program.

“Having already demonstrated solid achievements in improving forestry practices over tens of millions of acres in North America since 1995, in 2007 (SFI Inc.) greatly expanded consumer awareness of the importance of certified forest products through a significant expansion of its product labeling,” said panel chair Richard W. (Dick) Brinker, Dean and Professor in the School of Forestry and Wildlife Sciences at Auburn University.

“Increased recognition of the important role of forests in maintaining environmental integrity, supporting sustainable economic activity, and protecting vital community values is resulting in growing demand for sustainably produced forest products,” Brinker said. “The SFI label is increasingly recognized by a concerned public as a trusted symbol of products from well-managed forests.”

-more-



-2-

Some of the SFI program's achievements in 2007 included:

- Training a total of 6,576 resource and logging professionals in responsible forestry, bringing the total trained through SFI Implementation Committee programs since 1995 to 110,778.
- Creating new awards, including the Leadership in Conservation Research Award, to recognize strong collaborative partnerships that improve forestry practices.
- Supporting forest research, with an investment of \$100.2 million (US) by program participants. The total invested since 1995 is close to \$1 billion (US).
- Agreeing to join sponsors such as the World Bank, USAID and the U.S. Forest Service to support an international Forest Trends forum in early 2008 where international experts explored ways to respond to the complex issues around illegal logging and associated trade.
- Establishing an SFI marketing strategy to promote the benefits of forest certification and the value of the SFI brand.

-30-

#### **About SFI Inc.**

SFI Inc. is a 501c(3) non-profit charitable organization, and is solely responsible for maintaining, overseeing and improving the Sustainable Forestry Initiative program ([www.sfiprogram.org](http://www.sfiprogram.org)), a sustainable forestry certification program that is internationally recognized and among the largest in the world. Across North America, 152.6 million acres (61.7 million hectares) are certified to the SFI 2005-2009 Standard, which is based on principles and measures that promote sustainability, including measures to protect water quality, biodiversity, wildlife habitat, species at risk and forests with exceptional conservation value. The SFI Standard includes unique fiber sourcing requirements that promote responsible forest management on all suppliers' lands. SFI Inc. also has chain-of-custody certification, which is used to tell buyers how much certified fiber is in a specific product.

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# Mark Your Calendar

## SEPTEMBER 2008

- 16 Upstate District 4 Meeting, Fatz Café, Easley, 7:30 p.m.
- 22 Union Area District 3 Meeting, Midway BBQ, Buffalo, 7:30 p.m.
- 23 Newberry District 2 Meeting Cancelled
- 25-27 American Loggers Council Annual Meeting, Montgomery, Alabama. Contact SCTPA office or [www.americanloggers.org](http://www.americanloggers.org) for registration information.
- 29 Laurens/Greenwood District 5 Meeting, Hummingbird Café, Laurens, 7:30 p.m.
- 30 Chester/Catawba District 3 Meeting, Front Porch Restaurant, Richburg, 7:30 p.m.

## OCTOBER 2008

- 6 Saluda/Edgefield District 1 Meeting, Matthews BBQ, Saluda, 7:30 p.m.
- 7 Moncks Corner District 8 Meeting, Gilligans At The Dock, Moncks Corner, 7:30 p.m.
- 13 Lugoff/Midlands District 10 Meeting, Western Sizzlin, Lugoff, 7:30 p.m.
- 14 Walterboro/Low Country District 6 & 7 Meeting, Longhorn Steakhouse, Walterboro, 7:30 p.m.
- 16 Georgetown/Coastal District 9 Meeting, IP Mill Hut, Georgetown, 7:00 p.m.
- 22 TOP Safety Management for Loggers Class, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 23 TOP Harvest Planning Class, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 28 Newberry District 2 Meeting, Mt. Bethel Garmany Community Center, Newberry, 7:00 p.m.
- 30 SCTPA Board Meeting, SC Forestry Commission, Columbia, 10:00 a.m.

## NOVEMBER 2008

- 4 ELECTION DAY. Get Out And Vote!!
- 19 TOP Refresher Class, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 25 Newberry District 2 Meeting, Mt. Bethel Garmany Community Center, Newberry, 7:00 p.m.

## DECEMBER 2008

- 11 SCTPA Board Meeting, SC Forestry Commission, Columbia, 10:00 a.m.

JANUARY 30 – FEBRUARY 1, 2009

SCTPA 10<sup>TH</sup> ANNIVERSARY ANNUAL MEETING  
CROWN REEF RESORT  
MYRTLE BEACH

### PLEASE NOTE:

Event & meeting dates may change. Notices are mailed prior to SCTPA events. SCTPA events & meetings qualify for SFI Trained Continuing Education Credits.

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### *Our Mission*

The **Mission** of the *South Carolina Timber Producers Association* is to serve as the voice for timber harvesting and allied timber businesses to advance the ability of its members to professionally, ethically, efficiently, safely, environmentally and profitably harvest, produce and transport timber to meet the timber supply demands of our state by providing continuing educational and training opportunities, distributing timber harvesting, hauling, manufacturing and selling information, representing our members in national and state-wide legislative activities, and aggressively promoting, supporting and conducting programs of state, regional and national advocacy.