



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

January/February 2014

2014 Annual Meeting Review

LOG ON!



By SCTPA President, Crad Jaynes

A great attendance highlighted our 15th Annual Membership Meeting at Springmaid Beach Resort & Conference Center, Myrtle Beach, February 7 – 9 for a successful meeting with over three hundred eighty-five members, speakers, sponsors, exhibitors and friends attending to hear informative speakers, attend the SFI TOP Trained Update DVD module session, visit with exhibitors, conduct association business and enjoy the fellowship of industry peers.

Economic challenges still prevail and for so many to attend is a great tribute to everyone and a great indication of the interests in our annual meeting for hearing the speakers, learning about the industry and discussing issues among peers.

THANKS to everyone for making our 15th Annual Meeting successful, informative and pleasurable. Your support was absolutely tremendous.

LOG ON! was our theme as timber harvesting, wood supplying and forestry products industries are beginning to rebound as the economy continues to improve. As the economy revives and every-

one begins to see economical improvements, professional loggers, wood suppliers and timber truckers will play a greater role in the wood supply chain.

Thanks to our members, speakers, sponsors, exhibitors, silent auction and door prize donors and guests for making this annual meeting a great experience and our largest ever.

The conference began with the Friday afternoon board meeting discussing annual meeting business, and primarily focused on hearing from Todd Martin, Executive Director of the Southern Loggers Cooperative (SLC) for the Pilot Program and partnership of SCTPA, Southern Loggers Cooperative, U.S. Endowment and Natural Capital Investment Fund to locate SLC fuel depots throughout SC. SCTPA will be the on the ground “foot soldier” to locate sites, provide guidance on regulatory issues and promote the SLC for greater logger participation as members of SLC and SCTPA. The board voted unanimously to move forward with the proposal. The 2013 association financials were reviewed by association CPA Larry Godwin. Brian Nelson, President of American Loggers Council and Rick Larson of Natural Capital Investment Fund provided comments. A SCTPA fuel committee of Danny McKittrick, BoBo Seckinger and Joe Young was formed to work with SCTPA’s president and SLC in the pilot program.

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Friday evening's Welcome Reception featured Mike Lockaby of Partytime DJ's of Columbia playing a variety of shag, line and funky dance music with the SCTPA Idols showcasing their Karaoke talents.

Saturday's General Session speakers were outstanding. Leading off was Brian Nelson, Marvin Nelson Forest Products, Inc., Cornell, Michigan, and President of American Loggers Council. Brian updated ALC activities and work in Washington, DC on the logging road permit issue and other legislation. He talked about his cut-to-length and chipping operations in the Michigan Upper Peninsula. He noted, it was "minus 26 degrees" when he left to come South so he welcomed the warmer climate.



**ALC President
Brian Nelson**

Consultant forester Mike Wetzel, Richardson, Bell, McLeod & Wetzel, Inc., Aiken, presented a compelling talk about his involvement in a lawsuit as an expert witness regarding a logger and wood dealer where a bystander located off the tract was injured by a flying object discharged from the feller buncher head. This presentation stimulated great discussions and questions. Mike pointed out how important it is to perform your due diligence regarding scouting the tract for apparent and hidden hazards, safety and using professional business practices.



Mike Wetzel

The second General Session featured Don Taylor, Sustainable Resource Systems, LLC, Greenville, reviewing the Wood Supply Research Institute funded project entitled, What Will It Take to Get Logging Capacity Back. Don partnered with RISI to produce the project. He noted the amount of capital investment needed to get logging capacity back to levels needed as economic improvement continues. He noted the issues involved with changing the culture of how loggers, wood suppliers and receiving mills need to change relationship to meet the demands necessary to supply the economy. He noted the difficulties loggers are facing in obtaining financing to update equipment and improve harvesting capacities. This presentation also sparked a great deal of discussion and questions.

Last speaker was Rob Moseley, attorney with Smith Moore Leatherwood in Greenville. Rob is one of the foremost trucking attorneys in the U.S. He discussed the FMCSA Compliance Safety Accountability (CSA) program noting its flaws and problems, how the program works and doesn't work, and what areas to pay attention to as fleets are rated in the program. His second topic focused on the issues of sub-contract trucker relationships. He noted that the general contractor, the logger, must be very careful and aware of the inherent liability of using a sub-trucker and take the necessary steps to protect the logger and the logger's business.

The Saturday luncheon featured Jim Hourdequin, Managing Director of The Lyme Timber Company LP, Hanover, New Hampshire. Lyme Timber is a Timber Investment Management Organization (TIMO) with 475,000 acres of forestland in nine states supplying over 30 million board feet of FSC certified logs to markets. Jim leads the company's strategic focus on core timberland properties where value can be created through log marketing and supply chain improvement. He also wears another cap. He is a co-founder of Long View Forest, Inc., a timber harvesting and forest management business in New Hampshire and Vermont and remains involved as a co-owner and board member.

Jim offered perspectives into how Lyme Timber works with their timber harvesting contractors to benefit both his company and the loggers. As he mentioned, "if our loggers are not profitable, then our company will not be profitable." Jim has a different perspective due to his involvement in his own harvesting business. So his presentation offered a refreshing view of how Lyme Timber respects and partners with their loggers.

The Business Session opened with the 2013 financial report by CPA Larry Godwin of Sheheen, Hancock & Godwin, LLP. Members were provided the statement as he reviewed the association's financial status. He talked about the financial improvement of the association due to the revenues from the Forestry Mutual Insurance Company endorsement and the Swamp Fox Agency, LLC insurance program assisting over the year. The association ended the year with a positive financial balance.

Larry asked the members to talk about the association's value and challenged everyone to seek new members and asked if you can, contribute a little more to keep the association moving forward for their best interests.

Board member Robby Crowder reported there were no bylaws changes to be approved at this meeting.

Nominations Committee Chairman Ricky Chapman conducted the Board of Directors Seat 2 election. Board member



**Jim Hourdequin
The Lyme Timber Company, LP**



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Billy McKinney ran for re-election and had no challengers so was re-elected by acclamation. Congratulations to Billy for his re-election.

The luncheon awards session began with Philip Sligh of Forestry Mutual Insurance Company presenting their company's SC Logger of the Year award to Tommy Barnes and David Cox and Ideal logging, Inc. of Edgemoor for their safety, operational performance and business practices as a Forestry Mutual policy holder.

Next Greg Hutson, Swamp Fox Agency, Inc. presented their Timber Industry Leadership Award to Tommy Barnes, Ideal Logging, Inc. Greg noted their award was not connected to Forestry Mutual's award and how the two selections showed the leadership provided by Tommy and Ideal Logging to SC's professional logging industry and sustainable forestry.

SCTPA President Crad Jaynes talked about the honor to serve and how time had flown as this was our 15th annual meeting. He discussed association history, recognized Forestry Mutual and Swamp Fox representatives and thanked them for their support. Members of 15 years were recognized. Crad presented it is time to move forward and form two committees to assist the president and board. The committees are the Harvesting & Safety and Transportation Committees. Members were asked to volunteer to serve on the committees.

Next the President's Award was presented to retired Sergeant Don Rhodes, SC State Transport Police, for his friendship, service to SC's forest products trucking industry and the state's trucking industry, and partnership with SCTPA. Don was instrumental in implementing the SC Intrastate Unmanufactured Forest Products Trucking Regulations back in 1997.

Crad proudly presented the 2013 Gene Collins Logger Activist Award to Josh Key and Beech Island Timber & Construction, Inc. for outstanding work in professional timber harvesting operations, positive advocacy, community activity, professional business practices, association leadership and positively representing the logging profession and sustainable forestry.

Annual meeting sponsors were recognized and thanked for their tremendous financial support as well as the exhibitors for displaying their services and products. Twenty-five exhibitors were on hand with inside display tables and trucks and logging equipment in the parking lot.

Outside exhibitors were: Peterbilt Truck of Florence, Kenworth Trucks of Charleston, Shealy's Truck Center, Triple T Truck Centers, Blanchard Machinery Company & Pioneer SC, Diamondback Trailers, LLC and Flint Equipment Company.

Thanks to Delaine, Mary, Erin and Brenda for their sales work for the shotgun, Honda Pioneer 700 Utility Vehicle, Honda Generator and Springmaid Beach Resort stay drawings. Thanks to Nichols Store in Rock Hill for furnishing the Benelli Supernova Camo 12 Gauge Shotgun and a case of ammo won by Greg Tompkins, Bay Area Forest Products, LLC, Georgetown. Thanks to everyone for buying those shotgun tickets.

Our Silent Auction was successful again raising funds to

assist the association's operating budget. Thanks to all the wonderful members, allied suppliers and friends for your donations. We had outstanding silent auction items.

Thanks to everyone for purchasing the Big Drawing tickets for the Honda Pioneer 700 Utility Vehicle, the Honda EU2000i Quiet Portable Generator and the four days / three nights at Springmaid Beach Resort. Winners were drawn after the business session with Rick McKinney, R.M. Timber Co., LLC, winning the Springmaid Beach Resort gift certificate, David McKittrick, Demack Timber, LLC, winning the Honda Generator and Ricky Smith of Low Country Forest Products, Inc., Georgetown, winning the Honda Pioneer 700. Thanks to everyone who participated for making this a successful fund raising event to support the association.



Ricky Smith & Honda Pioneer 700 Utility Vehicle

Saturday afternoon's workshop featured SC Forestry Commission's BMP Foresters Holly Welch, Tonya Smith and Clay Chaplin leading the session for the SFI Trained TOP DVD Module. Loggers and foresters attended fulfilling their annual SFI Trained status continuing education requirement.

After the SFI TOP session, Glen Chrusciel, Program Manager, John Deere Power Systems Group held a session on the regulatory issues of the new engine technologies for emissions regarding on and off road equipment and its impacts on the logging industry. Glen did an outstanding job of explaining the issues of the new tier engines and the impacts of heat, fuel consumption and the changes needed in daily operations.

Sunday's prayer breakfast was outstanding featuring the spirit filled southern gospel group Pine Ridge Boys based out of Inman, SC. Even Todd Martin with Southern Loggers Cooperative joined in to sing a gospel favorite. Todd sings in a gospel group in Louisiana. This talented group provided an inspirational message through song and testimonies to make this a blessed event. As they said, "We love the Lord and want to share His love, mercy and grace in song and praise." Thanks guys, you were tremendous.

A big grateful hug and heartfelt thanks to my sister-in-law Delaine Peake, her cousin Mary Rawl, my daughter Erin and my wife Brenda for their tireless and tremendous efforts in making our annual meeting successful. Couldn't do it without y'all. Thanks, you are the best.

Thanks again to our sponsors, exhibitors, silent auction and door prize donors for your contributions and willingness to attend.

And THANKS again to everyone for attending. It was a GREAT 15th Annual Meeting!





U.S. Endowment for Forestry and Communities

ENDOWMENT AND PARTNERS ANNOUNCE PILOT PROGRAM IN SOUTH CAROLINA DESIGNED TO AID TIMBER HARVESTERS AND HAULERS

U.S. Endowment for Forestry and Communities,
Greenville, SC

For IMMEDIATE RELEASE (February 28, 2014)

The most under-appreciated and yet critically-important link in the forest products industry value chain – from tree grower to end consumer -- is comprised of nearly 10,000 small, independent business contractors – America’s timber harvesters and haulers (a.k.a. “loggers”). The folks who harvest mature trees and transport them to a converting mill.

“Since our earliest days as an entity dedicated to keeping forests as forests and working to advance family-supporting jobs in rural forest-rich communities, we’ve sought ways to aid the nation’s hard working timber producers,” said U.S. Endowment for Forestry and Communities President Carlton Owen. “We think we’ve landed on one of the most direct and impactful ways to do that by partnering with the Southern Loggers Cooperative (SLC), the South Carolina Timber Producers Association (SCTPA) and the Natural Capital Investment Fund (NCIF) to extend the reach of SLC’s system of fuel depots.” Under the just announced partnership, the SCTPA will become the first state loggers’ association in the nation to formally collaborate with SLC in what might be considered a “quasi-franchise” approach to growing the number of depots across the state. While SLC will own each depot on behalf of its cooperative membership, the SCTPA will aid in locating appropriate sites, work with its members to extend coop membership, and will benefit from a portion of the revenue stream to support its broader work.

“The volatility and high price of diesel fuel is among the most difficult of expenses for a small business that depends on heavy equipment to factor into their business plan,” notes SLC Executive Director Todd Martin. SLC began in Pineville, Louisiana as a small group of loggers who banded together in 2004 to try and address the issue. Today, SLC operates a system of 21 diesel fuel depots across seven states with cooperative members saving an average of \$0.10/gallon on fuel purchased; members then receive a “bonus” at the end of each year in the form of dividends that SLC generates. Additionally, two more stations in Louisiana and two more stations in Alabama are projected to come online in 2014.

Crad Jaynes, President & CEO of SCTPA reflected, “Ten cents a gallon might not sound like much but when the life blood of

keeping your business is diesel fuel and you use literally thousands of gallons each year, it adds up quickly. For some of our member companies it would be thousands of dollars each year that they can put right to the bottomline of their business.”

South Carolina has been an “SLC state” since 2012 when a depot was built near Georgetown. The original sponsor of that project is Joe Young of Low Country Forest Products, one of the state’s best known loggers in business for more than half a century. “I and my team underwrote the Georgetown depot because we knew what it could mean not just to our business but also to our entire segment of the value chain,” notes Young. “We were especially pleased when our good friends at the Endowment stepped in to take over the note and remove that financial burden from our small company and to bring another strong partner in NCIF along with them.”

“The Endowment and NCIF have partnered on a number of vehicles to extend direct finance and other support to rural businesses,” says Rick Larson, NCIF’s Senior Vice President. “When we learned about the SLC and their important work, we enthusiastically agreed to help the Endowment underwrite the cost of the Georgetown depot. Shortly thereafter Carlton Owen and I made the trek to Pineville to meet with the SLC team to see what we could do to help them extend their network to benefit more small businesses.” The South Carolina pilot is the first result of that collaboration.

The next step for the South Carolina pilot will be to develop a strategy plan to target high-priority sites and develop depots at critical locations. The learnings from South Carolina will inform SLC about opportunities to take their work more aggressively to other states.

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For more information contact: Carlton N. Owen, President & CEO, 864-233-7646, carlton@usendowment.org. The **U.S. Endowment for Forestry and Communities** (the Endowment) is a not-for-profit public charity working collaboratively with partners in the public and private sectors to advance systemic, transformative, and sustainable change for the health and vitality of the nation’s working forests and forest-reliant communities – www.usendowment.org

Todd Martin, Executive Director, 318-445-0750,
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todd@southernloggers.com **Southern Loggers Cooperative** (SLC) is an association which provides expertise in negotiation and contract formulation for its membership of harvesters of timber, haulers of forest products in the natural state, finished products or products for recycling, forest road contractors, silvicultural contractors, forest landowners, farmers, ranchers, horticulturist and viticulturist – www.southernloggers.com

Crad Jaynes, President & CEO, 800-371-2240, bcjpaw@windstream.net **South Carolina Timber Producers Association** (SCTPA) is an independent association dedicated to representing and servicing South Carolina's professional timber harvesters as well as timber dealer and timber trucker operators – www.scloggers.com

Rick Larson, Senior Vice President, 919-951-0113, rlarson@conservationfund.org. **Natural Capital Investment Fund** (NCIF) supports the forest products and other natural resource-based businesses with flexible, affordable capital. Through its Southeast Logging Initiative, NCIF partners with other lenders to provide timber harvesters with the financing they need to replace equipment and expand operations. NCIF is the green business lending arm of The Conservation Fund (www.conservationfund.org) and a certified Community Development Financial Institution – www.ncifund.org

New Program Chops Logging Costs

By Jennifer Oladipo
Senior Business Writer
Upstate Business Journal
March 14, 2014

Generating \$17 billion a year, timber is South Carolina's No. 1 cash crop, and forestry is its top manufacturing industry. Now the state is the pilot site of a national program organizers say will support the many small businesses that make up the industry by reducing their fuel costs.

The program will create a system of fuel depots throughout the state that will save loggers an average of 10 cents per gallon. The South Carolina Timber Producers Association (SCTPA) will be the first statewide group to have a formal agreement with Southern Loggers Cooperative (SLC), which operates 21 depots in seven states. Its only S.C. location opened near Georgetown in 2012.

"We told them, 'We love what you're doing, but you're moving too slow. We need to find a way to help you,'" said Carlton Owen, president of the Greenville-based U.S. Endowment for Forestry and Communities (EDC).

As middlemen, loggers take the biggest hits, Owen said. "Those small businesses [since] the recession have just been hammered. They can't get money [because] credit is tight. They're squeezed by the landowner on one end, and they squeezed by the mill owner who wants the lowest price... The problem is they're everybody's problem and nobody's responsibility."

The EDC is taking some responsibility by partnering with SLX, SCTPA and the Natural Capital Investment Fund (NCIF) to extend the reach of SLC's system of fuel

depots. They are essentially small, unmanned gas stations. Lack of staff reduces overhead, and the bill is charged automatically to the company.

The group will conduct a study in the next few weeks to determine locations. Newberry and the area between Greenville and Cowpens have been discussed, Owen said. They will be developed one or two at a time in areas where they can serve the most people the fastest, Owen said.

SCTPA members are enthusiastic about the program. "It was a unanimous vote (SCTPA board), and let me tell you loggers rarely vote unanimously on anything. They are a violently independent bunch," Owen said.

SLC will own each depot on behalf of its cooperative membership. SCTPA will help identify appropriate sites, work to expand co-op membership and receive a portion of the revenue generated. In addition to fuel cost savings expected to add up to thousands of dollars, members receive annual dividend payouts.

EDC works nationally in support of the forestry industry, which faces major challenges, such as an aging workforce and high cost of entry into the field.

"We've focused on one near-term thing we can help them on, which is reducing price of their diesel fuel," Owen said.

Most loggers are small, rural-based companies that have been in business for decades. They hover in the range of about three to 20 employees, although even the smallest crew must spend close to a \$1 million in start-up costs.

Owen said loggers are the most disadvantaged part of the value chain. "The industry often looks at the paper mill, but what if you don't have the logger providing the wood? You don't move the mill and you can't move the land; you move the wood. You've got to have that cadre of workers that can do the negotiating back and forth."

SCTPA Board Elects Officers

At the March 6th SCTPA Board of Directors Meeting in Columbia, the board elected Billy McKinney, Highland Timber Co., LLC, Union, Chairman and BoBo Seckinger, Seckinger Forest Products, Inc., Hampton, Vice Chairman. Robby Crowder, Land & Timber, LLC, Greenwood, was elected Secretary-Treasurer in 2013.



Back Row – L-R – Robby Crowder, BoBo Seckinger, Donnie Lambert, Billy Walker, Joe Young, Rickey Chapman
Seated – L-R – Billy McKinney, Danny McKittrick, Tommy Barnes.

SCTPA Committee Members Needed

At our 15th annual meeting, SCTPA's president informed the membership two committees were being formed. It is time to seek the input of members to address issues in our state's timber harvesting, wood supplying and trucking segments. These committees will provide direction for the association to address issues.

The two committees formed are the Harvesting & Safety Committee and the Transportation Committee. Both committees will be chaired by board members and will be comprised of up to six committee members. However the committee size may be adjusted as needed to accommodate more members. Robby Crowder will chair of the Harvesting & Safety Committee and BoBo Seckinger will chair of the Transportation Committee.

The Harvesting & Safety Committee will address timber harvesting and safety issues and the Transportation Committee will address issues related to unmanufactured forest products trucking.

The two committees have initial members indicating interest in serving at the annual meeting. On the Transportation Committee are BoBo Seckinger, chairman, Don Rhodes, retired SC State Transport Police and Greg Hutson, Swamp Fox Agency. On the Harvesting & Safety Committee are Robby Crowder, chairman, and Josh Thompson, Howard Timber Corp.

Members are encouraged to volunteer to participate on one or both of our committees. If interested, contact the SCTPA office. Let's move this forward with your help.

Thanks... Crad

Thanks to these Sponsors for supporting our SCTPA 15th Annual Meeting.

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Horry-Georgetown Technical College -

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STILL "STRIVING"



Twenty years ago, in 1994, a small group of professional loggers took a bold step and formed an organization called the American Loggers Council. The coalescing issue that led them to the formation of the Council was the roll-out in that same year of the Sustainable Forestry Initiatives® Program. It would seem while others were designing programs that would have direct impacts on logging businesses, those same people and organizations forgot to ask what the loggers themselves thought about the program and its impact on loggers. These early leaders of the American Loggers Council thought that it was time that the loggers had a national, unified voice on these issues.

A mission statement for the ALC was formed and simply states:

The American Loggers Council is a national organization representing independent loggers formed to enhance the logging profession, provide a unified voice on logging issues, and cooperate with public, industrial, and private timberland owners to further sustainable forestry practices.

One of the primary goals of the strategic plan for the ALC is to enhance the professionalism of logging. This includes taking a proactive stance on issues of industry concern, improving relationships between mills and loggers, and promoting the perception of the industry. For the past twenty years, the ALC has promoted logger training and education programs to not only help loggers better understand the relationship that exists between their operations and the environment, but to also help to positively influence the public's perception of sustainable timber harvesting operations.

Unfortunately, as in any profession, there continues to be those few rogue operators who chose to ignore both statutory and voluntary regulations within the industry, yet seem to be able to deliver their products to SFI® participating mills at the same price as those who are meeting the standards. It is hard for those who are "getting it right" to compete with those who are not even trying. There are costs associated with the performance measures of the SFI® program, and for the

most part, those costs are still being absorbed by the timber harvesting businesses themselves.

After twenty years and several SFI® program standard revisions, there is still discussion around what should be the maximum amount of wood fiber that is procured by SFI® participants that is sourced from untrained loggers. Most logging businesses had one to two years to get into compliance with the LT&E requirements before they were told they might not be able to deliver their products. Industry has now had twenty years to try and reach 100% compliance, yet they still are looking to include language in the standard revision process that would allow them to "**strive to accept**" no more than 5% of their fiber from untrained loggers. **Strive** is a five letter word that give industry an out if they are not meeting the percentage of the standard. What would happen to your business during a OSHA audit if you "strived" to get your employees trained without ever actually doing it, or you strived to meet DOT regulations while hauling overweight loads?

We feel that it is time to level the playing field. Competing with loggers who are not in compliance with the SFI required logger training and education program, or who are not following federal and state mandated policies, yet still being offered a home for their production from an SFI® program participant (mill) is unacceptable to those getting it right. If this process is allowed to continue, those who are operating above the laws and regulations that govern this industry will set the bar for the rest of us to compete against and not only will the sustainability of the industry falter, but so will the perception of our industry in the eyes of the public. After twenty years of "striving," the program participants should be getting it right.

The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at www.americanloggers.org or contact their office at 409-625-0206.



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LOGGING CAPACITY AND PROFITABILITY



Recently I read an analysis of the U.S. Wood Supply Chain which got me to thinking about this column. The findings of that study were interesting although not that surprising to anyone who has been in the timber industry for any length of time.

A couple of points that stuck out to me from a loggers view point were:

1. Massive capital investments would be required to meet the projected harvest demands.
2. Existing suppliers are the most likely to expand the capacity due to restrictive financing, poor returns, and lack of new entries into the industry.

In one of my previous columns I discussed logging capacity and how labor impacted it but for this one I'd like to look at the issue of profitability and how it can impact logging capacity: Profitable is defined as yielding a financial profit. Increased harvest demand is a good thing provided you can make a profit in the process. A logging sector that is not profitable doesn't do any good to the wood supply chain as a whole.

For years loggers have been told that they need to be more efficient in their operations when they brought up the issue of pay increases to their customers, the consuming mills. Over the years most loggers have become more efficient out of necessity in order to survive. The cost of doing business has risen substantially, while the return on that investment hasn't kept pace. As an example I thought it would be interesting to compare some of the major costs from twenty years ago to today's costs as well as the delivered prices from then and now:

- Fuel increased 400%
- Labor increased 67% before benefits
- Stumpage increased 200% on average
- Equipment increased 112% for similar machine
- Trucking increased 41% on average
- Delivered price increased 37.5% on average among species

I didn't include health insurance figures in this for a number of reasons but we all know what premiums have been doing. Now I realize these numbers will vary by company and by region of the country but I would suspect only slightly.

After seeing these numbers I can't help but question how much more efficient we can become and how existing suppliers are expected to expand to meet projected harvest demands when the cost of doing business is outweighing the return they are getting on their investment. Expanded markets are great provided you can turn a profit, if not it spells disaster for the markets and those looking to fill those markets. It was brought to my attention a while back that our industry is one of a very few, if not the only one, where the customer sets the price for the product that we supply to them. Wouldn't it be nice if we could go to our local Walmart or Home Depot and pay them what we felt was fair for the products they were supplying us with??

Log Safe,
Brian Nelson

Brian Nelson is the current President of the American Loggers Council and he and his brother David and father Marvin own and operate Marvin Nelson Forest Products, Inc. based out of Cornell, Michigan.



ROAD PERMIT ISSUE RESOLVED FOR NOW



President Obama signed into law on February 7, 2014 The Agricultural Act of 2014 better known as the Farm Bill. The Senate had passed it a few days earlier by a 68-32 vote with bipartisan support. The Act contains numerous forestry provisions that are important to our industry. Most would agree that the forestry provisions in this Farm Bill are some of the best we've seen in recent memory. It was encouraging to see that the two sides could put partisan politics aside and come together to pass a Farm Bill that should be very beneficial to our industry.

Of the numerous forestry provisions in the bill, arguably none are higher profile or has the potential to have a greater impact on our industry than the Forest Roads Provision. It will preserve the treatment of forest roads and forest management as "non-point sources" subject to state derived Best Management Practices under the Clean Water Act. More importantly it will provide legal and economic certainty by codifying the EPA's long standing policy that specified silvicultural activities do not require a National Pollutant Discharge Elimination System (NPDES) permit. This means that for the U.S. Environmental Protection Agency, that forestry activities should continue to use state developed Best Management Practices (BMP's) as it has successfully done for the past 38 years under the CWA.

While it appears the issue is now resolved, the language in the legislation does leave the EPA the authority to take measures regarding these activities if future circumstances demonstrate the need to address adverse impacts to water quality caused by point source discharges of storm water from silvicultural activities.

This has been a long and tedious road with numerous groups and organizations from across the country working together to find a solution to this problem. With this success comes responsibility. There has been considerable time and effort on the part of many to get this issue resolved and we surely wouldn't want to do anything to jeopardize it. I'm sure there will be groups out there that will have us "under a microscope", so we all need to do our part to protect the quality of our waters. We can do this by being diligent in applying BMP's to all activities on our logging jobs. It took a lot of work to get this resolved and will take the effort of all of us not to lose it.

Other key forestry provisions in the Farm Bill include

1. Permanent reauthorization of stewardship contracting authority
2. Authorizes Categorical Exclusions up to 3,000 acres for disease and insect infestations
3. Authorizes Good Neighbor Authority
4. Authorizes designation by description and designation by prescription as valid methods of designation for timber sales.
5. Includes forest products within the labeling and procurement preferences of the USDA's "bio based" program.
6. Full PILT funding payments to counties and schools for twelve months.
7. Expands Healthy Forest Restoration Act authorities to streamline projects in "critical areas" that have been identified as facing forest health threats.
8. Reaffirms the projects conducted under Categorical Exclusions should not be subject to Administrative Appeals.
9. Fire liability provisions in stewardship contracts will now be the same as in timber sale contracts.
10. Governors are given greater authority in the identification of critical areas for CE's on national forest lands.

I would encourage all of you to thank your legislators for their work and support of the pro forestry provisions being included in the Farm Bill. It seems we're quicker to give a "kick in the back side" than to give a pat on the back but here's a case where we should show them that we appreciate their support of the timber industry.

Until next time
LOG SAFE,

Brian Nelson

Brian Nelson is the current President of the American Loggers Council and he and his brother David and father Marvin own and operate Marvin Nelson Forest Products, Inc. based out of Cornell, Michigan.

The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at www.americanloggers.org or contact their office at 409-625-0206.



AMERICAN LOGGERS COUNCIL

Quarterly Report to the States

October 1, 2013 – December 24, 2013

The ALC Board of Directors has requested that a quarterly report be generated from the ALC office, highlighting the events and activities of the American Loggers Council. Our hopes are that you will use these reports to inform your members on how the American Loggers Council is working on their behalf to benefit the timber harvesting industry.

Executive Committee

The ALC Executive Committee held a conference call in November to discuss the priorities for the Council in 2014. Oral reports were made by the legislative committee, the transportation committee, the membership committee, the biomass committee, the communications committee and the Master Logger Certification committee.

Legislation

The American Loggers Council continued work on two issues that are still being considered by what has otherwise been a gridlocked Congress. Those two issues go hand in hand as the opportunity to permanently resolve the NPDES permits for logging roads has been placed as an amendment to the Farm Bill.

The current Farm Bill debate has been extended into January 2014, at which time it is hopeful that lawmakers will pass what will now be the 2014 Farm Bill and that the forest roads amendment will remain intact. The ALC, along with many other organizations, have written letters to conference committee members requesting that the forest roads amendment remain in the bill. We have continued to monitor other forestry related bills in the House and Senate, but are not expecting progress on any other pieces of forest related legislation until Congress reconvenes in 2014.

Transportation

Transportation Committee chair Doug Duncan reported that the committee was going to seek out methods of assisting members to link on to sign on letters to members of Congress when responding to proposed policies that would impact businesses. He also affirmed that the ALC would begin to seek out alliances with other organizations that are primarily focused on trucking issues, as well as establishing a “Linked-In” network for forest haulers resulting in an open forum where issues could be presented and discussed with more of a national presence as participation grows.

Communications

There have been monthly “As We See It” columns produced in October, November and December, with newly elected ALC President Brian Nelson writing both the November and December editorials.

Monthly “Washington Resource” reports, authored by ALC’s Washington liaison Frank Stewart have been distributed to ALC membership. Frank has accepted a position with the West Virginia Forestry Association and the Board has requested that Danny Dructor continue to provide the updates in 2014.

The ALC web site and both the ALC Facebook® and Twitter® pages continue to be updated on a fairly regular basis, and the number of visits and “friends” continues to grow. Mike Beardsley from the Professional Logging Contractors of Maine will be leaving his position as Executive Director and we will be looking for other volunteers to help keep the pages current.

A new video was added to the ALC web site in which ALC Vice President Myles Anderson is recognized as an “unsung hero” and does an excellent job of depicting a day in the life of a logger.

The ALC has been working with the Forest Resources Association and Husqvarna to produce a brochure that could be used to help recruit younger workers into the workforce. It is expected to have a roll out in early 2014 and will be made available to all state and regional logging associations.

Jim Mooney, chair of the Communications Committee and Danny Dructor have already begun work on the 2013 ALC annual report.

Biomass

Richard Schwab, co-chair of the ALC Biomass Committee reported that his committee would be working on two items early on in 2014, including drafting position statements on the impact of increased regulations on the biomass harvesting industry and the environmental benefits of woody biomass utilization.

Membership

The membership committee is gearing up for the 2014 Sponsorship drive and is currently looking for potential new sponsors for 2014. Chairman Anderson has established the goals of the committee for 2014 and looks to begin discussions in January.

SFI® Resources Committee

Danny Dructor participated in and SFI® Resources Committee meeting via conference call that centered on the SFI® standards revision process. The ALC has been participating in

(Continued on page 13)

(Continued from page 12)

“logger forum” teleconferences that are providing guidance for reforms in the SFI® program logger training and education initiatives as well as establishing a set target for the amount of fiber that SFI® participants can accept from untrained loggers. There have been two conference calls and numerous email communications that are being handled by ALC Past President Bob Luoto and Danny Dructor.

Travel

Travel in the 4th Quarter of 2013 included a trip to Little Rock, Arkansas to make a presentation to the Arkansas Forestry Association on the results of the WSRI/RISI study involving logging capacity and the need to improve profitability to help create reinvestment in logging businesses.

Danny also traveled to Saint Paul, Minnesota to participate in the Federal Timber Purchasers Committee meeting where he met with representatives from the U.S. Forest Service from both the Washington, D.C. offices as well as Regional offices.

Danny also attended a meeting in Manchester, New Hampshire where discussions were held on the feasibility of setting up a regional organization that represents logging and forestry issues in the Northeast. Eric Johnson with the New Hampshire Timber Harvesting Council, Mona Lincoln with the Northeastern Loggers Association and Mike Beardsley with the Professional Logging Contractors of Maine were also in attendance, along with other individuals representing forestry associations in the northeast region.

ALC WASHINGTON REPORT – JANUARY 27, 2014



Farm Bill: The 2014 Farm Bill remains in conference as of this date. Chairwoman Debbie Stabenow remains optimistic that the bill can be completed before the end of the month (January) and hurdles such as SNAP funding and dairy farm subsidies have been cleared. We are optimistic that forestry provisions, including the forest roads will remain intact, but are working with NAFO and other organizations to keep the conferees informed and aware of the need to retain the language. Stay tuned!

FY 2014 Interior Funding – Omnibus Provisions for the Forest Service: The House and Senate passed a \$1.1 trillion omnibus spending bill intended to restore some order to government funding over the next year. The bill includes modest increases over the pre-sequester funding levels for the Forest Service, but failed to adopt a new fire funding mechanism. Importantly, the bill includes three provisions which the ALC has supported:

Expansion of Good Neighbor Authority to all 50 States,

Exclusion of Projects conducted under a NEPA Categorical Exclusion from Administrative Appeals, and

Directs the Forest Service (and other agencies) to track payments to litigants under the Equal Access to Justice Act.

With Congress in recess over the Christmas holidays and again for Martin Luther King Day, there has been little to report over the past 30 days. We will continue to monitor any significant changes in the Farm Bill and work with DC contacts on the “Youth in our Forests” issue. The transportation bill is the next big ticket item for members of Congress to debate, but given the political climate in Washington, DC the ensuing mid-term elections, and recent history, they will be hard pressed to complete the bill this year. The U.S. House of Representatives is scheduled to meet for only 113 days in 2014.



Farm Bill Mostly Done: The House and Senate staffs are reportedly close to completing conference work on a Farm Bill. We're optimistic that key provisions for forestry (an exemption from Clean Water Permitting for forest roads, expanded forest health authority, nation-wide "Good Neighbor" authority, extension of Stewardship contracting) will make it into the final conference report. The votes will turn on the food stamp cuts in the House and on eligibility for subsidies for those not "actively engaged in farming" in the Senate. Expect a vote early in the next session.

Senate Approves Budget: On Wednesday, December 18, the Senate passed a bipartisan budget deal with a 64-36 vote and the legislation now heads to President Obama for his signature. The budget bill replaces most of the across the board sequester budget cuts and will make it easier to hammer out government funding bills the next two years. The appropriators are hard at work developing an omnibus appropriations bill which will fund the government from January 15th through the September 30 fiscal year end, and the budget bill provides an outline for them to use on a Fiscal Year 2015 spending bill as well. There are reports that the Interior spending bill, which funds the Forest Service and the BLM, will be passed in tandem with the Transportation, Housing, and Urban Development (so-called THUD) bill, while the other spending bills move as an omnibus. The return to regular order on appropriations bill is a tremendously positive development, as it re-opens the possibility of making policy changes through that bill while prioritizing management through the budget.

Partial List of Bills Approved by the Energy & Natural Resources Committee on December 19th:

S. 37: The Forest Jobs and Restoration Act, a bill to create Wilderness System, to release certain wilderness study areas, to designate new areas for recreation, and for other purposes

S. 404: Preserves the Green Mountain Lookout in the Glacier Peak Wilderness of the Mount Baker-Snoqualmie National Forest

S. 974: Land conveyances in the State of Nevada, and for other purposes

S. 1300: Extending Stewardship contracting (and clarifying fire liability, cancellation ceiling, and effect of expiration of Stewardship contracting authority on ex-

isting contracts)

S. 1301: Oregon Eastside Bill

Wyden, Crapo Introduce Bipartisan Wildfire Funding Reform Legislation: Bill Frees Up To \$412 million for Prevention, Ends Damaging "Fire Transfers," and Treats Massive Wildfires as Natural Disasters. This is a very positive bill, and one of the few places where we can find common ground with the Chairman of the Energy & Natural Resources Committee. We urge you to contact your Senators and ask them to support the legislation, while asking for clarifications to ensure that the savings generated by the approach can be used to support all forest management, including timber harvest.

Baucus Departure Opens Way for Wyden: The White House plans on nominating Montana Sen. Max Baucus (D) to serve as the next U.S. ambassador to China. This clears the way for current Energy & Natural Resources Chairman Ron Wyden (D-OR) to assume the chair of the powerful Finance Committee, which oversees tax policy, early next year. Of course, this is not guaranteed, and New York Sen. Chuck Schumer may also be interested in the post. The Energy & Natural Resources Committee oversees the Forest Service and the Bureau of Land Management. If Wyden departs, this opens the way for Sen. Mary Landrieu (D-LA) to assume the helm of the Energy & Natural Resources Committee. Sen. Landrieu is widely known to be pro-oil and gas, and has had a good relationship with the timber industry in Louisiana.

Podesta to the White House: John Podesta will join the White House Staff as a counselor to the President. Podesta played a prominent role in the Clinton Administration's efforts to destroy public timber, spearheading the Roadless Rule and several National Monument designations.

The Department of Transportation's project to study heavy trucks' impacts is well underway. With discussions of the next Highway Bill scheduled to launch this spring, we are preparing a strategy to get our messages circulating in Congress where it can do the most good.

BC ARCHITECTURAL FIRM RECEIVES FIRST EVER SUSTAINABLE FORESTRY INITIATIVE AWARD FOR KORDYBAN LODGE CANCER CARE FACILITY

March 4, 2014, Vancouver, BC - Vancouver's NSDA Architects is the winner of the first Sustainable Forestry Initiative® (SFI®) Award, handed out Monday, March 3rd as part of the 10th annual Wood WORKS! BC Wood Design Awards. The architectural firm is being recognized for its innovative use of wood certified to the SFI Standard in the new Kordyban Lodge, a Canadian Cancer Society care facility located in Prince George, BC.

"It's an honour to receive this inaugural award and be recognized by both SFI and the Wood WORKS! BC program for NSDA's work on the Kordyban Lodge," says Jerry Doll, Partner at NSDA. "We are continually striving to create spirited and innovative architecture that showcases wood at its finest while responding thoughtfully to community needs."

The lodge, which contains wood products from certified sources the majority of which are certified to the SFI standard, provides a comfortable and peaceful 'home away from home' for cancer patients and their caregivers. The stunning wood building spans 25,000 square feet and includes 36 beds, a meditation room, lounge, family room, massage therapy room and more.

It's widely known that the use of wood products in buildings of this nature goes a long way towards improving the mental wellbeing of patients, who are exposed to natural materials during their treatment process.

Wood certified to the SFI Standard used in the facility includes several products supplied by the Sinclair Group of Companies and Winston Global Lumber Ltd., including engineered roof trusses, pre-fabricated walls, studs, sheathing plywood, and LVL.

"Kordyban Lodge is a showcase of the warmth, beauty, versatility and durability of wood from sustainably managed forests," says Kathy Abusow, SFI President and CEO. "Future forests require responsible forestry and this project is a prime example of the positive contribution that building with wood from sustainably managed forests can make, particularly in a region where the community is supported by the forestry sector."

As the North American leader in sustainable forest management, SFI supports projects such as the Kordyban Lodge that use renewable, responsibly harvested building materials. SFI acknowledges the important role

projects like this play in promoting wood as an economical, environmental and socially responsible building material.

The Wood WORKS! Wood Design Awards is the only North American program to recognize, award and publicize excellence in wood architecture - publicly acknowledging the importance of architecture in our society. A hand-selected jury of prominent architects personally reviews each application and chooses the award winners based on considerations such as creativity, distinctive and appropriate uses of wood materials, ability to satisfy clients' building and site requirements, and overall aesthetic appeal for the use and application of wood.

About Sustainable Forestry Initiative

SFI Inc. is an independent, nonprofit organization that is solely responsible for maintaining, overseeing and improving the internationally recognized Sustainable Forestry Initiative® (SFI®) program. Across the United States and Canada, more than 100 million hectares (about 250 million acres) are certified to the SFI forest management standard. In addition, the SFI program's unique fiber sourcing requirements promote responsible forest management on all suppliers' lands. SFI chain-of-custody (COC) certification tracks the percentage of fiber from certified forests, certified sourcing and post-consumer recycled content. SFI on-product labels identify both certified sourcing and COC claims to help consumers make responsible purchasing decisions. SFI Inc. is governed by a three-chamber board of directors representing environmental, social and economic sectors equally. Learn more at www.sfiprogram.org and www.sfiprogram.org/Buy-SFI.

About Wood WORKS!

Wood WORKS! is a national industry-led initiative of the Canadian Wood Council, with a goal to support innovation and provide leadership on the use of wood and wood products. Through workshops, seminars and case studies, Wood WORKS! BC provides education, training, and technical expertise to building and design professionals involved with commercial, institutional and industrial construction projects throughout BC.

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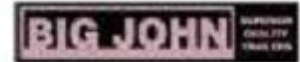
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“Understanding Logging Cost”

The WSRI Technical Team, chaired by Crad Jaynes, has awarded two research projects for the years 2013 and 2014, as approved by the WSRI Board of Directors.

The first is *Developing Western Logging Cost as a Basis for Western Logging Cost Indices*, to be undertaken by Beth Dodson, Todd Morgan, Steve Hayes, and Josh Meek, of the University of Montana’s College of Forestry & Conservation and the affiliated Bureau of Business and Economic Research (BBER).

BBER has tracked logging cost in Montana and Idaho since the 1990s, and both logging professionals and the USFS Northern Region analysts have used the data as a part of their timber sale appraisal systems (www.bber.umt.edu/FIR/F_logging.asp). The UM team will cooperate with University of Georgia researchers to develop Western logging cost information comparable to Southern information, with the potential to support a Western Logging Cost Index.

The Project, for which the final report is due by January 31, 2015, will:

- Evaluate the stump-to-truck logging cost for the most common logging systems in the Western U.S.;
- Compare cost structures for contractors operating on the west-side versus east-side of the Cascade range to determine if these two regions can be combined into a single cost index;
- Develop the basis for a Logging Cost Index for the Western U.S. Researchers will work closely with UGA to ensure the proposed validation methods could serve as the basis for a long-term Western Logging Cost Index.

I’m excited that WSRI has broadened its research to the West in such a meaningful way, and I’m hopeful that this project will foster further Western WSRI participation.



Wood Supply Research Institute

The second Project, *Validating the Southern Logging Cost Index*, will follow up on the initial validation of the University of Georgia’s revised Logging Cost Index, with respect to data more recent than 2006, which was the cut-off year for the Index which Bill Stuart and Laurie Grace originally generated; the new, quarterly Index is carrying that Index’s trend forward. Dale Greene, Shawn Baker, and Richard Mei, of the University of Georgia’s Warnell School, are the researchers.

This Project will:

- Investigate the extent to which logging companies currently participating in the UGA Logging Cost Index actually represent the Southern logging force;
- Determine how accurately this Index has tracked participating loggers’ actual cut-and-load cost;
- Recommend a validation procedure for keeping the Index current in the future;
- Suggest how to share the Index’s trend information and leverage it with groups developing regional logging cost indices elsewhere in the U.S.

The Project will take 12 months to complete, with the final report also due by January 31, 2015.

Jim Fendig
Executive Director, WSRI
fendig@bellsouth.net
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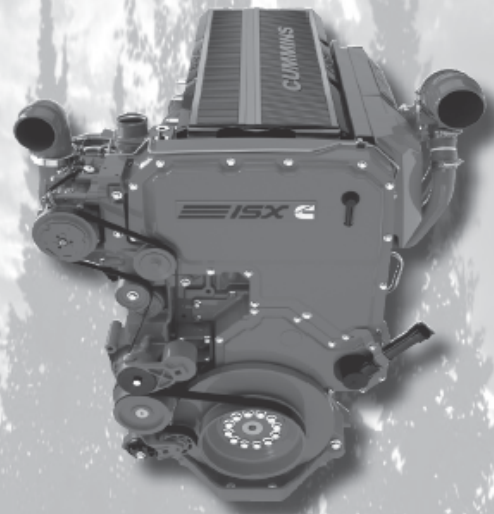
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Health Reform 2014

Individual Mandate

Under health care reform law, all people must have **minimum essential coverage** beginning January 1, 2014.

People have "minimum essential coverage" if they have a:

- Government-sponsored plan
- Employer-sponsored plan
- Individual plan

People can choose to buy health insurance on or off **state insurance exchanges** that will open in 2014. Some people can also get federal premium assistance on an exchange.

Fines/Tax Penalties for Not Having Coverage

If a person cannot keep minimum essential coverage, the Internal Revenue Service will collect a tax penalty from him or her. The monthly tax penalty is described as 1/12th of the greater of:

- For 2014: \$95 per uninsured adult in the household (capped at \$285 per household) or one percent of the household income over the filing threshold (**WHICHEVER IS GREATER**)
- For 2015: \$325 per uninsured adult in the household (capped at \$975 per household) or two percent of the household income over the filing threshold
- For 2016: \$695 per uninsured adult in the household (capped at \$2,085 per household) or 2.5 percent of the household income over the filing threshold. The penalty will be half of the amount for people under age 18.

Important Health Insurance Marketplace dates

You can generally buy Marketplace health insurance only during the annual Open Enrollment period. Upcoming dates to know:

- **March 31, 2014:** 2014 Open Enrollment ends
- **November 15, 2014:** Proposed date for 2015 Open Enrollment to start
- **February 15, 2015:** Proposed date for 2015 Open Enrollment to end

To buy Marketplace insurance outside Open Enrollment, you must qualify for a **special enrollment period** due to a **qualifying life event** such as marriage, divorce, birth or adoption of a child, or loss of a job.

Premium Subsidies May Be Available

Beginning in 2014, a Federal Premium Assistance Tax Credit is available to eligible individuals to subsidize the cost of insurance coverage purchased through a state exchange/marketplace. In order to be eligible, the individual's household income must be between 100 percent and 400 percent of the federal poverty level, and the individual must either:

- Not be offered minimum essential coverage by an employer, or

- Be offered minimum essential coverage, but the coverage is (i) unaffordable (i.e., the cost of coverage exceeds 9.5 percent of the employees household income), or (ii) does not provide the required minimum actuarial value (the plan's share of the total allowed costs of benefits is less than 60 percent).

Current estimates indicate that 19 million people who secure healthcare coverage through a state insurance exchange/marketplace are likely to be eligible for the subsidy.

Special Enrollment Period

A time outside of the Open Enrollment period during which you and your family have a right to sign up for health coverage. In the Marketplace, you generally qualify for a special enrollment period of 60 days following certain life events that involve a change in family status (for example, marriage or birth of a child) or loss of other health coverage. If you don't have a special enrollment period, you can't buy insurance inside or outside the Marketplace until the next Open Enrollment period. Job-based plans generally allow special enrollment periods of 30 days.

Outside open enrollment, you can enroll in Marketplace insurance only if you have certain life events that give you a special enrollment period.

You can apply for Medicaid or the Children's Health Insurance Program (CHIP) any time. If you're qualified you can enroll right away.

Employer Mandate for 2015

Employers with **50 to 99 full-time employees will not** face penalties for not offering coverage to full-time employees and their dependents up to age 26 until the first plan year beginning on or after January 1, 2016. These employers will need to certify that they are not reducing the size of their workforce to stay below 100 employees.

Employers with 100 or more full-time employees and their dependents up to age 26 **will face penalties if they do not offer coverage** to 70% of their full-time employees in 2015. They will need to offer coverage to 95% of full-time employees beginning in 2016.

The full-time employee definition remains at 30 hours or more per week. The definition of dependent has been revised to exclude stepchildren and foster children. It continues to exclude spouses.

The bottom line is that business owners and individuals need professional guidance now more than ever with regards to employee benefits and insurance.

Please call Mark Snelson at 843-325-1211 for a review of your business or individual coverage. Mark Snelson is SCTPA's Health Insurance Partner.



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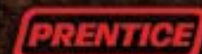
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PROUD TO OFFER





Feb 13, 2014 – U.S. Dept. of Transportation (DOT)

US Dept. of Transportation's Federal Motor Carrier Safety Administration proposes creation of national drug and alcohol clearinghouse for commercial driver's license holders; employers would be required to check database annually, before hiring.

WASHINGTON, February 13, 2014: Employers would be required to check clearinghouse before hiring and annually.

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today announced a proposed rule to establish a drug and alcohol clearinghouse for all national commercial driver's license (CDL) holders. The clearinghouse would help improve roadway safety by making it easier to determine whether a truck or bus driver is prohibited from operating a commercial motor vehicle for failing to comply with federal drug and alcohol regulations, including mandatory testing.

"Safety is our highest priority, and we will continue to embrace new tools and opportunities that protect the travelers on our nation's roads," said U.S. Transportation Secretary Anthony Foxx. "Today's proposal will help ensure dangerous drivers stay off the road, while encouraging the employment of the many safe drivers who follow our drug and alcohol requirements."

Current federal regulations require employers to conduct mandatory pre-employment screening of a CDL driver's qualifications based upon his or her driving record. However, there has not been a single federal repository recording positive drug and alcohol tests by CDL holders that employers would be able to search to ensure that the driver is able to perform safety-sensitive duties.

The proposed rule announced today would create such a repository and require employers to conduct pre-employment searches for all new CDL drivers and annual searches on current drivers.

"We are leveraging technology to create a one-stop verification point to help companies hire drug and alcohol-free drivers," said FMCSA Administrator Anne S. Ferro. "This proposal moves us further down the road toward improving safety for truck and bus companies, commercial drivers and the motoring public everywhere."

Under the proposed rule announced today, FMCSA-regulated truck and bus companies, Medical Review

Officers, Substance Abuse Professionals, and private, third party USDOT drug and alcohol testing laboratories would be required to record information about a driver who:

- Fails a drug and/or alcohol test;
- Refuses to submit to a drug and/or alcohol test; and
- Successfully completes a substance abuse program and is legally qualified to return to duty.

Private, third-party USDOT drug and alcohol testing laboratories also would be required to report summary information annually. This information would be used to help identify companies that do not have a testing program.

To ensure the privacy of drivers involved, each CDL holder would need to provide his or her consent, before an employer could access the clearinghouse.

Drivers who refuse to provide this information could still be employed by the truck or bus company; however, they could not occupy safety-sensitive positions, such as operating a commercial motor vehicle.

It is a violation of federal regulations to drive a truck or bus under the influence of controlled substances or alcohol. Federal safety regulations require that truck and bus companies that employ CDL drivers conduct random drug and alcohol testing programs. Carriers must randomly test 10 percent of their CDL drivers for alcohol and 50 percent of their CDL drivers for drugs each year.

For each of the past three years, federal and state safety inspectors have conducted approximately 3.5 million random roadside inspections of commercial vehicles and of their drivers.

In 2013, on 2,095 occasions, or in 0.23 percent of the unannounced inspections, a CDL holder was immediately placed out-of-service and cited for violating federal regulations governing alcohol consumption. In 2012, FMCSA records show that there were 2,494 violations of this regulation.

In 2013, on 1,240 occasions, or in 0.13 percent of

(Continued on page 24)

(Continued from page 23)

the unannounced inspections, a CDL holder was placed immediately out-of-service and cited for violating federal regulations governing controlled substances. In 2012, FMCSA records show that there were 1,139 violations of this regulation,

In addition to random testing, truck and bus companies are further required to perform drug and alcohol testing on new hires, drivers involved in significant crashes, and whenever a supervisor suspects a driver of using drugs or alcohol while at work.

The proposed rule announced today was directed by Congress in the most recent transportation bill, the Moving Ahead for Progress in the 21st Century Act.



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GENE COLLINS LOGGER ACTIVIST AWARD

Beech Island Timber & Construction, Inc. Jackson, SC

The 2013 Gene Collins Logger Activist Award is proudly presented to Josh Key and Beech Island Timber & Construction, Inc. for their sincere commitment to professional timber harvesting, supporting this association, participating in community and industry activities, practicing sustainable timber harvesting, promoting education and positive promotion of professional business practices.

Beech Island Timber & Construction is a conscientious professional business that understands the value of relationships with customers, employees and their industry, environmental stewardship and promoting a positive image as professional loggers.

Beech Island Timber & Construction operates two in-woods fuel chipping sides thinning and clearcutting private land-owner tracts. Primarily focused on chipping, the operation does produce some roundwood when available per tract to local markets. Josh buys 95% of their timber tracts with other purchases coming from outside sources.

This business is truly about family. Josh's brother John works on the jobsites as well as other family members. Josh's wife Cindy, daughters Shelley and Allison handle the business administration.



Josh Key
Beech Island Timber & Construction, Inc.

Weekly total production averages 90 – 100 loads of chips delivered to the Ameresco biomass power plant located at the Department of Energy's Savannah River Site. Other markets for chips include IP Augusta and Allendale Biomass, LLC. Roundwood markets include Elliott Sawmilling, Estill, West Fraser, Augusta and Georgia-Pacific, Allendale-Fairfax.

The range of equipment for the two crews is a John Deere 700 bulldozer, four service trucks, one CAT 559C loader with delimeter, one Tigercat 234 loader with delimeter, one Bandit 2590 chipper, one Bandit 3090 chipper, one Tigercat 720D feller buncher, one John Deere 843K feller buncher, one John Deere 643K feller buncher, one Tigercat 620E grapple skidder, one John Deere 748G3 grapple skidder and one John Deere 648G3 grapple skidder. The trucking fleet consists of two Peterbilts, four Freightliners, one Mack, three ITI chip trailers and four Peerless chip trailers along with several spare log trailers ready when needed.

Josh started logging in 1985 harvesting

(Continued on page 27)



Beech Island Ladies
(l-r) Shelley, Cindy & Allison

(Continued from page 26)

poles for Southern Wood Piedmont. He started out shortwooding with his uncle and then started his own business out of high school with a shortwood truck. After many years of conventional logging, in 2010 Josh made the switch to fuel wood chipping.

Beech Island Timber and Construction is committed to being a professional business, but also committed to giving back to their industry and community. Beech Island is a tremendous partner with Jackson Ballpark sponsoring and supporting recreation league teams such as the Jackson Bulldogs football team, and the baseball, softball, tee ball and football cheerleading teams. Daughter Allison Lowe does photos for the ball teams they support as well as other teams. Daughter Shelley Bowman is a past board member of Jackson Ballpark and helped grow the programs to better serve the community. Josh has been a football coach in the recreation league.

His business is logging, but Josh's hobby is farming. He farms some 200 acres and has

been doing so since 2007. But logging and his fuel chipping business are his passion.

Josh contributes his time to his community by delivering firewood to the elderly. He is a member of Augusta Old Line Primitive Baptist Church. Brother John is a Sunday school teacher, usher and building and grounds committee member at Matlock Baptist Church.

One of Josh Key's goals is to teach and mentor young adults about professional logging. In

fact, he is helping one of his young feller buncher operators learn the business so this young man may have an opportunity to have his own business in the future. He strives to educate not only young adults about our sustainable forestry and professional timber harvesting industry, but also the general public. He feels both groups need to understand that our industry is dedicated to environmental stewardship and maintaining our sustainable, renewable and healthy forest resources for the many products made of wood, wildlife and wildlife habitat, clean water and aesthetic values.

Josh's daughter Shelley developed business manuals for the company. These manuals enhanced their record keeping and has assisted in upgrading their record keeping methods. She developed an operational safety manual, truck driver load sheet manual, loader operator load manual, on-road fuel record manual, driver vehicle inspection report manual, equipment safety checklist manual and timber harvest request manual for buying timber.

Josh and his company take pride in not only mentoring to young adults, but also in

(Continued on page 28)



(l-r) Jason, John, Josh and John Boy



Beech Island Timber Service Truck

(Continued from page 27)

assisting other contractors and Josh and his company take pride in not only mentoring to young adults, but also in assisting other contractors and truckers in their business practices. Many of Beech Island's business practices have been adopted by other contractors they work with or have worked with over the years.

Josh and Beech Island Timber & Construction are proud of their safety performance. Safety is top priority. In 2009, Josh and Beech Island received the Ameresco Safe Work Activities Award for safe work activities and practices on the D.O.E. Savannah River Site Biomass Cogeneration Facility construction site.

Josh and Beech Island Timber & Construction received the 2009 Logger of the Year award from Elliott Sawmilling Co., Inc. in Estill.

An impressive aspect of Beech Island Timber & Construction is the company website... bitimber.com. Their opening statement on their Corporate Values page states, "We believe in and will make all corporate decisions with regard to the highest of Christian principles and ethics. We uphold and share with our employees the values of integrity, morality, mutual respect, professionalism, personal responsibility, teamwork, and concern for people and the environment."

Beech Island is a generous contributor to Log A Load For Kids and Josh, wife Cindy contribute personally to this worthy program.

In 2009, Josh and Beech Island Timber & Construction voluntarily worked to clear downed trees and debris from roads and properties the night of the tornado in Beech



Beech Island trucks on deck.

Island. For their work, Josh was awarded by News Channel 6, WJBF, in Augusta, the Giving Your Best Award that stated, "For giving your best to your fellow man through compassion for others and your commitment to the community."

Beech Island Timber & Construction are members of SC Timber Producers Association, SC Forestry Association and SC Biomass Council. Shelley and Josh were instrumental in arranging the first SCTPA district meeting ever held at the Jackson Community Center in Jackson on November 7, 2013 for Aiken, Barnwell and surrounding areas.

Josh and his brother John, Jason Reynolds and Jonathan Lowe are SC SFI Trained loggers. The company emphasizes sustainable harvesting practices, safety, professionalism, SC Timber Harvesting Best Management Practices and works conscientiously to meet landowner expectations

(Continued on page 29)



*Beech Island Timber
John (l) and Josh (r)*

(Continued from page 28)



*Beech Island - JD
Feller Buncher*

through exceptional environmental, harvesting and business practice standards.

Josh believes strongly promoting and practicing professional timber harvesting and sustainable forestry principles are integral to his business, industry and success. Josh says, "You have to practice what you say to help the public, landowners and our customers understand we are professionals harvesting timber. We take a great deal of pride in our business and work hard to meet and exceed our customers' expectations."

Understanding the responsibilities and importance associated with how professional loggers contribute to their local and state economies, how professional loggers must work with landowners, wood suppliers and wood receiving companies in cooperative, mutually beneficial partnerships, promoting and practicing sustainable forestry, educating the critical public regarding professional timber harvesting, demonstrating a stewardship attitude about our sustainable and renewable forest resources and our environment are all important issues to the company's business and operational standards.

Josh says he is proud to be a professional logger and proud to be in the chipping business now. "Logging has always had such a bad name in some respects," relating to conven-

tional logging. "We know what we're doing, but the public doesn't understand." The public views a clearcut and doesn't realize the tops left will eventually cycle back into nature. Yet the average person driving past a logging site or clearcut "looks out there and goes, man, that is a mess, it looks like a bomb went off." Yet chipping paints a different portrait. "It looks like it got swept with a broom. That's the cool thing about what we do. So I was proud to get into it (chipping) because it helps the logging industry."

Josh says, "I appreciate the SC Timber Producers Association and the American Loggers Council for being our representatives for professional loggers. We need their presence to enhance the logging industry and to provide education and guidance for better understanding of what we do as professional loggers."

At the end of the day, Josh says he still loves the thrill logging has always brought him through the good years and bad. "I have



*Beech Island
Tiger Cat Loader*

held on strong because of my faith in the Lord, dedication to my family, dedication to the logging industry in general... and of course, all of their dedication to me. I have always said when times get tough, the good Lord will see us through... and I know the Lord has been good to us and will continue to be

(Continued on page 30)

(Continued from page 29)

good to us. And we thank the good Lord we have work to do.”

As an industry leader with a sincere commitment to professional logging, sustainable forestry, community, family and the principles of outstanding business, SCTPA is proud *Josh Key and Beech Island Timber & Construction* is our 2013 *Gene Collins Logger Activist Award* recipient.



The South Carolina Timber Producers Association’s Logger Activist Award recognizes a logger member who has demonstrated an exceptional desire to promote and represent the profession by actively participating in association state and district activities, promoting and participating in educational efforts, community action projects and association projects to positively promote timber harvesting’s image, conducting business activities in the best interests of the timber harvesting profession to engender the public’s trust by meeting and exceeding the American Loggers Council Loggers Code of Practices and has displayed a professional commitment to sustainable forestry practices.

SCTPA’s Logger Activist Award was named in honor of Gene Collins of Gene Collins Logging, Inc, Georgetown, because of Gene’s dedication to his profession, his unselfish endeavors to promote the integrity of the logging industry within his community, his volunteer work educating children, his use of business practices that engendered the public’s trust and his support for professional timber harvesting and sustainable forestry.

PREVIOUS GENE COLLINS LOGGER ACTIVIST WINNERS

- 1999 - Dennis Wall, W. V. Wall & Sons, Inc. ■ Edgefield
- 2000 - Larry Cromer, W. A. Cromer & Son, Inc. ■ Newberry
- 2001 - Gene Collins, Gene Collins Logging, Inc. ■ Georgetown
- 2002 - Tommy Barnes, Ideal Logging, Inc. ■ Edgemoor
- 2003 - Jim Curry, Piedmont Pulp, Inc., & Pulpcoc Inc. ■ Laurens
- 2004 - Joe Young, Low Country Forest Products, Inc. ■ Georgetown
- 2005 - Crawford Wilks, Wilks Logging, Inc. ■ Chester
- 2006 - Tim, Reg & Martha Williams, Log Creek Timber Company, Inc. ■ Edgefield
- 2007 - BoBo Seckinger, Seckinger Forest Products, Inc. ■ Hampton
- 2008 – Norman Arledge, Arledge Logging & Timber, Inc. ■ Landrum
- 2009 – Billy McKinney, McKinney Brothers Logging, Inc. ■ Union
- 2010 – Billy & Robert Walker, Walker & Walker Logging, LLC. ■ Laurens
- 2011 – Donnie, Marty, Rodney & Gail Lambert, Leo Lambert Logging, Inc. ■ Georgetown
- 2012 - Danny McKittrick, McKittrick Timber, LLC ■ Heath Springs

Sonoco dedicates \$75M biomass boiler facility



Staff Report

colanews@scbiznews.com

Published Jan. 20, 2014

Global packaging company Sonoco on Friday dedicated the new biomass facility at its Hartsville plant, as part of a \$100 million investment in the Darlington County compound.

Sonoco's new biomass energy plant can unload a tractor-trailer full of wood chips in seconds by lifting the entire rig to dump its contents.

Sonoco's new biomass energy plant can unload a tractor-trailer full of wood chips in seconds by lifting the entire rig to dump its contents.

"A key part of Sonoco's culture is our commitment to sustainability, including our dedication to improving the environment and our contributions to the future of the communities in which we operate," said Sonoco President and CEO Jack Sanders. "This boiler is proof of that commitment."

Sanders said Sonoco took more than two years to complete final engineering, fabricate the boiler, put together the infrastructure and complete construction of what it says is a state-of-the-art biomass co-generation boiler system.

In 2011 Sonoco committed to a \$75 million investment to replace two aging, coal-fired boilers and add the new biomass boiler at its plant in Hartsville. The new boiler is fueled primarily by woody biomass from regional logging activity but can also run on natural gas. The boiler will produce about 16 megawatts of green energy that will be consumed by the manufacturing complex, as well as steam that is used in the paper making process.

"This announcement marks the conclusion of an event that's taken two years to come to fruition. Two years, \$100 million and countless hours," said Jeff McKay, executive director of the North Eastern Strategic Alliance. "It also marks an important moment for Sonoco, one of the great stewards of our region. Sonoco is known as one of the world's top manufacturing companies, but they're much more than that. This investment is more than just dollars being put into their plant. It's symbolic of their dedication to our area and what the company means

Founded in 1899, Hartsville-based Sonoco provides a variety of consumer packaging, industrial products, protective packaging and packaging supply chain services. With annualized sales of about \$4.8 billion, the company has more than 19,900 employees working in 347 operations in 34 countries.

Obama declares S.C. winter storm 'major disaster'

Staff Report

colanews@scbiznews.com

Published March 13, 2014

President Barack Obama has declared a major disaster in South Carolina and ordered federal aid to supplement state and local recovery efforts in 21 counties hammered by last month's winter storm.

The declaration provides aid to state and eligible local governments and certain private nonprofit organizations on a cost-sharing basis for emergency work and the repair or replacement of facilities.

State officials estimate that during the Feb. 10-14

storm, South Carolina suffered \$435 million in damages, including \$360 million to its timber industry. Another \$55 million in losses were suffered by government agencies and utilities, and \$20 million in insured losses.

The S.C. Forestry Commission said that the loss to the timber industry was the worst since Hurricane Hugo raked the state in 1989, causing about \$1 billion in damage to forestland.

Commission surveys show a 170-mile-long, 70-mile-wide band of timber damage extending from the Savannah River to the North Carolina border.

(Continued on page 34)

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CANFOR TO INVEST \$8M, ADD 50 JOBS AT DARLINGTON FACILITY

colanews@scbiznews.com

Canfor Southern Pine today announced plans to expand its existing operations in Darlington County. The \$8 million investment is expected to generate 50 new jobs with the addition of a second shift at the manufacturing facility, the company said.

"This investment demonstrates Canfor's confidence in South Carolina and the Southern yellow pine forest industry," said Douglas Warstler, president of Canfor's Southern pine operations, headquartered in Myrtle Beach.

"Our partnership with the state and local economic development organizations made this capital project possible, which will contribute significantly to the county's economy through both jobs and increased economic activity," Warstler added.

Canfor's Darlington facility manufactures Southern yellow pine dimension lumber, primarily used in the construction industry. The expansion is expected to be completed by the third quarter of 2014.

Canfor, headquartered in Vancouver, British Colum-

bia, operates 28 manufacturing locations in the southeastern United States and Canada. In South Carolina, the company also has facilities in Conway and Camden.

The company employs about 600 South Carolinians, including 84 workers at the Darlington facility.

"A great test for a state's economic development success is whether its business environment fosters the growth of companies that they already have," Gov. Nikki Haley said. "Canfor Southern Pine's commitment is a great example of growing our existing industry."

About half of the S.C. Department of Commerce's economic development announcements so far this year have been expansions of existing businesses.

"In a state rich with natural resources, South Carolina's forestry industry is a tremendous economic asset," said Secretary of Commerce Bobby Hitt. "As we continue to boost agribusiness in the state, forestry will remain a large driver of that. Canfor is a great partner in growing South Carolina's sustainable forest sector."

The state's agriculture and forestry industries contribute a roughly \$34 billion economic impact, according to a study commissioned by the Palmetto Agribusiness Council and the Forestry Commission.

HAZARD ALERT

Multi-Piece Rims

This is an old problem but it rears its ugly head every now and then. Employees have suffered mangled and amputated fingers, burns, broken bones, concussions, and death.

The most recent injury we experienced was two employees using ether while trying to repair a single rim wheel. One employee lit the ether on the front side and then they started to seal the rear of the tire when it flashed due to a flame still on the front side. Both workers received minor burns on their hands.

However, as you will see, not all accidents turn out well. The following alert was provided by North Carolina OSHA.

Accident Summary

Site: Accident took place at a truck dealership that bought, sold and traded medium- to heavy-duty commercial trucks. The dealership also serviced commercial trucks and buses but did not work on multi-piece rim wheels.

Accident Findings: A body shop technician was fatally injured by the split side ring of a multi-piece tire rim that suddenly released.

- The victim had been rotating the two front tires on a 1995 bus brought in for front end alignment. Both wheels were mounted on a five-spoke hub. The front right wheel had been removed and set aside, and the employee was taking off the front left wheel.
- Four of the five rim clamps, studs and nuts had been removed when the side ring flew off, striking the employee in the head and chest.
- The victim was taken to the hospital, where he was pronounced dead.

A multi-piece wheel has two or more parts. The side ring holds the tire and other components on the rim wheel by interlocking the components when the tire is inflated. There are several variations of a multi-piece rim, including two-piece and three-piece assemblies. The parts are designed to allow the split ring to fit

snugly into the gutter on the rim and hold the tire on the wheel when the tire is inflated.

The split side ring markings were illegible because the ring had been painted over with black paint four months earlier. When the paint was scraped off, the split side ring markings showed the ring was mismatched with the rim base and had been damaged when it was mounted previously or had been bent during the accident.

The victim had disassembled the wheel thinking that it had been put together according to the manufacturer's specifications. The employee had no reason to believe the mismatched split side ring and the rim base were not properly seated. The tire was properly inflated and had been driven for about four months before the incident.

Conclusion:

Mismatched multi-piece wheel components led to the catastrophic accident.

OSHA standards clearly state that multi-piece components should not be interchanged except according to appropriate charts and the applicable rim manual.

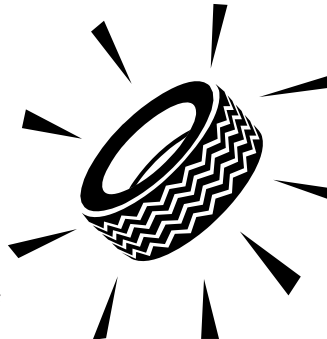
Other findings include:

- The split side ring was not completely seated and locked.
- Rim gutters and ring must be free of any surface rust that could obstruct seating of the ring.

Recommendations

- When working with multi-piece and single-piece rimmed wheels, **always** use a cage or barrier to protect the worker. There is no greater safety measure than a protective barrier for employees.
- If the rim is painted or the markings otherwise illegible, the wheel and tire assembly should not be serviced.
- Employees should be reminded regularly of the dangers of working around single-piece and multi-piece rim wheels.
- Employees must be extremely cautious when

(Continued on page 34)



(Continued from page 33)

mounting and demounting rim wheels. Safety precautions should extend to other activities such as inflating, deflating, installation, removal and handling. In this particular accident, the employee had no plans of doing anything more than rotating the tires.

The OSHA standard (1910.177) for servicing single-piece and multi-piece rim wheels has four major requirements:

1. training for all tire servicing employees;
2. the use of industry-accepted procedures that minimize the potential for ..employee injury;
3. the use of proper equipment such as clip-on chucks, restraining devices or barriers to retain the wheel components in the event of an incident during the inflation of tires; and
4. the use of compatible components.

Pressurized Parts Pose Deadly Dangers

- For employees working on either single-piece or multi-piece rim wheels, the dangers of a sud-

den release can be deadly.

- Employees working on a single-piece rim can be thrown across a shop by the sudden air release or can be fatally injured by a thrown rim.
- Multi-piece rims are even more dangerous because of the various pieces flying off during a violent release. With multi-piece rims, employees also must take care to ensure that parts have not been mismatched mistakenly.
- Multi-piece wheel components and single-piece wheels must be inspected before assembly. Any wheel or wheel component that is bent out of shape, pitted from corrosion, broken, or cracked must be marked or tagged “unserviceable” and removed from the service area.
- Damaged or leaky valves must be replaced.

Hazard Alert provided by J. J. Lemire, Director of Loss Control, Forestry Mutual Insurance Company, Raleigh, NC. Forestry Mutual is SCTPA’s Endorsed Workers Compensation Carrier.

(Continued from page 31)

About 1.5 million acres of forestland suffered direct or intermediate timber losses, the commission said. Other unmeasured costs include growth loss due to tree canopy damage and reduced residual tree value due to stem damage.

“The raw material supply chain for our state’s largest manufacturing sector has suffered from this natural disaster,” said State Forester Henry E. Kodama. “The storm has impacted hundreds of thousands of individual forestland owners and multiple corporations. Forestland owners and forest product manufacturing is dependent on a consistent cycle of tree growth and harvests, and the storm has disturbed this cycle over much of the state.”

The Forestry Commission estimates that 25,000 to 30,000 acres of timber will have to be salvaged and replanted.

Counties covered by the disaster declaration are Aiken, Allendale, Bamberg, Barnwell, Berkeley, Calhoun, Chesterfield, Clarendon, Colleton, Dillon, Dorchester, Edgefield, Florence, Georgetown, Hampton, Horry, Marion, Orangeburg, Saluda, Sumter and Williamsburg counties, according to the Federal Emergency Management Agency.

The disaster declaration provides aid to state and eligible local governments and certain private nonprofit organizations that suffered some \$435 million in losses following the Feb. 10-14 storm.



Senate leaders spar over how to fund transportation improvements

By James T. Hammond
jhammond@scbiznews.com
Published Feb. 4, 2014



Senate Finance Committee Chairman Hugh Leatherman, R-Florence, said that anything short of increasing the motor fuels tax to fill the gap in road and bridge maintenance funds means doing nothing and jeopardizes South Carolina's economic development prospects.

But Senate Transportation Committee Chairman Larry Grooms, R-Charleston, opposes increasing the gas tax, arguing that he'd put \$300 million from the state's growing general fund into road improvements.

But Leatherman and Sen. Ray Cleary, R-Murrells Inlet, said that math does not work, because there are too many demands on the other funds.

The legislators appeared together yesterday on a panel at the start of a daylong infrastructure forum presented by the S.C. Chamber of Commerce and the Parker Poe law firm.

All the legislators speaking at the forum said there's broad agreement in the General Assembly that roads and bridges deserve high priority this year. Arguments are narrowing down

to issues such as how to raise the additional money and how much the state should

"we are going to be on the losing end of economic development."

spend each year on the higher level of transportation funding.

S.C. Department of Transportation's primary source of state revenue is a 16.8-cent motor fuel user fee, the fourth-lowest in the nation. But South Carolina maintains 41,429 miles of roads in the state system, making it the fourth-largest state system in the nation.

One cent of gasoline motor fuel user fee generates approximately \$25.2 million, and one cent of diesel motor fuel user fee generates approximately \$7 million.

Ray Jones, a Parker Poe attorney and the forum moderator, and S.C. DOT Commission Chairman W.B. Cook outlined the scope of the highway needs:

South Carolina's population has grown by one million people in the past 20 years.

Port volume is expected to double by 2025.

The state has 8,416 bridges, of which 413 are load-restricted and 10 are closed.

The state's resurfacing program comprises 355 projects

totaling 166 miles and \$41 million this year to address those needs. The average cost to resurface one centerline mile for all types of resurfacing is \$280,000.

Rep. Tommy Stringer, R-Greer, told the business leaders that the state's transportation system represents a \$328 billion asset, adding that "for the life of me, I don't understand why the legislature won't protect it."

Stringer has introduced legislation that would boost the gasoline tax by 5 cents a gallon and index the tax with inflation in the future. "The roads themselves will force the issue at some point," Stringer said. "Some lost opportunity will be a wake-up call."

Stringer echoed Leatherman's view that meeting the current and future highway needs with surpluses in general fund revenues is a "mathematical impossibility."

Acknowledging that Gov. Nikki Haley has said she would veto an increase in the gas tax, Stringer told the audience, "That depends on you."

Stringer and the other legislators at the forum said that while there is a rising awareness among the public that more road and bridge funds are essential, getting the necessary increases will depend upon how well the business community mobilizes public opinion.

The only way the state can fund highway needs is to increase user fees, Leatherman said.

The Florence businessman and Senate leader said that when he has the opportunity to talk with industrialists thinking about locating a plant in South Carolina, they invariably have two questions: will the state educate the workforce needed to staff the new businesses, and will it provide a transportation system adequate to meet industry's

needs to receive its raw materials and to transport its goods to market.

And, Leatherman added, they say that if South Carolina is unwilling to maintain good highways, then "we are not coming."

Sen. Cleary also noted the need to raise awareness of the critical need for more highway funds. "At the end of the day, it's in your ball park to educate the public," he told the audience.

Rep. Phil Owens, R-Pickens, said that changing technology, such as electric-powered cars, could change the model for financing highways, such as collecting road fees based upon the number of vehicle miles traveled.

But he cautioned that if South Carolina continues to ignore the highway improvement needs and the needs of business, "we are going to be on the losing end of economic development."

SAFETY ALERT

HAVING A “BAD DAY”

Have you ever heard, “He’s having a “bad day”? Workers in our industry, like no other, can’t afford to have a bad day. The risk involved in a daily logging operation is astonishing.

The mere weight of the trees and the equipment is staggering, not to mention gravity, and stored energy thrown into the equation. One mistake can lead to life altering injury or death. A recent claims review has our attention focused on two main areas, overhead hazards and rolling logs.



OVERHEAD HAZARDS

Falling limbs and tops have accounted for 31 claims sense 2007. Of the 31 claims, 21 were lost time incidents. The total claims cost in this class was over two million dollars. All of these claims had the potential for severe injury or death. We must protect ourselves from hazards from above.

- Use approved personal protective equipment for head and cut protection.
- Look and scan at least 100 feet ahead for overhead hazards.
- Scan at least 50 feet ahead for your ground travel path.
- Don’t place yourself under any object that can fall or move due to gravity.
- Maintain at least two tree lengths from tree felling areas.
- Make yourself highly visible, wear high visibility colors.
- Maintain communication with anyone in the work area.
- Maintain proper working distances. Avoid working “too close”.
- When possible, use mechanized equipment to limit risk to ground personnel.

ROLLING LOGS

Employees suffered 12 claims from rolling logs since 2007. The total cost of claims was over 500 thousand dollars. Spring poles and tension wood accounted for 11 claims in the same time period. These two injury class codes are associated with topping and limbing operations. We can reduce risk by:

- Identifying tension wood
- Using proper body placement – Stay on the “good side” of the tree or limb
- Using limb locks and top locks
- Having skidder operators spread the grappled wood after they drop it to avoid rolling logs or trees
- Not walking on unstable trees or logs
- Maintaining proper working distance between equipment and ground workers
- Staying alert! Constantly scan for hazards

Identifying hazards on the logging job is our first responsibility to our loved ones. Proper decisions and techniques can insure our safe return home. Having a “Bad Day” is not an option.

Safety Alert provided by J. J. Lemire, Director of Loss Control, Forestry Mutual Insurance Company, Raleigh, NC. Forestry Mutual is SCTPA’s endorsed Workers Compensation carrier.



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**TECHNICAL
RELEASE**

14-R-3

TOP-TIER SOUTHERN TRUCKERS ADDRESS TRUCKING CHALLENGES

Trucks/Trucking: efficiency/productivity

February 2014

INTRODUCTION: Wood fiber trucking issues were high on the list of member concerns discussed during the two FRA Southeastern Region (SER) and two Southcentral Region (SCR) Policy Committee meetings conducted in 2013. Three of these four meetings included a panel discussion featuring different top-tier wood fiber trucking business owners or managers with operations in the respective regions, from the states of South Carolina, Georgia, Florida, Alabama, Louisiana, and Mississippi. The panelists provided brief overviews of their trucking (and logging, if applicable) operations. Discussions involving panelists and SER or SCR Policy Committee members followed, probing wood fiber trucking challenges (operational or regulatory) and solutions. The business owners and operations managers were all FRA members, managing truck fleets varying in size from about 15 to 300.

TRUCKING CHALLENGES CITED: Meeting participants who were owners or managers of trucking or logging operations most often cited the following wood fiber trucking challenges.

- Insufficient trucking capacity/availability; a looming shortage of qualified truck drivers, exacerbated by the “Compliance – Safety – Accountability” (CSA) program implementation, which is disqualifying some drivers. There is a high rate of turnover among wood-fiber truck drivers. Driver recruitment and retention is typically a challenge for most log trucking businesses. Qualified truck *mechanics* are also in short supply.
- Proliferation of individual county harvesting or hauling permit requirements in several Southern states. Across the region, there are difficulties with special weight-limit postings of local roads and burdensome log truck routing and/or bonding requirements from local governments. Many local road commissioners want loggers/truckers to assume repair costs on local roads, even when heavy trucks in other industries use the same roads.
- Differing truck weight variances and other differing trucking regulations between neighboring states present challenges to log truckers delivering wood to mills located close to state borders.
- Virtually all loggers and truckers in these FRA meetings agreed with the observation that trucking enforcement officers target log trucks and stop them more often than trucks serving other industries; and that this constant “profiling” contributes to the exodus of drivers from log trucking into other sectors.
- It is very challenging to a wood supply and trucking operation to deal with variability in wood orders. Variability makes it difficult to find and keep contract haulers. Mills’ suddenly cutting off wood shipments or enacting wood delivery quotas presents serious obstacles to trucking operations.
- Log trucking businesses are frustrated with the amount of old, inadequate unloading equipment and “human factors” that slow down unloading at some wood-consuming mills. Slow truck turnaround time at



Fig. 1: Frequent targeting or profiling of log trucks for stoppage and inspection by law enforcement is a sore point with roundwood haulers.

(Continued from page 37)

those facilities imposes a huge cost on logging and trucking operations. (However, slow turnaround time *in the woods* is also a problem with trucking.)

- High fuel cost is always a big issue.
- Log trucking is not a profitable venture for most under current business conditions.
- The productivity of a trucking operation is reduced greatly when it switches or branches out from residual chips and wood fuel into roundwood.
- CSA poses a greater threat than “insufficient logging capacity” does to mills’ wood supply, according to some loggers.
- There is a disconnect between the CSA scores and how compliance officers stop and cite trucks; there is a belief that the compliance officers do not realize the negative impact some of their citations have on driver’s scores and on their livelihood. It is human nature for officers to stop and issue citations—to “look for and find a problem.”
- Many of the minor violations that impact a truck driver’s CSA BASIC score are not at all indicative of a driver’s propensity to initiate or to be involved in a crash. Those unrelated items should not be included in calculating a driver’s CSA score. Furthermore, there is no CSA score “reward” for fixing a minor problem that is part of a citation.
- Insurance companies are checking drivers’ and businesses’ CSA scores. Some insurance companies raise trucking insurance rates if any category of the business’s CSA score is considered to be high (bad); some insurance carriers drop the trucker’s insurance after just one claim or one lawsuit.
- The most recent Hours Of Service revisions try to micromanage every driver’s work schedule too much. HOS requirements make it difficult to plan a wood fiber trucking business in which schedules vary so greatly depending on in-woods operations, weather, mill receiving situations, and other factors.
- FMCSA is proposing a new rule that will require any truck driver with a 17-inch-plus neck size to be tested for sleep apnea. This will add additional costs to truck driving and, in all likelihood, reduce the number of drivers.
- Beginning May 21, 2014, CDL drivers must have physical exams performed only by doctors who are registered with the FMCSA (at nrcme.fmcsa.dot.gov).
- The new, nationally mandated health insurance regulations are increasing the (health insurance) cost to employ older drivers in a trucking operation, and older drivers are usually the most skillful drivers.

One operations manager summed up the challenges succinctly: his three biggest challenges are the labor pool, the maintenance expenses, and regulatory hurdles. However, the regulatory hurdles are really the *overriding* factor, because the expenses and hassles of the regulations are what cause the high maintenance costs and the labor pool shortage.

SUGGESTIONS OR SOLUTIONS TO TRUCKING CHALLENGES: Various meeting guest panelists or participants offered these suggestions:

- When a county has a particularly tough road ordinance for log truckers, it is important for landowners, timber buyers, loggers, and truckers to confront the county administrators as a group. As such, they should point out the negative impact on timber sales, reduced economic activity, and lower tax revenues that result from unreasonable ordinances.
- Industry needs to be pro-active in reaching out to county commissioners; show them county data highlighting the forest industry’s and logging’s large economic importance to their counties. (For example, Mississippi’s county-by-county forestry economic data are available at <http://msucares.com/forestry/economics/impact.html>. And the American Forest & Paper Association’s web site contains *state-by-state* economic impact statistics. See <http://afandpa.org/our-industry/economic-impact>.)

(Continued on page 39)

(Continued from page 38)

- In some states (Alabama, for example), opening discussions (including logging operation tours) with local DOT officers and setting up voluntary truck inspection events has helped to change attitudes and improve relationship between officers and truckers.
- States need to find a different or better way to obtain funding for transportation and infrastructure improvements. (Counties feel like they do not have enough money for infrastructure improvements.)
- It is probably difficult or impossible to harmonize weight laws and regulations among states within a region, but “harmonization,” with a uniform gross- and axle-weight tolerance, would be a great benefit.
- “Just adding more trucks” will not be the answer to trucking capacity issues. There are still opportunities to improve trucking efficiencies, truck routing, maximizing payloads (using truck scales and reducing tare weights), additional use of GPS, and other means.
- It was proposed to establish some sort of “load board” in a particular geographic area, where people who need more trucks (for a day or more) could announce their need, and loggers with short-term “excess” trucking could respond to that request.
- Trucking businesses feel they should be compensated for the additional fuel and time costs associated with long wait times at mills.
- A few mills offer financial incentives for night or off-hour deliveries, and some mills have trailer drop yards that help loggers with extra trailers to improve production.
- *Question:* Could a stackable log trailer be developed to help loggers move empty setout trailers around more efficiently?
- *Question:* Do wood consuming mills rate their unloading operators on efficiency criteria and reward them for contributing to good truck turnaround time?
- Trucking businesses should consider some sort of incentive pay program to reward their best/most efficient drivers.
- It is very important for log truckers to check the CSA scores of all its drivers on the FMCSA website. This operation can be done at the following links: www.psp.fmcsa.gov or www.ai.fmcsa.dot.gov/sms/
- If your trucking business expands, be sure to update your company fleet information (MCS-150 form) with FMCSA, so you are not still compared with a peer group of smaller-sized trucking businesses, with different inspection profiles.
- Perhaps arrange for a panel of trucking regulation compliance consultants or state forester presentations at a future FRA meeting to discuss which state wood fiber trucking laws are “working” and which ones are not.
- Develop recommendations for information that our industry can take back to state legislators with concrete examples or data to show the impact of the CSA program and DOT officer citations on the forest products industry, and try to facilitate changes in regulations or “over-zealous” enforcement.
- The Southern Loggers Co-op fuel depots have definitely kept fuel costs down for participating truckers.
- Slip-seating (double-shifting) of drivers to improve trucking utilization is an option, but managing two drivers sharing the same truck presents additional challenges.
- Glider kits (putting an older-model, remanufactured engine into a brand-new truck) can be a less-expensive and better-engine alternative to purchasing a truck with a brand-new engine.

Rick Meyer
Appalachian/Southwide Region Manager

Annual Meeting Highlights



Silent Auction



Exhibitors



Saturday Luncheon



Pine Ridge Boys & Danny McKittrick



Brian Nelson



Greg Hutson & Tommy Barnes



Jim Hourdequin & Danny McKittrick



Homemade Cedar Swing



Brenda Jaynes, Brian & Maureen Nelson





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Mark Your Calendar

March 2014

25 Newberry District Meeting, Farm Bureau, Newberry, 7 p.m.

April 2014

3 – 5 American Loggers Council Spring Board Meeting & Congressional Visits, Washington, DC

24 SCTPA Board of Directors Meeting, SCFC Headquarters, Columbia, 10 a.m.

Spring District Meetings Notice

- Due to SCTPA Travel & Meeting Schedule for March & April, Spring District Meetings Will Be Scheduled Later & Notification Provided.
- Spring District Meeting Schedule Will Be Posted on SCTPA Website, scloggers.com. & Emailed to Members with Emails Addresses in the SCTPA Email Broadcast List.
- Spring District Meeting Notices Will Be Mailed Prior to Meetings.

PLEASE NOTE:

Event & meeting dates may change. Notices are mailed prior to SCTPA events.

Need SFI Trained DVD Class or other training?

SCTPA can provide the New DVD Training Module for SFI Trained status. SCTPA is an approved DVD training class facilitator and will be scheduling classes during the year. Other training programs are available 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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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.