



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

January/February 2010

## 2010 Annual Meeting Review

### ADJUSTING TO CHANGING OPPORTUNITIES

Our 11<sup>th</sup> Annual Membership Meeting at the Crown Reef Resort & Conference Center, Myrtle Beach, January 29 – 31 was a great success with over two hundred eighty people attending to hear a distinguished line up of speakers, attend an informative workshop, visit with exhibitors, enjoy the fellowship and even talk about what is happening in our industry today amongst peers.

It was a great attendance despite our economic challenges. The association was awed by the great display of loyalty and interests in the annual meeting.

Thank you to everyone for making our 11<sup>th</sup> Annual Meeting successful, informative and pleasurable. Your support was absolutely tremendous.

This year's theme was *Adjusting To Changing Opportunities*. Timber harvesting along with the entire forest products industry have witnessed a never before seen downturn in the economy. This created market vulnerabilities due to reduced consumption of wood for the solid wood products markets, reductions in production capacities both in the woods and at the mills, Chapter 11 filings by two major in-state markets, reduced loggers in the timber harvesting woods, increasing costs for loggers, and a question of where is this all going to stop.

But there are signs of "up ticks" in our economy. And yes there are

even signs of "up ticks" with the forest products industry. Yet even with moderate rebounding of our economy, the timber harvesting and forest products industry will have to maintain itself through processes of "Adjusting To Changing Opportunities."

"Adjusting To Changing Opportunities" means as the industry continues to weather the economic storm, adjustments will be needed to meet the opportunities ahead such as woody biomass utilization markets.

New market opportunities will emerge as well as our conventional markets for wood will continue to rebound and stabilize for wood fiber consumption and production capacities.

There will be changing opportunities. Professional loggers, wood suppliers and the forest products industry should have an eye on the future for those opportunities.

As the timber harvesting segment and the entire forest products industry faces the challenges, the way loggers, wood suppliers, wood consuming companies and landowners do business in order to meet the opportunities of the future will be indicative of survival of the fittest.

Interesting facets were explored as to how the industry will reach out to meet and embrace the adjustments to changing opportunities and how the changes will affect the industry in South Carolina as well as nationally and globally.

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The association was proud to welcome distinguished speakers representing the national loggers' council and private logging business, private landowner and representative of a national biomass utilization alliance, wood use economic indexing firm, state forestry commission, industry trade magazines' publisher, and wood supply chain researcher.

Thanks to our members, speakers, sponsors, exhibitors, silent auction donors and guests for making this annual meeting a tremendous experience for everyone.

The conference began with the board meeting Friday afternoon discussing the business of the annual meeting as well as other agenda items. Annual meeting speaker Mike Wiedeman of Enterprise, Oregon, President of BTO Logging, Inc. and President of the American Loggers Council presented his goals for ALC for his term. Plus he discussed his involvement in a woody biomass utilization project in his town of Enterprise, Oregon. Andy McAllister of Alliance Tire USA presented the SCTPA Members Only Forestry Tire Program that the board approved to be enacted. Forestry Mutual Insurance Company's President Keith Biggs and Swamp Fox Agency, Inc.'s David Hayes provided the board with updates for the association endorsed insurance program.

The board elected new association officers to serve two-year terms and to be announced during the annual meeting business session. Officers elected were: Chairman, Danny McKittrick, McKittrick Timber; Vice Chairman, Billy McKinney, McKinney Brothers Logging, Inc.; Secretary Treasurer, Donnie Harrison, D & L Logging, LLC. Officers would be effective after the annual meeting.

Friday evening's Welcome Reception featured Mike Lockaby of Partytime DJ's of Columbia and deejay at the New 92 FM Country Station in Columbia playing all the shag, line dance and "shakin" music you wanted to hear. And yes, there was Karaoke too for all the "wanna be" singers. And honestly, there were really good singers on the floor.

Saturday's General Session speakers were outstanding. Mike Wiedeman laid out his goals for the American Loggers Council for his President's term and talked about how loggers are affected by changing opportunities now and will be in the future. He also provided scenes of how he logs in Eastern Oregon that is world's away from South Carolina logging.

Dr. Harry Haney, a forest landowner in Alabama, a professor and 25 x '25 Alliance Steering Committee member talked about how landowners would be affected by woody biomass markets and the initiatives of the Alliance to promote woody biomass utilization in energy production to



move this country to greater energy independence.

Forest2Market's Suzanne Hearn provided an informative and somewhat sobering view of our industry's economics now and into the future. One thing is for sure. She didn't mince her words when she said "I really wish I had better news to tell you for our industry's economics, but I don't. We will see a "W" type graph where we have come down the first downward trend to the bottom and are now beginning to climb up the first leg of the "W" to get to the middle top. And then we will see a downward trend to the second low end of the "W" and then begin to see another upward trend to economic recovery." Perhaps it wasn't what people wanted to hear, but it was factual and honest.

SC State Forester Gene Kodama gave his vision and strategies for his 20 x '15 Forest Resource Development Project to move our state's forest industry's existing number one economic impact from \$17.4 billion to \$20 billion by 2015 and increasing forestry jobs from 84,000 to about 96,000.

SCTPA board member Joe Young provided insight into the status of the Logger Licensing Initiative for South Carolina. The initiative has full support of the board and many professional logger business members. Yet this is a controversial issue. The initiative has gained the support of House member Jeff Duncan who agreed to have a draft bill prepared for presentation and discussion. Statewide meetings in the coming year will be conducted to explain the initiative and gather further input from the logging community.

D. K. Knight, Hatton Brown Publishers, Inc., provided an insightful and thought provoking luncheon speech about how loggers today must think outside the box to adjust to changing opportunities. He cited how a thirty-six year old Georgia logger is thinking outside the box and changing his business to meet the opportunities that lie ahead.

The Business Session opened with the 2009 financial report provided by the association's CPA Larry Godwin of Sheheen, Hancock & Godwin, LLP. Larry reviewed the financial statement and explained the association's financial status. Bottom line for 2009, the financial statement showed "black ink." It wasn't much, but still it's black.

Larry asked the membership to look at what the association had accomplished and challenged everyone to increase the membership and again asked if you can, contribute a little more to keep the association moving forward for the future.

Secretary-Treasurer Billy McKinney reported there were no bylaws changes for this year. Nominations Committee Chairman Joe Young reported there were no board member elections as this was a transition year with no board members up for election.

Forestry Mutual Insurance Company's Nick Carter pre-

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sented their SC Logger of the Year Award to A & M Logging of Norway.

SCTPA President Crad Jaynes presented the first President's awards to two outstanding wood dealer members for their support and commitment to the association and the industry. Palmetto Pulpwood & Timber, Florence and Foothills Forest Products, Inc., Whitmire received the awards.

The 2009 Gene Collins Logger Activist Award was proudly presented to Billy McKinney and McKinney Brothers Logging, Inc., Union for the outstanding work in professional timber harvesting operations, positive advocacy and community activity representing the logging profession and sustainable forestry.

The Jimmy Watkins Community Service Award was proudly presented to Danny McKittrick, McKittrick Timber for his outstanding service and activities in his local community and professional community.

Annual meeting sponsors were recognized and thanked for their tremendous financial support as well as the exhibitors for displaying their services and products. Five companies displayed equipment, chippers, debarkers and a truck tractor in the parking lot. Thanks to these exhibitors for your hard work to display the outside units. Harvest Equipment – Trelan, SC Pioneer – Peterson, Vermeer Mid-Atlantic, Inc., Bandit of the

Southeast and Triple T Freightliner.

Thanks to Aunt Dee, Delaine Peake, for her outstanding "saleswomanship" for the shotgun drawing. Thanks to Nichols Store in Mt. Holly and Janice Barnes, Ideal Logging, Inc., for furnishing the shotgun won by Herb McBride of Easley.

Our Silent Auction again was successful raising funds to assist the association's operating budget. Thanks for all the wonderful items donated by members, allied suppliers and friends.

Thanks to everyone who bought the Big Drawing tickets for the Honda ATV, the \$1,000 cash and the four days and three nights at Crown Reef Resort. Winners were drawn after the business session.

The Crown Reef accommodations was won by Jay Young, Topsaw Land & Timber, the \$1,000 won by Marvin Cribb, Low Country Forest Products, and the Honda ATV won by Billy McKinney, McKinney Brothers Logging. Thanks to everyone who participated in the drawings for making this a successful fund raising event to support the association.

Saturday afternoon's workshop session featured Dale Greene of the University of Georgia Center For Forest Business. Dale presented the Wood Supply Research Institute

funded project where his team studied the Cost Impacts of Making Products Sorts At the Log Deck. This was an informative and eye opening session.

Sunday's prayer breakfast featured Holy City from Charleston. Leader Mike Bolen's testimony of how his faith in The Lord carried him through the trying time when his son who suffers from an Autism type disorder was incarcerated at the Youth Detention Center in Columbia for six months because of a school infraction he didn't realize he had made under the no tolerance policy. This was a heartfelt testimony to how God will lead us through trying times. Holy City's musical talent in their songs

was an enlightening and faithful experience.

My heartfelt thanks goes out to Aunt Delaine, Mary "Buttons" Rawl and my wife Brenda for their tremendous efforts in making our annual meeting successful. Thanks, you are the best.

And most of all, THANKS to everyone for attending, sponsoring, exhibiting, speaking, donating and making our 11<sup>th</sup> Annual Meeting a successful event.



## WELCOME NEW MEMBERS

SCTPA welcomes our new members.  
Your support is appreciated.

A & M Logging, Norway  
Southland Services, LLC, Moncks Corner  
Browntown Forest Products, LLC, Georgetown  
P. Craig Carter, Lancaster  
Wendell Bedenbaugh, Saluda  
Hill Tire Centers, Walterboro

Caribou Software, Inc., Canada  
Triple T Freightliner, Charleston & Florence  
Jim Whitehead Tire Service, Inc., Columbia  
Monroe Oil Co., Inc., Monroe, NC  
H&H Construction & Storm Services, Inc., Florence  
ProCure, LLC, Georgetown

*Dedicated representation & service to the professional timber harvesting segment  
of South Carolina's forest products industry.*

**MEMBER ALERT**  
**NEW MEMBER BENEFIT**  
**“Qualified Members Only”**  
**FORESTRY & TRUCK TIRE DISCOUNT PROGRAM**



The Board of Directors has approved a **Qualified Members Only Forestry and Truck Tire Discount Program with ALLIANCE TIRE USA and CONTINENTAL TIRE – GENERAL TIRE COMPANY.**

Program is EFFECTIVE MARCH 1, 2010.

Alliance Tire USA Forestry Tires and Continental – General Tire Company **Truck** Tires are **NOW THE SCTPA ENDORSED FORESTRY AND TRUCK TIRES.**

Qualified Member Logger and Unmanufactured Forest Products (UFP) Truck Owners can purchase Alliance Tire USA Forestry Tires and Continental and General Truck and Trailer Tires at substantially discounted prices at participating tire dealers.

Qualified Members are: Logger and UFP Trucker Member Categories in good standing with DUES PAID.

This is a Qualified Member Only Program that will **SAVE YOU MONEY!**

Alliance Tire's Andy McAllister and Continental Tire's Tim Moffatt are our program contacts. Alliance Tire is appointing tire dealers throughout the state. Continental Tire will be using tire dealers already in their system and may appoint others later.

To utilize this valuable membership benefit, certain steps are required.

- SCTPA will soon begin issuing Membership Cards to Qualified Members.
- Qualified Membership Cards will show the member name, member contact, membership period and member number. *Only those members classed as Loggers and Truckers with dues paid qualify for this program.*
- Qualified Members will take their member card to the tire dealer. The dealer will have to see your member card, make a copy of the card and see proper identification. No card, no discount.
- *“Members Only” Tire Pricing can be obtained from the SCTPA office. Just contact the office via phone, email or fax. The tire pricing is not public and for Member Use Only. Only qualified members can receive the pricing. The tire pricing is not to be disclosed to others by the qualified member.*
- Qualified Members cannot share their member card with anyone. Qualified Members cannot use the card to purchase tires for a Non-Member. If such abuse results, member will be terminated from participating in the program.
- In the interim, while SCTPA Processes and distributes Membership Cards, qualified members with dues paid can visit a participating dealer and have the dealer contact SCTPA for member verification. SCTPA will send an official notice to the dealer to verify current qualified member status.
- Qualified Member Renewal Dues must be paid to receive your Membership Card to be eligible for the program. When dues are paid the Membership Card will be processed and forwarded. Prompt dues payment maintains eligibility for the tire discounts.

We are excited to partner with Alliance Tire USA and Continental – General Tire Company to offer this cost saving program to qualified members.

- To locate an Alliance Tire dealer, contact Andy McAllister, 912-288-7417.
- To locate a Continental Tire dealer, contact Tim Moffatt, 803-431-1193.

### **Alliance Tire Dealers**

As of February 15, 2010

- **Gore Tire** - 423 Main Street, Marion, SC, H. V. Gore, 843-423-5000
- **Blacks Tire** – 1705 East Palmetto Street, Florence, Tommy Hutching, 910-840-6860
- **Hill Tire Centers** – 506 Robertson Blvd, Walterboro, Ken Hill, 800-841-8473
- **Blacks Tire** – 1501 Third Avenue, Conway, Tommy Hutching, 910-840-6860
- **Jim Whitehead Tire** – 1118 First Street South, Columbia, Wally Weir, 803-374-5788
- **The Tire Shop** – 1018 South Jonesville Hwy, Jonesville, Mike, 864-674-5260
- **Interstate Tire** - 1851 Hwy 8, Pelzer, Brandon Bennett, 864-979-9204

### **Continental – General Tire Dealers**

As of March 8, 2010

- **Jim Whitehead Tire** - 1118 First Street South, Columbia, Wally Weir, 803-776-4888
- **GCR Tire Centers** - 425 North Hwy 52, Moncks Corner, Henry Augustine, 843-761-6700
- **GCR Tire Centers** - 4010 College Street, Newberry, Earl Alford, 803-276-5104
- **GCR Tire Centers** - 324 West Main Street, Lake City, Jason Stillinger, 843-394-8817
- **GCR Tire Centers** - 405 Oak Road, Piedmont, 864-269-3900
- **Snider Tire** - 1010 Idlewilde Blvd, Columbia, 803-799-0106
- **Snider Tire** - 3360 Business Circle, North Charleston, 843-207-1730
- **Snider Tire** - 1915 North Cashua Drive, Florence, 843-661-7171
- **Snider Tire** - 5806 Augusta Road, Greenville, 864-277-7877
- **Snider Tire** - 181 Judge Street, Harleyville, 843-462-7400

***SCTPA is proud to offer our qualified members this  
Tire Discount Program to Save You Money!***

Crad Jaynes  
President & CEO

## **2010 ANNUAL MEETING SPONSORS**

Our appreciation is extended to these meeting sponsors for their tremendous contributions to make our 11<sup>th</sup> annual meeting so successful. Thanks Very Much!

**SWAMP FOX AGENCY, INC.**  
**FORESTRY MUTUAL INSURANCE COMPANY**  
**PALMETTO STATE INSURANCE AGENCY, LLC**  
**HAWKINS & RAWLINSON, INC.**  
**PIONEER – SOUTH CAROLINA**  
**FLINT EQUIPMENT COMPANY**  
**TIDEWATER EQUIPMENT COMPANY**  
**ALLIANCE TIRE COMPANY USA**  
**PINNACLE TRAILER SALES, INC.**  
**SONOCO PRODUCTS COMPANY**  
**GEORGIA PACIFIC CORPORATION**  
**NORBORD SOUTH CAROLINA, INC.**  
**PALMETTO PULPWOOD & TIMBER**  
**TRIPLE T FREIGHTLINER, STERLING, WESTERN STAR**

*THANKS FOR YOUR GENEROUS FINANCIAL SUPPORT.*

# GENE COLLINS LOGGER ACTIVIST AWARD



**BILLY MCKINNEY**  
**McKinney Brothers Logging, Inc.**  
*Union, SC*

The 2009 Gene Collins Logger Activist Award is proudly presented to Billy McKinney, McKinney Brothers Logging, Inc., for his sincere commitment in his advocacy for professional timber harvesting as well as his participation in association, community and industry activities, sustainable forestry practices, education, and positive promotion of a professional business.

Billy is conscientious about his profession, understands the value of relationships with customers, employees and industry, practices environmental stewardship and promotes a positive image as a professional logger.

Billy says, "Being a professional means treating landowners, employees and others with respect and treating them like they want to be treated. You have to promote your professional business image and translate that down to your on-the-ground harvesting operations. During wet weather we consider the landowner's position and will not harvest if there is potential for environmental damage. That makes it hard for us, but Ricky and I firmly believe this is the right approach and will benefit us in the future."

Currently operating two conventional first thinning jobs with one job run by Billy and the other by brother Ricky. McKinney Brothers has been working with Piedmont Pulp, Inc., Laurens since 1989. Pulpwood is the primary product delivered mainly to AbitibiBowater and then Norbord South Carolina with higher value log products, when available, delivered to Georgia Pacific, West Fraser Lumber Company and Chester Wood Products.

Billy and Ricky started their shortwood business in 1973 and moved into a longwood operation in 1976 contracting with Canal Wood and Georgia Pacific until moving to Piedmont Pulp. Nine woods workers and four truck drivers are employed for the two harvesting operations.

Billy states, "This is a tough business sometimes, but we enjoy logging and have been doing this for thirty-six years. It's been a challenging economy making it hard to keep going, but because you love what you do and know how important your business is to the economy, your employees and their families, our own families and our forest resources, you hold your head up proudly and find a way to keep going."

Billy serves as the company's Vice-President and Ricky is the President. Billy's wife Hazel handles administrative duties along with Ricky's wife Jeannine. It's a family company believing in what they do as professionals. As Billy has

become more involved in advocacy work, serving on the association board, attending American Loggers Council meetings, he knows his brother Ricky will keep the daily operations running productively and smoothly.

Nominated by Jim and Susan Curry, Piedmont Pulp, Inc., Jim says, "Billy and McKinney Brothers Logging are an excellent business. They always provide the best job possible for the landowner, maintain a high level of sustainable practices in their operations and operate with integrity and professionalism. We have landowners that specifically request McKinney Brothers Logging harvest their timber because of the high quality work they provide."

Elected to the board in 2005, he now serves as Secretary-Treasurer. He and Ricky are active in the Piedmont and District 3 Areas, attending Union and Richburg district meetings, supporting the American

Loggers Council, Wood Supply Research Institute and the company is a SC Forestry Association member. A strong association advocate, Billy has recruited new loggers and wood dealers into the association in his areas.

In 2009 Billy felt it was time to become more involved in helping his local community and unsuccessfully ran for the Union County Council seat in his district.



*Jonesville Elementary School Class*

He has been actively involved in association activities by attending the American Loggers Council Spring Board Meetings in Washington, DC since 2005 and visiting SC's Congressional delegation to promote issues affecting timber harvesting. He has attended the last four American Loggers Council annual meetings in Montana, Florida, Alabama and Arizona.

Believing strongly education is vitally important Billy participated with SCTPA in visiting Jonesville Elementary School's career day to discuss sustainable forestry, professional timber harvesting and wood products. He has participated in the SC Teachers Tour as a board member at the timber harvesting tour stop. McKinney Brothers Logging has hosted several teacher education visits to their jobs to enhance education about the profession and sustainable forestry.

A member of the Tabernacle Baptist Church, Billy serves on the Hostess Committee and in the choir and until



Visiting SC Congressman John Spratt (l-r) Billy, Crad Jaynes, Congressman John Spratt, Tommy Barnes & Clyde Brown

recently served on the Property Committee. He is also a Mason, Shriner and Union area Gideon delivering Bibles to local motels and establishments.

The company is a Union County Chamber of Commerce member and sponsors Dixie Youth Softball and was involved in developing the new Union County baseball and softball complex.

Ricky holds a local Tuesday night singing at his shop and hosts local cookouts for foresters, their crews, loggers and others in the local area.

As SFI Trained loggers, Billy and Ricky emphasize sustainable harvesting practices, following BMP's and meeting landowner expectations by maintaining high environmental and harvesting standards.

Billy, Ricky and McKinney Brothers Logging believe promoting professional timber harvesting and sustainable forestry principles are important. 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

dealers and wood receiving companies in cooperative partnerships, promoting and practicing sustainable forestry and educating the critical public to better understand the professional timber harvesting industry is concerned about our sustainable and renewable forest resources and our environment is what drives Billy to be the advocate and activist he is.

Billy says, "There are still too many loggers who don't understand the true value SCTPA brings to the table. Our association is representing us, partnering with allied organizations to improve the logging industry, and serves as our voice for our best interests. More loggers need to be members, and recognize the real value our association provides versus the small price of membership."

As an association and industry leader with a sincere commitment to professional logging, sustainable forestry, community, family and the principles of outstanding business, SCTPA is proud *Billy McKinney and McKinney Brothers Logging, Inc.*, is our 2009 *Gene Collins Logger Activist Award* recipient.



SCTPA display at Jonesville Elementary School

*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.*

## PRESIDENT'S AWARDS

The President's Award was established to recognize individuals and businesses for outstanding support and service to SC Timber Producers Association as well as the timber harvesting, timber supply and sustainable forestry industry of South Carolina.

Decided by the association president, this award honors those who have shown a sincere commitment in supporting the association, professionalism in business, and have endeared themselves and their business to be positive influences in the forestry industry of South Carolina.

Our first President's Awards were presented to these two Timber Dealer Members for their outstanding support and commitment to this association. Congratulations!



**BUTCH GREEN**  
**FOOTHILLS FOREST PRODUCTS, INC.**  
**WHITMIRE**

**DAVID FREEMAN**  
**PALMETTO PULPWOOD & TIMBER**  
**FLORENCE**





McKittrick Timber banner at Andrew Jackson High

## DANNY MCKITTRICK, MCKITTRICK TIMBER *Jimmy Watkins Community Service Award*

Community service not only includes involvement in your local area, but also active involvement in making a difference within your industry's community. Over the years Danny McKittrick has shown his sincere commitment to total community service.

Danny should be called the "Local Chef." He is always volunteering his services in supporting local events being the cook and in some cases even the dishwasher. And he has gained quite a reputation for his culinary talents.

Growing up working at his father's sawmill, Danny ran the company logging crew. He attended the National Hardwood Lumber Association lumber grading school in Memphis, Tennessee becoming a certified hardwood lumber grader.

In 1981 he took over his grandfather's short wood logging business. Then in 1986 he started his own tree length logging business. Now McKittrick Timber operates two and a half crews, as Danny says, harvesting timber for private landowners, land clearing contractors and delivering to local mills. His brothers Asa and Andy run the two tree length crews and Danny operates the "half crew" with a behind the cab loader truck.

Danny has served on the association board of directors since 2003 when he filled the term of Gerald Truesdell. He was reelected and now serves as Vice Chairman.

His professional service includes attending Wood Supply Research Institute meetings, traveling to Washington, DC to participate in the American Loggers Council Spring Board Meetings and visit our SC Congressional delegation to promote issues affecting SC's logging and forestry industry. He has worked in educating local students by participating in the association's educational program at Andrew Jackson Middle School for 164 students. He led discussions with Lancaster County Council and attended Council meetings regarding the problem of a proposed ordinance to prohibit "big" trucks parking on private property in rural areas. He provided hay wagons for the 2008 Teachers Tour to transport the teachers to Ideal Logging's job tour stop.



Andrew Jackson Middle School



Welcomes new SCTPA member at logging demo

Community service is a way of life for Danny and his family. He provided his home cooked food for the Andrew Jackson High School football and baseball teams while son Dylan was playing and been an active booster club member. His featured local events are the McKittrick Community Labor Day BBQ for the past twelve years as well as the Duncan Creek Farms Thanksgiving BBQ.

A member of Faith Baptist Church he cooks for the Valentine's Day and Mother's Day events. He is a Gideon, Youth Group sponsor, serves on the Mission Board, a church trustee and has been church greeter for ten years.

Danny does not shy away from lending support to local events. He and his company have been a sponsor of the Muscular Dystrophy Golf Tournament in Kershaw, the Partners for Youth Golf Tournament in Lancaster, Andrew Jackson High School Booster Club Golf Tournament and for ten years a Lancaster County Parks and Recreation baseball and football sponsor. He is also a member of the Cattlemen's Association.

Even with his involvement in so many community endeavors and operating McKittrick Timber, Danny offers the services of his small sawmill to saw lumber for people's needs.

Dedicated to his family, wife Kendra, daughters Savannah, Blair and Cassidy and son Dylan, his faith in The Lord and the logging profession, these are Danny's priorities in life.

Because of the dedication and commitment to his community, industry, fellow man and his Lord, SC Timber Producers Association is proud to present our *Jimmy Watkins Community Service Award* to *Danny McKittrick*.



2008 SC Teachers Tour

*The Jimmy Watkins Community Service Award recognizes an individual who has impacted their local community through active contributions of time and effort to improve social and economic conditions while contributing to professional timber harvesting through their involvement and promotion of the profession.*

*This award was created to honor our former board member and one of our association's founders, the late Jimmy Watkins of Saluda, for his unselfish community service to the citizens of Saluda County, his fellow man, his faith and the timber harvesting industry.*



# AS I SEE IT ...

AMERICAN LOGGERS COUNCIL

PRESIDENT MIKE WIEDEMAN, ENTERPRISE, OREGON



February 2010

## WHAT'S WRONG WITH THIS PICTURE!

A storm is passing through a canyon on a sultry day late in the fall somewhere in eastern Oregon or Washington or Idaho or ..... From out of the blackened sky comes a lightning bolt. A snag near a ridge top is the chosen target and it explodes with a deafening boom. A whiff of smoke rises from the shattered trunk. On the second floor of the Boise Interagency Fire Center a red dot automatically appears on a large multicolored computer generated map.

When the storm finally passes a spotter plane is sent out to check the storm track and as the plane flies over the site of the "strike" the onboard infrared sensors indicate a positive reading the spotter notes a small amount of smoke rising from the "strike" that information is relayed to BIFC. The information is duly noted and the "smoke" is plotted on the regional map. The grid location is identified and the smoke is flagged with a colored pendant indicating action to be taken. Since the "smoke" is located two miles inside of a RARE II study area the color designation is white meaning monitor.

The "smoke" flares up from time to time. Nothing to get too concerned about besides everyone knows fire is a "natural" part of a forest ecosystem.

The smoke comes and goes for the next few days but doesn't seem to be anything to worry about so monitoring continues, besides there are a least a dozen other "smokes" to worry about that are more important because of location.

On the ninth day after the lightning storm the wind switches from the out of the North to the South. Instead of a gentle afternoon breeze the wind is blowing ten miles an hour with gusts to twenty-five. Instead of creeping towards the wilderness the "smoke" becomes a hundred foot tall wall of fire roaring down the top of a ridge.

At the BIFC word comes in that there has been a "blowup" the color designation for the identifier changes from white to red, the "smoke" gets a name, people and equipment are mobilized, crews are assigned, a fire boss is chosen, money is no object. We need to save the resources and protect public and pri-



vate assets that are threatened; **this "fire" must be stopped!**

**Whew!** We were able to fend off the conflagration and it only took three or four hundred thousand dollars. Everyone pats each other on the back and "ata boys" are handed out left and right. Good job, good job, good job's echo like at the conclusion of a high school football game.

Now what? Let's see! We burned about 3000 acres of Federal timber and a couple hundred acres of state timberland. What shall we do?

**Forest Service:** Maybe we should study the burned area?

**Public:** Wait! I have a better idea. Why not salvage the trees and turn them into jobs?

**State:** Salvage! That makes sense, let's get as much as we can, the sooner the better. We will give the money to schools.

**Forest Service:** We should study the burned area; after all there are a lot more values in the forest than timber. Besides look at all the jobs we will create studying the burned over ground.

**Public:** Where is the money coming from to do the studies? Why not salvage the trees and turn them into jobs?

**Federal Gov:** We need to ask the radical environmentalists what to do; after all, they know what's best. If we don't do what they tell us they will tie us up in court.

**TRUE STORY! THE NAMES HAVE BEEN CHANGED TO PROTECT THE INNOCENT.**

March 2010

## APPLIED SCIENCE VS. POLITICS

One of the benefits of this job is that I see a lot of information about issues concerning forestry and logging from a lot of different sources. Some of what I receive is opinion, but the majority of the information has basis in one or more of the applied sciences although political science plays a far bigger role than it should.

I would like to focus on a particular study that was completed in 2008, but hasn't received the recognition that it deserves. The study titled "**Greenhouse gas emissions from four California wildfires; opportuni-**

*(Continued on page 12)*



# The American Loggers Council

## “Then and Now”

### Organizing

Fifteen years ago, in the spring of 1994, a small group of loggers from across the country were gathered at the annual meeting of the American Pulpwood Association in Nashville, Tennessee where they were introduced, much to their surprise, to a new program being rolled out by the American Forest and Paper Association. The program was called the Sustainable Forestry Initiatives© program, or SFI© for short. The program that was rolled out basically set the direction that forest management activities, including timber harvesting, would be moving; and included a logger training and education program and “best management practices,” for loggers that even at that time were struggling, at best, to maintain their profit margins and reduce their costs of operation.

After the program was over, a veteran logger in attendance, Earl St. John from Spalding, Michigan, commented to Keith Olson, the Executive Director for the Montana Logging Association, that he hoped that he would live long enough to see the day that loggers from across the country would have representation of their own, to speak up and have input into the issues and programs that were going to have a direct impact on their businesses, and to have equal representation at the table when discussing new programs that would affect their bottom lines.

Keith Olson told Earl that that day might be closer than what he imagined, and upon returning to Kalispell, initiated invitations to several state and regional logging organizations to participate at a meeting to be held on September 30 – October 1, 1994, in St. Louis, Missouri. Keith’s letter to Earl stated:

*Dear Earl:*

*It is no longer a rumor. The first-ever (we think) nationwide Independent Loggers Conference (for lack of a better name) is scheduled as follows:*

*September 29/October 2, 1994  
HOLIDAY INN DOWNTOWN/CONVENTION CENTER  
ST. LOUIS, MISSOURI*

**Agenda:** *The impetus for this conference has been the American Forest and Paper Association’s proposal for a national commitment to the “training and certification” of loggers...However, that is not the strict focus of this meeting. State, regional, and national issues/events that relate to the logging profession and/or logging association management will also occupy the agenda.*

**Objectives:** *To be determined...however, it is obvious that although numerous state and regional logging associations exist, there is no existing forum which allows groups, organizations, agencies or lawmakers to grasp a “national sense” of how independent loggers feel about proposals which might dramatically impact our profession.*

There were 45 attendees at the initial meeting in St. Louis, representing 20 states. The end result of the meeting was captured in a news release on October 5, 1994:

October 5, 1994 – Independent loggers and representatives of state and regional logging organizations from across the nation recently convened in St. Louis and formed the American Loggers Council. Delegates from 20 states took major steps towards uniting members of the logging community, according to Lisle Brist, a conference participant and President of the Montana Logging Association. “Advancing the professional image of independent loggers, providing a unified voice on logging issues, and working with public, industrial and other private landowners towards sustainable forestry practices were among the topics discussed,” said Brist.

He added, “the council endorsed voluntary, state by state, professional training and education designed by loggers, for loggers...and the council emphasized the need for strong support from public, industrial, and private landowners to encourage, reward and recognize loggers committed to the pursuit of professional standards.”

(Continued on page 11)



# The American Loggers Council

## “Then and Now”

*Continued from Page 10...*

Earl St. John was elected to serve as the first President ('94-'95) of the American Loggers Council, and during the formative years of the Council his leadership, and that of Dick Schneider (ME) ('95-'96) and Sherm Anderson (MT) ('96-'97) helped to keep the ALC on track and focused on the mission of the ALC to promote the timber harvesting professionals. The Montana Logging Association housed the ALC during those first three years during membership and budget constraints.

In 1997, during the ALC's 3rd Annual Meeting held in Kalispell, Montana, Cheryl Russell (Lincoln, ME) was retained as the first Executive Director for the ALC. With Cheryl's guidance, the American Loggers Council gained membership and saw growth in the organization. In 1997, a small contingency of ALC representatives traveled to Washington, DC to discuss issues with legislators, and began to put a face on this country's loggers to the lawmakers.

**A Seat at the Table:** After several attempts at negotiating logger training and education requirements as set forth in the SFI© standards, including a logger forum which resulted in the loggers excusing themselves from one of the meetings in 1999, the SFI©, Inc. program gained independence from the AF&PA and formed the Sustainable Forestry Board and the American Loggers Council gained a seat at the table. South Carolina Logger Joe Young served on the Sustainable Forestry Board representing loggers for 5 years, up until 2008, when Oregon Logger Bob Luoto replaced Joe as the ALC representative to the Board. The goal of having logger representation at the industry table had been achieved.

**Change:** After 3 successful years, Cheryl Russell made the decision to leave the American Loggers Council and to pursue other interests and opportunities and the decision was made to retain former Texas logger Danny Dructor as the new Executive Vice President for the ALC. Mergers and acquisitions of major forest products companies were common and markets continued to decline for loggers, as well as competition for their products. Logger certification was still an important part of the ALC strategy, but with a change in the administration in Washington, DC, the ALC became more focused on national policies and legislation and became even more engaged in the politics involved in the timber harvesting arena. There were significant opportunities to try and make headway on national policies which influenced the availability of timber, both public and private, and members of the ALC became more involved. With hard work and sacrifice by the ALC leadership, over the next three years, the American Loggers Council reached another milestone...instead of the ALC membership making frequent visits to Washington, DC to discuss issues with the nation's decision makers, those decision makers and their staff were now contacting the ALC to ask their opinion on issues that were specific to the timber harvesting industry.

**The wide range of issues that the ALC has engaged in over the past several years include:** **Truck weights** – allowing State legal tolerances on the Federal Interstate Highway System. **Clean Water Act** – keeping the silvicultural exemptions for permits intact for forestry operations. **Internal Revenue Service** – keeping tax exemptions in place for off road machinery and keeping the 25% exemption in place for logging vehicles under the HVUT. **National**

**Forest Management Plan Biodiversity Workshop** – The ALC participated in a meeting between federal agencies, environmental organizations and industry. **National Forest Management Plan Biodiversity Workshop** – The ALC participated in a meeting between federal agencies, environmental organizations and industry representatives in an attempt to give guidance to federal agencies when revising the forest plan. **National Environmental Protection Act (NEPA)** – testifying before members of Congress on the need to streamline NEPA guidelines and look for alternative NEPA guidance to help expedite federal timber sales and other projects. **Healthy Forest Restoration Act** – The ALC became engaged and supported the Healthy Forest Restoration Act in 2004 and was acknowledged for their support by President Bush during a re-election rally held in Bangor, Maine. **Federal Disaster Debris Team** – following hurricane's Katrina and Rita, the ALC became more involved with a federal multi-agency Woody Biomass Utilization Group to try and involve loggers in both first response and long-term management of woody debris following a catastrophic wind event. **Biomass** – The ALC and many of its partners formed the Woody Biomass Coalition in 2007 in an attempt to inform members of Congress on the need to enact a good definition of renewable biomass in the 2008 Farm Bill that included wood from all ownerships. That work carries on today as Congress considers both Energy and Cap & Trade legislation.

**In Conclusion:** For those of you that are regular subscribers to Timber Harvesting Magazine or Logger's World, you have been reading monthly columns for several years now, submitted by the American Loggers Council. Whether it was fate that brought the loggers together, or the need for a truly unified voice on issues that were deemed important for professional timber harvesters, over the past 15 years, the American Loggers Council has become “The National Voice for Professional Loggers.” That commitment is as strong today, as it was in 1994, when leaders of the logging community gathered in St. Louis, Missouri to plant the seed that continues to grow.



The mission of the American Loggers Council remains the same: Enhancing the logging profession, providing a unified voice on logging issues; and cooperating with public, industrial and private timberland owners to further sustainable forestry practices.

The importance of the American Loggers Council can best be summed up in comments that were made by current ALC President, Mike Wiedeman in September of 2009 while accepting his position: “No longer can we be content waiting for the mill to call telling us where our next job is and what we will be paid. We will need to step up and take charge of our future. I have three goals for the coming year: 1) Building strategic alliances, 2) Strengthening the membership, and 3) Providing value to our members and partners.”

The American Loggers Council will continue the 15 year tradition of representing the timber harvesting professionals and to again quote President Wiedeman, “Working together to meet common goals we can accomplish great things!”

(Continued from page 9)

**ties to prevent and reverse environmental and climate impacts”** authored by Dr. Thomas Bonnicksen, Professor Emeritus of Forest Science at Texas A&M University.

The study looks at four separate wildfires in California: the Angora Fire (2007), the Fountain Fire (1992), the Star Fire (2001) and the Moonlight Fire (2007). The study looks at the carbon footprint of these fires as it is related to actions taken post-fire and then uses automobile emissions as the measurement to give a real world example of the effects of these fires. The fires covered 144,825 acres of diverse forest types and each had different types of mitigation. The initial combustion had a carbon footprint equal to 1,868,624 passenger cars for one year but the long-term effect of decay had a carbon footprint equal to an additional 5,098,009 passenger cars for one year.

The unique element of this study is the development of a computer model, Forest Carbon and Emissions Model or FCEM. Dr Bonnicksen incorporated four elements in his model, carbon released in the initial fire, carbon released by decay over time, carbon sequestration in wood products and the effect on carbon of timely replanting.

If CO2 emissions are the major contributing factor to the frenzy over perceived global climate change then the role of forestland and the net effect on CO2 must be the driving force in the calculus of forest management. Harvest, reforestation, sequestration, risk, and benefit are primary considerations. If we are to honestly take an integrated look at forest management, then the role of carbon and the consequences of non-management must be considered.

One of the most important elements of the report focuses on the value of reducing overstocking to mitigate risk as well as the value of uneven age management. Another element of the study measures the positive effects of harvest and replanting. The idea that

after a wildfire the most effective way to reduce the long term release of CO2 is to aggressively harvest and quickly replant also makes a lot of sense. The conclusions reached by the study are common sense practical approaches to managing our forest and dealing with the issue of carbon emissions.

I think Dr. Bonnicksen sums up the issue best when he states, “Our most important question is: Can we recover from our mistakes of letting forests become unnaturally overcrowded with trees vulnerable to catastrophic wildfires? The answer is yes if we care about restoring our forests and fighting global climate change.” He goes on to say, “Reducing the number and severity of wildfires may be the single most important action we can take in the short term to lower greenhouse gas emissions.”

If the U.S. Government and the world community are going to regulate carbon emissions then it is high time that the federal agencies and policymakers in charge of forest policy and regulations recognize their responsibility and quit screwing around and listening to the radical fringe.

By thinning the forests, salvaging dead and dying trees immediately following a catastrophic fire or insect infestation, replanting the forest, and promoting the use of solid wood products for construction and remodeling, we can reduce greenhouse gas emissions.

A link to the Bonnicksen study is available at [www.calforesfoundation.org/FCEM-2.pdf](http://www.calforesfoundation.org/FCEM-2.pdf).

*Mike Weideman is the President of the American Loggers Council, which represents over 50,000 logging professionals in 28 states. Mike's operation, BTO Logging, is headquartered in Enterprise, Oregon. For more information please contact the American Loggers Council office at 409-625-0206 or e-mail at [americanlogger@aol.com](mailto:americanlogger@aol.com)*



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## SFI STATEMENT ON THE US GREEN BUILDING COUNCIL'S 3RD DRAFT BENCHMARKS FOR FOREST CERTIFICATION

*World's Largest Forest Certification Standard Urges the United States Green Building Council to Support North America's Forests*

February 26, 2010

On February 22, 2010, the US Green Building Council released for public comment a 3rd round of draft benchmarks to evaluate forest certification programs. The Sustainable Forestry Initiative (SFI) continues to urge the USGBC to end a forest certification policy that discriminates against North American forests and against most of the independent forest certification standards used in the United States and Canada.

As currently drafted, the USGBC's complex benchmark system may result in the continued exclusion of independent forest certification standards used in North America, including SFI, the American Tree Farm System (ATFS), and the Canadian Standards Association's Sustainable Forest Management Standard (CSA), and the Programme for the Endorsement of Forest Certification schemes (PEFC).

During the September 2009 comment period, the USGBC put forward 80 individual benchmarks in its second draft; SFI submitted comments on nearly all of these benchmarks. In the current and third draft only five of the benchmarks are up for review, which suggests only five of the benchmarks have changed. The other 75 are not available for comment, and the USGBC has not provided any rationale for why it has not addressed the proposed changes to these benchmarks, instead providing casual responses such as "the requirements were deemed appropriate."

"SFI has patiently and constructively participated in USGBC processes for over five years, but it appears the USGBC in its home stretch to finalize the forest certification credit, the

Council is set to continue with the status quo policy of excluding forest certification standards other than FSC. This position should not be taken lightly. With more than 186 million acres/ 75 million hectares certified to the SFI Standard in North America, and 197 million more acres/ 79 million hectares certified to CSA or ATFS, excluding SFI means excluding well managed, third-party certified forests and the communities and jobs that depend on them in the US and Canada," says Kathy Abusow, President and CEO of SFI Inc.

"If the USGBC maintains the status quo and does not recognize the SFI Standard, many LEED builders who chase points will turn away reputable third-party certified SFI wood which is grown in their backyard, in this nation, and instead turn to FSC certified wood - the vast majority of which comes from overseas and often from countries without effective social laws. FSC has over 30 different standards around the world, yet almost half of the FSC certifications globally are to standards that are not yet fully endorsed and do not measure up to the SFI standard for North American forests."

Several Governors have written to the USGBC to register their dismay. For example, Governor Tim Pawlenty in Minnesota in a letter to USGBC leadership this month stated, "Recognizing only FSC-certified wood in the LEED benchmarks will result in discrimination against wood products derived from well-managed lands in green building projects. The USGBC should fairly assess and include all credible forest certification programs, including SFI and ATFS systems. ... I urge you to quickly make a board decision to recognize well-managed wood from Minnesota and all credible forest cer-

tification programs. In doing so, USGBC can join other government agencies and green building rating programs in recognizing wood as an environmentally friendly building material."

Abusow notes that the USGBC forest certification policy is making North American forest management worse, not better. "The USGBC seems intent on driving a monopoly for one forest certification brand over others; by promoting offshore wood over North American wood, USGBC is hurting well-managed and certified forests domestically as well as causing distress for domestic forest companies, communities and jobs."

"We will continue to promote and support responsible forest management through our program and our ongoing collaboration with real environmental groups, the academic community, public agencies, forest companies, small landowners, and thousands of others," says Abusow.

"The SFI program is the largest single forest certification standard in the world, recognized equally alongside other forest certification standards by organizations like the National Association of State Foresters, the Society of American Foresters, Environmental Choice, the Canadian Competition Bureau, the UK and numerous Canadian government agencies including the Canadian Council of Forest Ministers, the Canadian Competition Bureau and Public Works and Government Services Canada. The American Consumer Council supports the work SFI does and TerraChoice Environmental Marketing speaks to the credibility of the SFI program in their "Seven Sins of Greenwashing" reports. The list goes on and on."

*(Continued on page 15)*

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A 2008 resolution from the National Association of State Foresters (NASF) explains rationale for inclusive policies succinctly; the resolution states that "requirements for certification should recognize ATFS, FSC, SFI, and all other credible options," and goes on to state that "there is no single "best" forest certification program. The value of certification is derived from credible processes and not from brand names. Competition among certification programs produces innovation and continuous improvement in certification processes and on-the-ground forestry practices." Resolutions from the NASF require 100 % membership approval to be passed.

The USGBC continues to miss the bigger picture. For example:

- Approximately 80% of the certified forests in North America are certified to SFI, ATFS, or CSA. Products from these vast forests are effectively ineligible for the LEED forest certification. This is not good news for forest products produced in North America and the communities that are home to forests certified to these standards.
- Just 18% of North America's certified forests certified to FSC, and 60% of FSC's supply is from offshore. This means that USGBC is encouraging the architects, builders and owners of LEED-rated buildings to give preference to products from offshore, often shipped incredible distances, and to exclude wood from the USGBC's backyard and certified to SFI.
- FSC's various standards and interim standards used around the world are not stronger than SFI in North America - FSC has 31 fully accredited standards around the world, but almost half of the FSC certifications globally are not fully endorsed FSC standards and many of those would likely not stand up to US and Canadian forest and environmental regulations and lack the rigour of a science-based standard like the Sustainable Forestry Initiative.
- A double standard - The USGBC does not require other building products, such as steel and concrete, to have third-party environmental certification to achieve a credit. Yet wood third-party certified to internationally recognized standards like SFI have to clear 49 mandatory benchmarks just to be considered for a single LEED point, while a bicycle rack and shower can also qualify for a LEED point.
- The trend is inclusivity - There are numerous precedents that demonstrate that the global trend is to recognize all the major third-party forest certification standards. For example, Green Globes (US and Canada), BREEAM (United Kingdom), Built Green Canada, Built Green Colorado, CASBEE (Japan) and the ANSI National Green Building Standard (US) all recog-

nize multiple forest certification standards including SFI. The Green Building Council of Australia recently ended their FSC only preference.

The UN says USGBC's position is bad for forest certification - The UNECE/FAO's Forest Products Annual Market Review reports that green building may be a mixed blessing for certification, because "green building initiatives standards giving exclusive recognition to particular forest-certification brands may help drive demand for these brands at the expense of wider appreciation of the environmental merits of wood." The UNECE/FAO is also concerned that the growth of certification worldwide appears to be slowing.

SFI Inc. encourages all certification programs and supporters of forest certification worldwide to comment on the draft benchmarks by March 14 and to urge the USGBC, its board, its steering committee and its material and resources technical advisory group to recognize all credible forest certification programs including SFI, FSC, ATFS, CSA and PEFC.

#### **Additional information:**

Elected officials, government agencies, professional foresters and other stakeholders across North America have voiced concern over exclusive forest certification policies in green building rating tools. Review these quotes and statements on our website here: [http://www.sfiprogram.org/files/pdf/statements\\_leeed\\_us.pdf](http://www.sfiprogram.org/files/pdf/statements_leeed_us.pdf)

Read our September 2009 statement here: <http://www.sfiprogram.org/newsroom/?p=188>

Download our Fact Sheet on SFI and Green Building here: <http://www.sfiprogram.org/files/pdf/Build%20green%204-09.pdf>

*For information on how you can make a difference during the USGBC's benchmark process, contact Jason Metnick at [Jason.metnick@sfiprogram.org](mailto:Jason.metnick@sfiprogram.org)*

## Green, Greener, Greenest: Washington and Business Battle Over Policy Choices

CNBC.com, February 17, 2010

The U.S. forest industry is learning it's no longer easy being green-and that might not be a bad thing when it comes to government support during tough economic times.

The industry is in danger of losing a lucrative tax credit as Congress looks for budget savings to pay for an expensive jobs creation bill.

The question over the so-called black liquor credit is the latest skirmish in the ongoing battle of how-and how quickly-to "green" American industry in tough economic times, and whether taxpayers and consumers should be satisfied with "cleaner," rather than truly clean energy in the short term.

For more than 70 years, black liquor-the leftover waste liquid from the chemical "soup" used in the kraft papermaking process-has been used as a fuel to power the plants throughout the industry.

As a result, you might say the forestry industry is as concerned as it is confused about a proposal by Senators Max Baucus (D-Mont.) and Charles Grassley (R-Iowa) to cut the \$24-billion tax credit to help pay for a job creation bill they cobbled together after weeks of negotiation.

Cutting the tax credit "does not encourage the additional energy efficiency benefits of renewable energy produced and used on-site," says Donna Harman, CEO of the American Forest & Paper Association, AFPA, a trade group of over 150 member firms.

Black liquor certainly has its carbon virtues. The liquid waste product contains about half of the energy content of the original wood and its use is considered carbon neutral because it is generated in a closed production loop, meaning the waste is re-circulated to burn as fuel.

That could be a key consideration if the industry were ever to be regulated under a carbon cap-and-trade program.

Last week, Sen. Max Baucus (D-Mont.) and Sen. Charles Grassley (R-Iowa) suggested not renewing the multi-year, \$24 billion tax credit to pay for their \$85 billion Hiring Incentives to Restore Employment (HIRE) Act, a bill designed to spur job creation, which at this point now seems to be out of favor with Majority Leader Harry Reid (D-Nev.)

"Three-quarters of our operations' energy needs come from biomass," says Anthony Chavez, spokesman for forestry firm Weyerhaeuser, who says the company considers black liquor a biomass fuel worthy of incentives.

Biomass fuels are generally defined as those derived from living or recently living organic material-as opposed to fossil fuels-and black liquor would seem to qualify, but groups promoting a clean energy economy argue that granting any industry tax credits for a process that has an economic incentive, like recovering chemicals, is a waste of economic resources better used in spurring other forms of green energy.

"Again and again the pulp and paper industry will find any loophole to keep claiming subsidies," says Nathanael Greene, director of renewable energy policy at environmental non-profit Natural Resources Defense Council, NRDC. "The central thing about black liquor is that it's already being used for energy. It's burned to recover the chemicals. The energy off that is captured to run mills."

The black liquor tax credit is certainly not small change for the industry and has probably helped some forest products companies survive a rough recession. The credits, for instance, helped turn a \$7 million loss into a \$38 million profit for papermaker Temple-Inland in the fourth quarter of 2009.

But other firms in the sector, like International Paper and Weyerhaeuser, have said publicly that since the 50-cents-a-gallon tax credit had expired at the end of 2009, there would be little impact on their operational expenses going forward.

Nevertheless, industry participants are emphatic about the use of by-products like black liquor as being a part of how the sector can help provide a bridge to greener energy production in the country.

Chavez says Weyerhaeuser is partnering with equipment-maker Mitsubishi to create commercial-scale "biopellet" production facility by 2011, turning the woody waste from their forestry operations into a biomass fuel for use in power plants that use coal.

These plants would use the biopellets along with coal, what's called co-fire, reducing their overall carbon emissions and possibly extending the plant's lifespan. The biopellets would also be usable in current and future biomass-only plants.

This brings more value from existing timberland management activities and adds new revenue streams for his industry, Chavez says. "We're not changing our forest management practices," he says. He argues the forest products industry should be allowed access to the same incentives that any new entrant in the renewable energy sector would get.

And any new facilities that come out of the venture with Mitsubishi would also create more jobs like other renewable energy project, Chavez says, the purpose of the job-creation proposal in the first place.

"We support initiatives that encourage the development of additional renewable energy," says AFPA's Harman, but adds that any efforts must avoid "the unintended consequences of displacing existing renewable energy production in industries like forest products that provide high-paying manufacturing jobs in rural communities."

Whether or not the biomass strategy of the forestry industry qualifies it for inclusion in the portfolio of green fuels of the future, organizations like NRDC want to ensure that policymakers, industry and activists alike focus on what the country's green energy goal really is.

"I want a performance standard that pays for carbon reduction and ecosystem benefits," says NRDC's Greene. "Rather than pick your point in the system, pick your outcome."



## SENATOR SEES PROBLEM WITH BCAP

OMAHA (DTN) -- A member of the Senate Agriculture Committee said that lawmakers should review how USDA is implementing the Biomass Crop Assistance Program, which has spiraled in costs this year even though the full program hasn't been put in place yet.

Sen. Tom Harkin, D-Iowa, who chaired the Senate Agriculture Committee during the writing of the 2008 farm bill, said he was "well aware" of issues with the Biomass Crop Assistance Program from the farm bill and questioned whether BCAP was being implemented the way Congress intended when the program was created. BCAP's cost has soared because a high number of timber companies and other wood processors have signed up to take advantage of the program's matching-payment provisions.

Under the 2008 farm bill, the BCAP was going to be a small incentive to help spur the new bioeconomy by creating markets for non-food, non-feed biomass crops. That meant crop waste that had no market could then be converted into a possible revenue stream for farmers and other landowners.

BCAP had two provisions: One provision helps subsidize the collection, transportation and storage of biomass ranging from crop stover to wood waste. The other provision pays farmers to grow crops for new biomass production. That part of the program is not running yet.

The collection, transportation and storage aspect of the program pays landowners, farmers or waste haulers up to \$45 per dry ton delivered to help offset costs to those approved facilities for conversion, storage or transportation. For wet or "green" wood, the payment amounts to \$22.50 a ton.

USDA put out a notice of funds availability for BCAP in June, though the final rules for the program had not been written. Companies that burned or converted wood waste swarmed to sign up and get their facilities certified. In early November, when DTN first reported about the forest industry's interest in the program, 140 facilities nationally had been certified to pay matching funds for biomass. That number has ballooned to 324 approved facilities now, according to an updated list on USDA's website.

DTN reported earlier this month (December) that the White House Office of Management and Budget had approved \$514 million to fund BCAP until March 31. When BCAP was added into the farm bill last year, the Congressional Budget Office had forecast the program would cost \$70 million over five years.

"What happened is into the breach has moved these timber companies," Harkin said. "They are taking in a lot of money for doing things they normally do anyway. My bottom line is ... we have to re-examine these rules and how they are carrying out the program."

Harkin said lawmakers need to review how USDA is implementing some of these programs, "and I think we ought to do this shortly after the first of the year."

The interim final rule for BCAP remains at the White House OMB where officials have been reviewing it since Sept. 22. A USDA official told DTN earlier this month that once the rules come back from the White House, there likely will be changes to curb the costs of the program.

Information on BCAP can be found at <http://www.fsa.usda.gov/>

# ENVIRONMENTAL GROUPS SUE TO STOP HUGE TONGASS TIMBER SALE

ANCHORAGE, Alaska - January 11 - Three environmental groups sued the Forest Service in Federal District Court in Anchorage today, challenging the Logjam timber sale project on Alaska's Tongass National Forest.

The plaintiffs—Tongass Conservation Society, Greenpeace, and Cascadia Wildlands—are asking the court to cancel the 3,422-acre timber project on Prince of Wales Island. The project would log 73 million board feet of timber and build 22 miles of new roads.

The lawsuit claims the Forest Service grossly failed to consider the project's impacts on deer, wolves, and salmon. It asks the court to vacate the agency's decision to proceed with the project, including the project's recently offered Diesel Timber Sale.

Much of Prince of Wales Island, including the Logjam area, has been heavily logged and roaded already. "The Forest Service has not honestly confronted the project's impacts to deer and salmon," said Carol Cairnes, President of the Tongass Conservation Society. "I explored these groves this fall, and the forest they want to cut is largely the buffers that have previously been left. Those buffers are a must for wildlife, both for habitat and as migration corridors. Without this old growth, the deer have little shelter in the winter. Then the wolves are short on prey, and people are short on subsistence meat."

Gabe Scott of Cascadia Wildlands said, "Salmon are more of an economic backbone than timber. Roads, especially badly maintained ones, are salmon killers. There are 25 of what they call 'red culverts'—culverts that block salmon passage—that exclude 14 miles of upstream habitat in this specific project area. Rather than do the maintenance, they're spending the money to build even more roads. And they're \$20 million in the hole already maintaining roads on Prince of Wales Island."

The wolf subspecies here is the Alexander Archipelago

wolf. It is genetically distinct and is unique to Southeast Alaska. Larry Edwards of Greenpeace said, "The region's most important wolf population is put at risk by the Logjam project's logging and road building. The project will both suppress the population of deer (the wolves' primary prey) and increase the density of roads beyond acknowledged danger levels. The Forest Service avoided an honest appraisal of that in its EIS."

The Logjam project has been particularly contentious. Last summer, several other environmental groups offered to compromise if the Forest Service would halve the project's timber volume. Tongass Supervisor Forrest Cole instead chose one of the two alternatives that maximized timber volume. The plaintiffs in today's case aren't looking for a compromise. Scott said, "The project is ill-conceived, illegal, and should be cancelled."

Edwards said, "The Forest Service has emphasized the importance of this project to the timber industry, but its only hope for justifying the project was to conceal or gloss over several substantial environmental impacts. The fact is, the old-growth in this place has been cut to the bone. There is no way to honestly justify the Logjam timber project, and in trying to push the project through anyway, the EIS had to violate the law. So here we are, at the end of the rope for an unsustainable industry."

Scott added, "The Forest Service decided to approve the export of half the project's timber volume, unprocessed, to the Lower 48 or Asia. Export is the only way the agency could force a positive timber value appraisal. The jobs from Logjam are minimal, yet the project will push the ecosystem to the brink."

The groups are represented by attorneys from the Crag Law Center and Cascadia Wildlands.

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January 2010

## U.S. Governors Take a Stance on LEED Forest Certification Credit

Governors from across the United States are among those calling on the U.S. Green Building Council (USGBC) to ensure forest certification benchmarks for the certified wood credit in the Leadership in Energy and Environmental Design (LEED) rating tool recognize all credible third-party forest certification programs.

Many of the letters to the USGBC note the current preference for the Forest Stewardship Council (FSC) is biased against forest products from North America where more forests are certified to the Sustainable Forestry Initiative (SFI), the Canadian Standards Association (CSA) or the American Tree Farm System (ATFS).

The Green Building Council of Australia recently announced equal consideration in its Green Star Timber Credit to forest certification standards accepted by the Programme for the Endorsement of Forest Certification (PEFC) schemes as well as the Forest Stewardship Council (FSC). The SFI Standard is endorsed by PEFC. The council had faced intense pressure from governments and unions to be more inclusive.

Many influential organizations have an inclusive approach to forest certification, including Public Works and Government Services Canada, which requires all wood products used in its building projects to be certified to one of three certification programs used in Canada – SFI, FSC or CSA – and green building tools such as the National Home Building Standard and Green Globes.

### Here are some comments from leaders in the United States:

#### Maine Governor John Baldacci (Oct. 16, 2009 letter to USGBC)

"I strongly urge the USGBC to ensure that its proposed Forest Certification Benchmark accommodates all of the major forest certification schemes recognized in the marketplace. At this time, we are not convinced that this is the case."

"In addition . . . we offer the observation that the LEED standard still does not give adequate recognition to the use of certified wood. We continue to encourage USGBC to fully and amply recognize in its rating systems the use of wood obtained from forests certified by independent third parties as well managed. Wood is the environmen-

tally preferable choice of building materials for a number of reasons . . ."

#### Oregon Governor Theodore R. Kulongoski (Nov. 30, 2009 letter to USGBC)

"The FSC program is certainly laudable, but the vast majority of Oregon's wood products industry has elected to utilize the Sustainable Forestry Initiative (SFI) certification program. Like FSC participants, their management under SFI third-party certification represents a commitment to responsible forestry that goes well beyond Oregon's comprehensive forest practice laws."

"In addition, our State has nearly 16 million acres of federal forests and 800 thousand acres of state-owned forests where environmental and social benefits are emphasized to an even greater degree. Yet wood from these lands would also appear to be ineligible for most, if not all, LEED credits, while FSC wood from foreign countries could get full credit. Importing wood rather than strongly encouraging local sources seems highly counter to the principles of sustainability."

#### Montana Governor Brian Schweitzer (Oct. 27, 2009 letter to USGBC)

"Under the proposed benchmarks bamboo from China and Forest Stewardship Council (FSC) certified wood from Russia and Brazil would be certified, whereas Montana wood would not. I am confident Montana's environmental protections exceed those of China and Russia."

#### Minnesota Governor Tim Pawlenty (Aug. 16, 2008 letter to USGBC)

"The global marketplace recognizes and endorses multiple forest certification standards. With only 10 percent of forests certified globally, choosing one program over another does not encourage forest certification efforts or improve markets for certified forest products."

"By not recognizing SFI or ATFS (American Tree Farm System) certification, current LEED policy penalizes Minnesota family forestland owners by excluding timber products produced by the more than 1,800 tree farmers in our state. I find it difficult to understand how a LEED-certified building that contains bamboo from overseas would be more sustainable than one that uses wood from a certified tree farm in Minnesota."

#### Washington Governor Christine Gregoire (Oct. 2, 2008 letter to USGBC)

"We endorse your efforts to provide all forest certification systems with the opportunity to participate in the

*(Continued on page 20)*

(Continued from page 19)

council's program through the development of a fair and unbiased set of benchmarks."

**California Governor Arnold Schwarzenegger (statement Oct. 14, 2007 when he vetoed a bill that would have required builders to reach the LEED gold rating for commercial buildings)**

"I support the development of green building standards and share the goals of this bill. However, if implemented provisions in this bill would create a bias for certain building materials over others without a clear benefit. For instance, the use of California wood building construction materials is highly discouraged in favor of foreign grown bamboo and wheatgrass."

**South Carolina State Forester Henry G. (Gene) Kodama (Nov. 3, 2009 letter to USGBC)**

"The State of South Carolina currently has 2.1 million acres certified under the Sustainable Forestry Initiative (SFI) and the American Tree Farm System (ATFS) programs. . . . If the final benchmarks issued by USGBC contain the same restrictive language that favors only FSC certification, only 6,000 acres of forestland in South Carolina will qualify."

*As well as interest in the United States, there have been calls for a more inclusive approach to forest certification in other jurisdictions.*

**Canadian Council of Forest Ministers, Chair Kathy Dunderdale (Dec. 2, 2009 letter to USGBC)**

"The draft benchmarks recently circulated for comment are so detailed and prescriptive that they would likely exclude most credible forest certification programs – even including several regional, national or interim FSC standards currently recognized in LEED. . . . The environmentally preferable, as well as administratively more manageable, solution is for the USGBC to recognize all credible forest certification programs, namely the Canadian Standards Association Z809 standard, the Forest Stewardship Council, the Sustainable Forestry Initiative and national standards around the world independently endorsed by the Program for the Endorsement of Forest Certification."

**Canada: Jim Farrell, Assistant Deputy Minister, Canadian Forest Service (November 2009 letter to USGBC)**

"Governments in Canada take the position that, if forest certification standards are to evaluate forest management, the standards should reflect a balance of interests, be objective and scientifically-based, be easily implemented, practical and cost effective, and be consistent with national and international agreements related to sustainable forest management. The federal and provincial/territorial governments in Canada recognize that the CSA, the FSC and the SFI all meet these criteria. Governments in Canada accept that these standards demonstrate and promote the sustainability of forest manage-

ment practices in Canada."

**British Columbia, Canada: Pat Bell, Minister of Forests and Range (Nov. 4, 2009 letter to USGBC)**

"Wood products, despite being environmentally preferable to concrete and steel, are being perversely held to a higher standard than those other materials. By requiring environmental certification for wood, but not for competing products, the LEED standard is already putting wood at an illogical disadvantage. I encourage you to ensure your benchmarks are fair and objective. I also encourage you to promote building rating systems based on independent, life-cycle assessments and to recognize all bona fide, forest-certification systems, including, for example, the Canadian Standards Association Z809 Standard, the four FSC standards in Canada (British Columbia, Boreal, Maritimes, Great Lakes-St. Lawrence-Laurentian) and the Sustainable Forestry Initiative standard."

**Australia: Primary Industries Ministerial Council of Australia (Nov. 7, 2009 statement)\***

State, territorial and federal ministers said in a statement that the Australian Forestry Certification Scheme recognizes good sustainable forestry practices and that the Green Building Council of Australia should recognize it in addition to FSC. They supported a Victorian government proposal to require government-endorsed procurement and sustainability guidelines to give equal recognition to credible forestry certification schemes.

**Australia: Michael O'Connor, Assistant National Secretary, Construction, Forestry, Mining, Energy Union (Nov. 19, 2009 media statement)\***

"Domestic timber that is harvested according to sustainable world's best practice must be able to compete with overseas products. The union is tired of seeing job losses around the country as a result of this unrepresentative organization and its absurd accreditation system. Currently multi-million-dollar contracts are being lost by Australian companies for no good reason."

*\*The Green Building Council of Australia has announced equal consideration in its Green Star Timber Credit for standards accepted by PEFC as well as FSC standards.*

**For more information:**

Sustainable Forestry Initiative Statement on USGBC's Draft Forest Certification Benchmarks  
[www.sfiprogram.org/newsroom/?p=188](http://www.sfiprogram.org/newsroom/?p=188)



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### Sawtimber Prices Expected to Recover in 2010-2011 for US South, yet Results Vary by State

ATHENS, GEORGIA – January 21, 2010 – Turbulent times characterized by plummeting pine sawtimber prices could soon be over for timber sellers. A new stumpage price forecast published by Forisk signals climbing prices for pine sawtimber in the US South beginning in 2010. The *ForiskFORECAST* pine sawtimber price forecast and “Forecasting Timber Prices” workshop provide insights for timberland owners, investors, and wood procurement managers in planning future pricing and management strategies as lumber and plywood markets recover.

Despite positive indications for the US South as a region, results vary across the 11 states covered in Forisk’s models. For example, between 2010 and 2011, Georgia pine sawtimber prices rebound 17% while prices in North Carolina increase less than 1% over the same timeframe according to the *ForiskFORECAST*. “The key is understanding the local, state-specific relationship – the elasticity – between wood demand and prices,” explains Dr. Tim Sydor, Forisk’s Forest Economist. “Pine sawtimber demand declined 32.6% South-wide between 2006 and 2009. Yet these declines varied by state. In the next few years, as lumber demand recovers, our historic wood demand and price analysis suggests a strong stumpage price recovery in several Southern states, while others will take longer to respond.”

“Timber markets are uniquely local,” says Brooks Mendell, President of Forisk. “Our clients are less concerned about national prices, and directly focused on their local options. South Georgia differs from North Alabama which differs from East Texas. Our basin studies, workshops and the *ForiskFORECAST* focus on the idea that successful investments in forestry or wood-using facilities rely on detailed knowledge of localized markets.”

The *ForiskFORECAST-Pine Sawtimber* predicts annual pine sawtimber stumpage prices across the US South through 2020. It is available as an interactive Excel model or as individual forecasts for 11 states. For more information, visit [www.foriskstore.com](http://www.foriskstore.com) and click “Stumpage Price Forecasts.”

In addition, two upcoming short courses on February 10th from Forisk – “Timber Market Analysis” and “Forecasting Timber Prices” – teach specific skills and strategies for forestry, procurement, bioenergy, investment and appraisal professionals who must evaluate pricing and demand in specific local wood markets today and looking forward. To learn more about these Atlanta-based courses, visit [www.forisk.com](http://www.forisk.com) and click on “Continuing Education.”

About Forisk Consulting: Forisk specializes in analyzing the supply and demand characteristics of local wood and timber markets. Forisk produces analytical products and provides research and educational services to operating, finance and strategy executives and analysts making decisions associated with timber REITs, timberlands, and wood-using bioenergy and manufacturing facilities.

Contact: Amanda Hamsley Lang, [ahlang@forisk.com](mailto:ahlang@forisk.com)

###

By Péralte C. Paul

The Atlanta Journal-Constitution

January 11, 2010

The housing and construction slump has hit related industries such as carpet, flooring and windows manufacturers.

But taking what an executive calls a "calculated chance" on the economy's long-term prospects, Georgia-Pacific is buying four compressed board factories from Canada's Grant Forest Products for \$400 million.

It's Atlanta-based Georgia-Pacific's biggest acquisition since it became a unit of Koch Industries in 2005.

Grant Forest, based in Earlton, Ontario, is selling the board factories as part of a bankruptcy reorganization for its Canadian operations.

The deal is expected to close in the first half of this year, pending approval from Canadian and U.S. bankruptcy courts.

The compressed board -- or oriented strand board as the product is commonly known -- factories are in Englehart and Earlton, Ontario, and in Allendale and Clarendon, S.C.

Their products are used in residential and commercial sub-flooring, roof sheathing and other building purposes.

Mark Luetters, president of Georgia-Pacific Wood Products division told the AJC the deal makes sense because the assets being bought make products that complement G-P's existing line-up. Also, he said, they are close to key G-P customers, easing delivery logistics.

Although the economy remains shaky, Luetters said Georgia-Pacific's size, private ownership and low debt gives it an advantage in riding out the slump. They also enable the company to make deals such as this one, he said, adding that it's unclear if other large acquisitions are on the horizon this year.

"These are very complementary assets and they'll do well when things are tough," Luetters said. "We'd call it a calculated chance. What we do know is that things will get better."

## MEMBER ALERT

### Amendment Would Establish U.S. 521 Tolls

On Monday, March 8<sup>th</sup>, Rick Todd, President SC Trucking Association, forwarded SCTPA this information. This is being provided to alert our members. SCTPA has responded to representatives and voiced opposition.

If you live or work in the US 521 corridor, you are encouraged to contact your representatives. Even if this amendment does not pass this week, it is a good idea to let your representatives know your thoughts.

\*\*\*\*\*

Retiring Rep. Ken Kennedy (D-Williamsburg) has prepared an Amendment to a bill in the SC House (the week of March 8<sup>th</sup>) that would make US 521 eligible for TOLLING (a PPP -- which inevitably means tolls) *For All Practical Commercial Trucking Purposes* from I-95 to Georgetown.

The bill he may attempt to add this to is the **Public-Private Partnership Bill H. 4403**, pending on the House Calendar.

We are assuming you would oppose this tolling of 521 as:

- A terrible precedent;
- A substantial increase to shipping costs;
- Tolling an already paid-for route is double taxation;

- Would kill development along the route -- and on both ends;
- Create traffic avoidance / diversions;
- Would hurt the Port of Georgetown and their customers.

We suspect Kennedy's retirement plans have freed him up to pursue this without fear of constituent or business retribution -- and that he may not respond to pressures.

However, you may want to contact him and ask him to pull it down. Representative Kennedy contact is 843-426-2259

So, if you would notify your customers and others in your industry sector of this proposal -- and ask them to contact others in the legislature to oppose this amendment. It would make a big difference. We cannot envision this helping the logging, pulp and paper, agricultural and Port industries.

Clarendon, Georgetown and Williamsburg House Members:

Cathy Harvin 803-485-4602

Murrell Smith 803-778-2471

Carl Anderson 843-546-5332

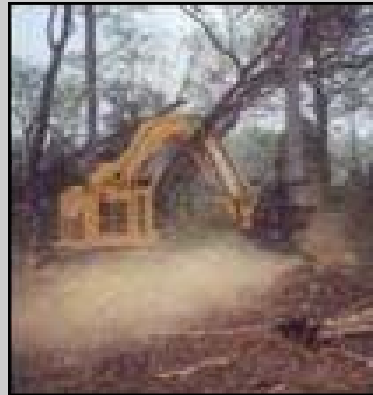
Vida Miller 843-237-2578

It is hard to imagine that this would be adopted, but we cannot take anything for granted.

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## PRESIDENT'S MESSAGE

First, thank you to everyone who attended our 11<sup>th</sup> Annual Meeting January 29 – 30 in Myrtle Beach.

The attendance was great despite our challenging economic times. Your passion, interests and loyalty to this association and to your industry simply indicated your faith, belief in what you do as a business and commitment to your industry and this association.

Our challenging economic times continue. There is no denying that issue. Not only is our industry struggling, it appears all economic sectors are still struggling to make the best of what we have to deal with.

Do I see a turn around? Well my forecast is perhaps as good as the weatherman's forecast and we all know how that works. But I do believe there is light at the end of the tunnel.

But it will take many economic factors to fall into place to see an elevation in both nationwide and state-wide economics for our industry.

But honestly, and I have said this before, I believe we are moving toward a rebound. Now, it might not be an earth shaking economic rebound like we would like to see, but I believe it will be a slow and somewhat steady upward climb to improved economics. Yet I believe we will see an upward trend and then a downward trend, and hopefully a short-lived downward trend, and then an upward trend for the future.

And the \$64 question is when will this occur? Unfortunately, I don't have an answer for that.

However, I do feel, based on information I have seen, there will be potential upward trends in the solid wood markets later this year that should help us. I feel the emerging woody biomass markets for energy, renewable liquid fuels and other woody biomass based products once on line will create alternative markets and provide competitive edges to woody biomass suppliers. But these markets are still off in the distance for now and not available to help us now. Yet they are coming.

Here is my belief. I believe in our people, our industry and the fact wood will be needed to manufacture products, produce energy, produce renewable fuels and be a major contributor to our economy. That fact is not going away. Loggers, wood suppliers and truckers will be needed.

Yet in these challenging economic times, unfortunately we will continue to see attrition among our ranks. Attrition will continue to occur within our logging force due to market conditions, the economy and poor business conditions and even poor business practices.

Survival is the name of the game. Honestly and I firmly believe, the strong will survive and be better off. Professional business men and business women in our industry attending to their business first and in the occupation of timber harvesting will be survivors and benefit when the time comes.

Now it is rough as a corn cob as my grandfather said. But eventually you find some soft tissue to make it feel better.

I hope you will keep your faith in your business, your industry and this association. This year will be another challenging year for our members and for SCTPA.

You will have hard decisions and choices to make. And I realize that difficulty. But I ask that one choice you don't make is to stop your support of this association.

As I have said, we have come too far as we enter our eleventh year to stop now. It's a small price to pay for the value you get from this association's efforts. The value, representation, service and benefits to the timber harvesting industry of South Carolina far outweigh the cost of your membership investment.

I am excited about our Alliance Forestry Tire and Continental-General Truck Tire Programs for qualified members only that WILL save members money. This is one of our greatest benefits we have offered. Plus we will continue forward with other programs such as our partnership with the SC Small Business Chamber of Commerce to enact a first point of Health Care Service reduced rate program.

It is an honor and privilege to serve this association and the people I truly care about. My passion to serve the people I respect and love and for an industry that has given me an opportunity to hopefully make a difference runs deep within me. As the old saying goes, do what you love and love what you do. As my Clemson coach Dabo Swinney says, "All In." No doubt, I'm All In folks.

Friends, I know it is tough. I know it is disheartening at times. I know it is as tough and tougher than we have ever witnessed before. But I ask you, maintain your faith in our industry, your business, and your Lord, take it one day at a time, seek wisdom from others, think outside the box, tweak where you can, and even expand your horizons to look at alternatives that may make your business better.

Just hang in there and keep moving the wood. We will make it through this together.

Sincerely,

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## TRUCKING REGULATIONS – POST-ACCIDENT TESTING


SC State Transport Police Sgt. Don Rhodes provided this information to assist in answering questions regarding post accident testing.

c) The following table notes when a post-accident test is required to be conducted by paragraphs, (a)(1), (a)(2), (b)(1), and (b)(2) of this section:


**TABLE FOR §382.303(A) and (B)**


Type of accident involved	Citation issued to the CMV driver	Test must be performed by employer
i. Human fatality	YES	YES
	NO	YES
ii. Bodily injury with immediate medical treatment away from the scene	YES	YES
	NO	NO
iii. Disabling damage to any motor vehicle requiring tow away	YES	YES
	NO	NO


William D. (Don) Rhodes  
S.C. State Transport Police  
MCSAP Coordinator





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# THE UNINTENDED RIPPLES FROM THE BIOMASS SUBSIDY PROGRAM

By Juliet Eilperin  
Washington Post Staff Writer

January 10, 2010

**I**t sounded like a good idea: Provide a little government money to convert wood shavings and plant waste into renewable energy.

But as laudable as that goal sounds, it could end up causing more economic damage than good -- driving up the price of raw timber, undermining an industry that has long used sawdust and wood shavings to make affordable cabinetry, and highlighting the many challenges involved in decreasing the nation's dependence on oil by using organic materials to create biofuels.

In a matter of months, the Biomass Crop Assistance Program -- a small provision tucked into the 2008 farm bill -- has mushroomed into a half-a-billion dollar subsidy that is funneling taxpayer dollars to sawmills and lumber wholesalers, encouraging them to sell their waste to be converted into high-tech biofuels. In doing so, it is shutting off the supply of cheap timber byproducts to the nation's composite wood manufacturers, who make panels for home entertainment centers and kitchen cabinets.

While it remains unclear whether Congress or the Obama administration will push to revamp the program, even some businesses that should benefit from the subsidy are beginning to question its value.

"It's not right. It's not serving any purpose," said Bob Jordan, president of Jordan Lumber & Supply in North Carolina, even while noting that he might be able to get twice as much money for his mill's sawdust and shavings under the program.

"The best thing they could do is forget about it. All it's doing is driving the price of wood up."

A range of renewable materials can be converted into energy sources: Wood pellets, rice hulls and fiber from sugar cane can produce electricity; algae and corn cobs can be converted into liquid fuel. The federal government is actively working to support the growth of as many of these biomass crops as possible, in part to meet requirements under the 2007 energy bill: The country must produce 5.5 billion gallons of advanced biofuels annually in five years, and 21 billion gallons by 2022. Right now, almost no U.S. land is devoted to raising biomass crops; according to congressional estimates, by 2022 the country will need between 22.2 and 55.5 million acres for this purpose.

## ***A struggling industry***

The new subsidy provided a critical boost to an industry that took off in the late 1970s after the federal government mandated that utilities obtain part of their supply from independent power producers. Many of these contracts have now expired, leaving the industry struggling to compete in light of low natural gas prices and higher wood costs.

The future of the biomass program -- which will eventually include a subsidy to get farmers to grow crops



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*(Continued on page 30)*

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(Continued from page 28)

such as switchgrass and an array of trees and shrubs -- could be determined by the Office of Management and Budget, which has been reviewing the federal rule for the program since September. In the meantime, federal money has started to flow: The administration sent \$23 million to the state offices of the Farm Service Agency in the fall, and is poised to distribute another \$514 million.

Biomass energy representatives, such as the Biomass Power Association president, Bob Cleaves, said those subsidies are critical to support a sector that currently supplies half of the nation's renewable energy (the other half coming from wind, solar and other sources). Seven of Maine's 10 biomass energy plants would have shut down without the new influx of funds, he said.

"The industry needs help," Cleaves said. "Is the country not prepared to spend half a billion dollars on half the country's renewable energy resources?"

The Agriculture Department, for its part, says it has no choice but to implement the subsidy the way Congress envisioned it under the 2008 farm bill. That legislation made no distinction between a waste product with little market value, such as corn husks, and the sawdust that sells for roughly \$45 a dry ton.

Farm Service Agency Administrator Jonathan Coppess said his agency is strictly adhering to the statute's language and intentions. "We understand that policymaking, legislation and rule making are perfecting processes, not perfect processes, and we look forward to providing the best regulation possible to implement an important program with significant potential to benefit our national energy and agricultural economies," Coppess said in a statement.

But at least one key senator, Tom Harkin (Iowa) -- who helped author the 2008 farm bill as Agriculture Committee chairman at the time-- now questions whether the program has gone awry.

"My bottom line is we have to examine those rules and make sure the payments incentivize the use of new, additional biomass for energy," Harkin said, "which is the objective Congress intends and wrote in the law."

### 'At what expense?'

In at least some cases, that's not happening. The federal government can provide up to \$45 a ton in matching payments to businesses that collect, harvest, store and transport biomass waste to an authorized energy facility. That means sawdust or wood shavings may be twice as valuable if a lumber mill sells them to a biomass energy company instead of to a traditional buyer.

This is bad news for the composite panel industry, which turns these materials into particleboard and medium-density fiberboard, and outranks the U.S. biomass industry in terms of employees and economic impact, with 21,000 employees and annual sales of \$7.9 billion, according to 2006 U.S. Census data.

The biomass subsidy program could "wipe us out," said T.J. Rosengarth, the vice president and chief operating officer of Flakeboard, the largest composite panel producer in North America. "You can say, 'I've made more alternative energy,' but at what expense?"

The much larger pulp, paper, packaging and wood products industry, which ranks among the top 10 manufacturing employers in 48 states, is just as worried. The American Forest and Paper Association sent a letter to OMB on Oct. 27 warning that the biomass program "could have the unintended consequence of jeopardizing the forest products industry and the many jobs it sustains, as well as the significant quantities of renewable energy it produces."

But pellet mill owners such as the Rolf Anderson, chief executive of Bear Mountain Forest Products, said the program will eventually create an incentive for people to bring small pieces of wood left by loggers out of the forest, which will give companies like his a cheap and steady stream of raw materials.

"It opens up economic opportunities. It opens up healthier forests, and it helps companies and individuals save on their energy costs," said Anderson, whose company is based in Oregon.

***"The industry needs help," Cleaves said. "Is the country not prepared to spend half a billion dollars on half the country's renewable energy resources?"***

## TRUCKING INDUSTRY TASK FORCE UPDATE

**S**CTPA participates on the statewide Trucking Industry Task Force representing Unmanufactured Forest Products Trucking.

The Task Force serves to work toward improvements in the SC Department of Motor Vehicles and Motor Carrier Services and keep abreast of changing regulations.

These excerpts from the last Task Force meeting relate some of the issues being addressed within our state. Lotte Devlin, Deputy Director of Vehicle Services serves as the chair and Scott Murray of the SC Trucking Association serves as co-chair.

### **New Entrant Program Transfer**

The New Entrant Program will be transferred from the Department of Motor Vehicles (DMV) to The Department of Public Safety. The new entrant program deals with when a trucking business applies for a new DOT Number, that new entrant will get a visit for a safety audit from State Transport Police (STP). The transition was reported to have gone well. State Transport Police is the better agency to handle this program since STP enforces trucking regulations.

### **Size And Weight Suspension**

Size and weight suspension was scheduled for the latter part of December. When DMV gets notification from STP of failure to pay a fine for size and weight violation a suspension will be added to that specific vehicle. There can be no activity on that vehicle until the fine is paid and, DMV has been notified by STP the fine has been paid and the suspension has been lifted. The owner wouldn't be able to transfer that tag or renew that vehicle either intrastate or interstate International Registration Plan (IRP) until the fines are paid. There will be no reinstatement fee.

### **Motor Carrier Services System**

The system is slated to go live in May of 2010. There will be three days in the transition phase that the DMV will not be able to process certain transactions live because of the migration to the new system. Provisions have been made to prevent an issue with the deadlines for IFTA returns. There is a manual process in place to take care of carriers that need to have something done during that three-day period. Lotte announced that for the next meeting it is hoped that a demo will be available with some of the on line transactions as well as more details on the communication plan and transition plan. The suggestion was made to have a group of carriers work along with DMV for the transition.

### **Electronic Credentialing**

There will be several phase rollouts with the simple transactions rollout first and the system rollout is scheduled in May. The interface with Phoenix is integrated and some of the previous problems with having 2 stand-alone systems should be resolved. The DMV wants to ensure everything is stable and working properly prior to rolling out the on line credentialing so the first on line credential capability will be in July of 2010.

Carriers would be able to order additional International Fuel Tax Agreement (IFTA) decals online, duplicate IFTA license, duplicate cab card and add states to IRP filing.

The next group rollout would be in October of 2010. With this rollout carriers can do IFTA renewals, add weight group in IRP, amending a vehicle if there is no fee change. For example, changing the unit number or replacing a plate. The plate would be mailed.

The next group rollout is in April of 2011. Carriers would be able to file quarterly tax returns, file amendments to IFTA returns, renewing IRP vehicle. Not new vehicles. Only existing vehicles. Carriers would have to sign up for the service so that DMV has a record of who is using the system. An agreement has to be filled out. Once the agreement is filled out a password will be assigned. Only authorized carriers will be able to get into the system and can only view their own information. Lotte advised that it is anticipated that carriers can begin signing up in late June or July. In January the rollout schedule should be posted on line.

### **Changes To Process For Obtaining IFTA Decals**

The process for obtaining International Fuel Tax Agreement (IFTA) decals has changed because these items are now inventoried. Part of the reason for inventorying the decals is due to the on line credentialing capability.

DMV needs to be able to track who has applied for decals on line, who is getting the decals and which decals they got. DMV is requiring at the time there is a new request for decals for the first time that an equipment listing is provided of the decals that a carrier will be using for that year. Any time a decal has to be replaced which units they are being replaced on and if there is additional units added an equipment list is required for the additional units only. Decals need to be assigned to a carrier and vehicle. The only way to get 50 decals is to tell DMV which 50 vehicles you will be using them on. There was a concern that this would create a problem for carriers that do owner operator contracts

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and do the IFTA for the carriers. The concern was this would create a problem for the carriers to come into the DMV to provide an equipment listing. Sharon Land explained that if a carrier meets the criteria to be a web user, they can go on line and renew and an equipment list can be faxed. The decals would be mailed out the next day.

Lotte clarified that DMV is not assigning decals to a specific vehicle. DMV needs a record of vehicles that the decals are intended to be used. Should the DMV have a batch of decals lost, with the new process there will be a starting point to researching the loss.

It was recommended that DMV take into account the companies that have decals waiting to be assigned to a vehicle, such as leasing companies. Lotte assigned this request as a task. Sharon Land reported that we have temporary IFTA decals that will be vehicle specific. Sharon also stated DMV will be looking for carriers that meet the web credentialing criteria to pilot for web users. No date has been set to sign up for the pilot. Lotte estimates pilot will be needed between May and July.

### **Drug And Alcohol Reporting**

Shirley Rivers reported on the CDL-18 Drug and Alcohol Testing Program. Thus far there are 195 active disqualifications for people who have taken a positive drug test or refused. 171 tested positive for drugs or alcohol and 24 who have refused. Shirley reported the CDL-18 form has been updated and is on the Internet.

*Note:* If a driver does not take a scheduled test, then that driver is assigned a “positive” test result and will be disqualified.

### **Changes To Medical Card Certification Requirements**

Cindy Hutto reported that she attended a CDL IT workshop at the end of September concerning medical cards. By January 2012 the system has to be up and running. All drivers in our state have to be in Commercial Driver License Information System (CDLIS) with that information posted so law enforcement can pull it by January 2014.

Drivers will have to notify DMV when their medical card expires. Prior to the expiration date the driver will have to notify DMV that they are still valid. It will keep the driver from having to carry the medical card on them because law enforcement can pull the information.

The suggestion was made for medical cards to be printed on secure paper to prevent being altered. Annie Phelps stated the need to sit down and develop the business process as to how to do everything and how to program our system to accept all of the information off of the medical card. Using secure paper is something that

can be considered as it goes forward. Another suggestion was made to have the capability to update/change medical card information on line. Annie advised that will be looked into as well. DMV wants to be in compliance with the Federal regulation.

### **NATIONAL DRIVER INFORMATION DATABASE**

The American Association of Motor Vehicles Administrators (AAMVA) is working on a national database that a Carrier can inquire about a particular driver and what state they should contact to request that information. It's an AAMVA base database.

### **Share The Road – Informing Car Drivers**

James Barwick reported he is working with the Government subcommittee through the American Association Motor Vehicles Administrators on a non-commercial licensing test system for all of the jurisdictions.

It won't be a mandatory testing requirement, but it will be offered by AAMVA to all the jurisdictions and within that system there will be a driver's manual, examiners manual and any other components as far as parents teaching guide etc.

In the driving manual most of what is shown is already in the manual provided by AAMVA. The non-commercial program was approved and funded by IFTA. IFTA, Federal Motor Carriers Safety Administration (FMCSA) and AAMVA have been working on this non-commercial system.

They've done field test and a pilot has already been completed on the non-commercial system. They will look at the test questions that come with the driver's manual for the public and determine what test questions they can derive from the information James handed out in the meeting and create test questions that may be populated on the knowledge test with that system.

James advised part of the non-commercial knowledge testing system can incorporate new standards for administering the skills test (Road Test). James asked for concerns and questions to be put together for him to submit to the test making subcommittee for consideration on what they can do for making changes on the current draft model before they introduce it as released testing system to all jurisdictions. The jurisdictions don't have to adopt the testing system, but it will be a more comprehensive testing system than any state has in place at this time.

### **Intrastate DOT Numbers**

David Findlay reported that STP has completed an explanation letter, FAQ's, brochure, mailing labels, intrastate USDOT application and instructions. These are

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all in draft mode. STP will set up a meeting including FMCSA, DMV, Motor Carrier, the contact center, and the help desk to go over the draft documents.

The biggest challenge with the Intrastate DOT Numbers has been identifying Intrastate Motor Carriers. DMV generated a list of registered vehicles greater than 10,000 lbs. This list had 33,500 carriers.

STP has gone through and cleared out the duplicates and got the number down to 27,500. Out of the 27,000 David said he does not think all are 100% intrastate carriers.

They expect a lot of mail to come back. Lotte stated that we legally do not have a commercial motor vehicle designation. Our two designations are private passenger and property carrying. Non-Apportioned Truck Tags (P tags) have the word truck on them, but they are really a property carrying vehicle tag.

Some of the property carrying vehicles could be commercial, but some of them are not necessarily commercial. Lotte request opinions as to whether it would help or hinder having an actual commercial tag that would identify intrastate vehicles that are truly commercial and subject to commercial restrictions.

The feedback was positive. She explained that it's a designation and a definition that would allow us to have a distinctive plate indicating that a vehicle is commercial using the fees prescribed by weight in the section that prescribes the weight. For example, going by a designation one of the definitions could be if you are subject to Intrastate DOT Numbers that would make you commercial.

*Note:* Intrastate Unmanufactured Forest Products Trucks will be required to obtain a SC Intrastate Number. Right now it is voluntary. But it will be mandatory in 2011. Intrastate Numbers are for Commercial Motor Vehicles operating intrastate. Vehicles with Federal DOT Numbers are not required to obtain an Intrastate Number.

### **I-95 New Weight Station**

David Findlay reported the I-95 weight station is at mile marker 74 and north bound I-95. The bid was awarded to Wilber Smith and Associates and STP has been working with them. A site visit has been done and a structural site layout has been received. Everything is going well and this will be about a two-year process.

### **PRISM and CVIEW Updates**

David Findlay reported there is not a whole lot to report on PRISM. CVIEW has been a very powerful tool. It captures everything from Unified Carrier Registration (UCR), IRP, and IFTA along with the Over Size /Over Weight Permit information. It is up to date and have en-

forcement trained. The CVIEW system does not retain or hold any over size or over weight permitting information. It goes out to their database and pulls that permit number. It will show the whole permit at that point and time. Once the officer shuts it down it does not retain any information on our database..

### **Comprehensive Safety Analysis 2010**

STP's Don Rhodes reported that CSA 2010 is a new way of rating carriers versus roadside inspections. When CSA 2010 started out there were four states involved. Now seven states involved with Maryland being the 8<sup>th</sup> state in December.

Don is a chairman on the Motor Vehicle Safety Alliance and is on the program initiative committee and that committee was assigned the duty of determining under CSA 2010 what would be the proper rating and what would be the proper site when a road side inspector completed that inspection and how would this be assigned a fair rating process which is determined by FMCSA.

We're going through and looking at every violation that is written. We're saying to SC and all other states this is the way you write the violation to put into your system and that way when it goes into the FMCSA system it doesn't make a difference what state wrote the violation it is going to carry the same weighting.

Each state is going to make a recommendation on what we put out there on every violation in regards to how a violation should be written. Curtis Thomas from FMCSA advised that CSA 2010 is not here yet. It is going to take rule making.

There are nine pilot states Colorado, Georgia, Missouri, New Jersey, Delaware, Montana, Minnesota, Kansas, and Maryland. There will be a training period and during that training period they will be educating state agencies.

July 1, 2010 the state will implement the program. CSA 2010 will be fully implemented by December 2010.

*Note:* Even though CSA 2010 is slated for this year, the rules must be promulgated so now CSA 2010 is still under review. CSA 2010 will revise the safety rating system for carriers. Violations such as speeding and size and weight violations will count toward the CSA rating.

### **Unified Carrier Registration**

Deborah Smith briefly mentioned that the UCR program rule making has been completed for the 2010 recommended fee structure that the UCR Board has set forth. The states are waiting the final decision to come down from the Secretary. Once that is done they will be sending out the application for 2010. Do not know what the fees will be. Lotte reported a tremendous decrease in revenue from the UCR Program.

# Trucks weighing 100,000 lbs. now allowed on Maine, Vermont interstate highways

By David Sharp

*Heavy trucks allowed on interstates in Maine, Vt.; Maine, Vt. towns breathe sigh of relief as big rigs depart thanks to change in weight limits.*



FREEPORT, Maine, January 11, 2010 (Associated Press) – Heavy trucks used to creep through town, rumbling past shoppers and the well-known L.L. Bean store because big rigs weren't allowed on Interstate 295 a quarter-mile away.

But most of the trucks have disappeared, seemingly overnight, with the passage of a new law that allows heavier trucks -- weighing 100,000 pounds -- to use interstate highways in Maine.

Those 50-ton behemoths no longer have to dodge tourists and shoppers crossing busy Freeport's Main Street since President Barack Obama signed a measure Dec. 16 allowing the heavy trucks on Maine's interstates. A similar one-year pilot program was approved in Vermont, as well.

"The whole thing should've been done years ago. It's much safer for all drivers and all pedestrians and all traffic," said Joe Cormier, a truck driver for H.O. Bouchard Inc., who has traveled through Freeport more than 200 times a year for 15 years with a variety of loads.

In 1994, Maine won an exemption to the federal 80,000-pound weight limit on the Maine Turnpike, allowing heavier trucks to begin using the 113-mile toll road. But those larger trucks weren't allowed to use Maine's other interstates, so it was a limited victory.

Because they couldn't travel most interstate highways, the big rigs were forced to travel secondary roads that pass through cities and small towns, raising concerns about safety and wear and tear on the local roads.

In Freeport, the six-axle trucks carrying jet fuel, heating oil, cement and other products shared the same road as shoppers and summer tourists. Like other motorists, the big trucks got stopped by school buses and waited at crosswalks as they crept past homes, schools and shops.

Each day, more than 100 of the heavy trucks passed through, mostly early in the day and late at night to avoid traffic snarls, according to the town's engineer.

Cormier said it was frustrating to drive through small towns -- Freeport in particular.

"It's a nightmare. You have all of those pedestrians crossing in front of you and you have all of those cars

coming out of side streets," he said. "You could kill someone very easily."

In foul weather, truckers had to slip and slide along narrow, curvy local roads instead of traveling on the interstate highways, which are quickly cleared by plow trucks. Freeport Fire Chief Darrel Fournier said he's particularly pleased to see trucks with hazardous loads get off the town roads.

In Vermont, lawmakers still must remove statutes on the books that enforce the 80,000-pound limit. But lawmakers and the state Agency of Transportation are eager to do so.

"We'd much prefer this to be permanent than a pilot (project), but we understand things like this take one step at a time," said John Zicconi, a spokesman for the state's transportation agency in Montpelier, Vt. "We want to show Congress we can do this safely. It's the right thing to do."

Senators Susan Collins in Maine and Patrick Leahy in Vermont led efforts in their respective states to create pilot programs allowing heavier trucks. Supporters say the pilot program will save time and energy costs, while improving safety by reducing the number of trucks on the road and getting them off rural and secondary roads.

But critics say heavier trucks compromise the safety of other motorists and damage highways and bridges. Railroad operators generally oppose higher weight limits on trucks, as well.

All arguments in favor of higher weight limits are predicated on there being fewer trucks on the road, and that's not borne out by history, said John Lannen of the Truck Safety Coalition in Virginia.

"There's always been more trucks, not less trucks," he said.

The first state weight limits for roads were imposed in 1913 by Maine, Massachusetts, Pennsylvania and Washington, and the federal government got involved in 1956 with the creation of the interstate highway system. Eventually, the federal government settled on a limit of 80,000 pounds for trucks in 1974.

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Largely because of Maine's logging industry, the state adopted higher limits of 90,000 pounds and then 100,000 pounds on state roads to accommodate heavier loads.

As time passed, Maine found itself in a "doughnut hole" in which higher weight limits were allowed on interstate highways in neighboring Canadian provinces as well as in New Hampshire and Massachusetts, both of which won exemptions from the federal 80,000-pound weight limit. Nationwide, about a dozen states have various exemptions to the limit on interstates, according to the Federal Highway Administration.

In Maine, many towns are already seeing less truck traffic under the new rules.

Brian Bouchard, president and CEO of H.O. Bouchard, the trucking company, said he sees far fewer trucks passing in front of his home on Route 9 in Hampden. Sometimes there were convoys of Canadian trucks backed up on the road as he tried to drive to work or return home in the evening.

"It's amazing what this has done for people," he said. "I own 150 trucks. I'm not complaining about them. But they just don't belong on these rural roads."

## BIOMASS MARKETS –

### FRIEND OR FOE: HOW WILL NEW BIOMASS SUBSIDIES IMPACT THE MARKET?

By Chaille Brindley  
Date Posted: 2/1/2010

Industry publications and trade conferences have been awash with headlines about wood biomass and its impact on the future of the forest products industry. From the growth of wood pellet facilities over the past two years to the development of cellulosic ethanol technology to new biomass subsidies offered by the U.S. Department of Agriculture, energy offers markets for wood residues and byproducts. But this growing emphasis on biomass opportunities is fraught with risks depending on market demand, impacts of government policies, competition for raw material supplies and other local dynamics.

The biggest news in the biomass arena over the last year is a subsidy program launched by the Obama administration in hopes of spurring experimentation with new crops and development of biomass fuel markets. Although the primary target appears to be non-wood, agriculture markets, the forest products industry and forest landowners are eligible for payments through the Biomass Crop Assistance Program (BCAP).

#### BCAP Basics

BCAP is a new program where the U.S. Department of Agriculture will match the price of biomass delivered to designated biomass conversion facilities, up to \$45 per dry ton. BCAP payments will be available for two years to qualified entities with no apparent dollar cap on the amount that can be paid.

Kelly Novak, program representative for BCAP, said, "To be a qualified facility, you have to provide information about your business, your process, and you have to have a biomass conversion process. That would be anything from converting eligible material to heat biomass, bio-based products or fuel. That is anything from making pellets

to producing cellulosic ethanol to producing heat, power or steam."

The USDA recently released a list of eligible materials to qualify for BCAP. Lumber and pallets are excluded from the program, while slash, thinning, and sawdust have been deemed eligible. Biomass from private forestland must be under a forest stewardship plan or the equivalent to qualify. Payments are made to the biomass producer, such as the landowner or logger depending on the arrangement, not the biomass conversion facility, sawmill or wood energy facility.

Novak said, "All the benefits for the biomass facility are indirect. They will have a long-term feedstock supply. It generates a larger pool of materials that they can purchase from."

Pallet and lumber facilities that utilize sawdust or other approved wood biomass for heat or energy may qualify to participate as a biomass conversion facility. The USDA is still finalizing the program, which is very much in the draft stage. The federal government hopes to have an Environmental Impact Statement and full program details available sometime this year.

BCAP is designed to help biomass conversion facilities compete with traditional energy generation methods. One goal is to raise the price of biomass to the point that loggers can economically justify removing slash from logging sites. Additionally, government subsidies are helping to keep the cost of the raw material supply low for a period of time. The programs could have some unforeseen impacts including price spikes in wood biomass value or possibly even low-grade lumber. A lot of that depends on what biomass generators and facilities do with the money.

Payments began in August 2009 although most of the money just started to flow to producers in the fourth quarter of

2009. The BCAP program is being administered by the Farm Service Agency (FSA) under temporary spending authorization until the full program is finalized later this year. Novak said that about \$514 million has been appropriated to fund the program through March 31, 2010. Currently, the Office of Management and Budget is examining the program and should release details soon for comment.

#### BCAP Market Impact

From a forest products industry perspective, the big question mark in the whole BCAP program is what kind of impact it will have on wood biomass markets.

William Perritt, executive editor of *RISI's Wood Biomass Market Report*, said that the BCAP program could cause "Market Distortion" although it is really too early to tell since the subsidies are just starting to reach producers.

Perritt explained, "Right now the market reactions have been spotty. It all depends on the density of wood energy plants in a region and their competitors for materials, which would be pulp mills and composite panel mills – anybody consuming pulp wood grade all the way down to bark."

Pointing to what happened in the New England area in 2008, Perritt said that state and local subsidies designed to reopen wood energy plants caused pulp prices to spike in the region. Round wood deliveries were diverted to energy markets because loggers could earn as much or more money with less effort. Loggers could make whole tree chips a lot easier than limb trees and cut to the right size for the pulp mills. Eventually, pulp prices reached historic highs going from \$30 per green ton to mid/upper \$50s per green ton, hitting spot markets as high as \$70 per green ton.

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**IN-WOODS LOADER OPERATION IMPACTS PRODUCTIVITY**

*Loading: efficiency/productivity*

*August 2009*

[www.forestresources.org/members/serpub/09-R-16.html](http://www.forestresources.org/members/serpub/09-R-16.html)

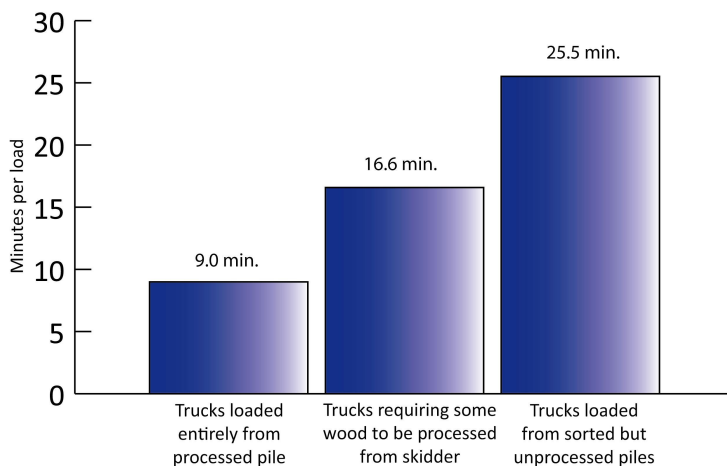
**INTRODUCTION:** The loading of trucks is typically among the final steps in the wood production process over which loggers have a substantial amount of control. Any effort to minimize turnaround time in the woods for trucks offers an opportunity to capture additional loads in a day. As part of a research project to examine loader productivity, we measured production for five loader operators over the course of three days each. Loaders were paired with a pull-through delimeter and remotely activated ground saw (sawbuck/slasher saw). Throughout all of the trials, we recorded 160 loads and examined the loader performance to look for areas of potential improvement.



*Fig. 1: Accumulating full piles of wood prior to loading trucks reduces in-woods truck turnaround time.*

**RESULTS:** The key factor for in-woods turnaround time was the total number of swings performed by the loader to load the truck. We observed two approaches to processing timber and loading trucks on a “hot” basis, without the use of setout trailers. In one system, wood skidded to the landing from the delimiting gate was placed in piles before further processing. This afforded the loader operator additional sorting time to keep the two skidders moving wood without significant wait times. When trucks arrived, however, wood had then to be processed through

the delimeter or ground saw or both while trucks waited during loading. This sequence greatly increased average truck turnaround time.



*Fig. 2: Average time required to load trucks under three different wood availability scenarios.*

In the second and more common approach, the loader processed wood as received from the skidder before sorting it into piles. This approach reduced truck turnaround time during loading, but increased the waiting time for skidders (in operations using two skidders) as the loader required longer to clear the deck while processing and sorting wood. In

situations where more than five products were sorted, the longer processing times created a slight loading bottleneck at the landing. When no truck was present or a truck was being loaded with a relatively abundant product in the stand, no problems existed. However, when a product was loaded for which a full pile was not available, loading time increased substantially as additional skids were sorted through to process and complete the load. Each swing of wood that needed processing before loading required seven seconds (19.8%) longer per swing on average than a swing directly from a processed pile. In addition, each swing required to move stems from the skidder to a pile of products other than that being loaded extended overall loading time by almost 40 seconds (4.8%). **Fig. 2** shows that the combination of these two factors can greatly increase the total load time for a truck versus loading directly from a pile of wood that is already sorted and processed. As the number of sorts increased beyond five, the likelihood of loading a product for which a full pile was not yet accumulated increased. This was made even more problematic when trucks arrived in waves rather than evenly spread throughout the day, giving the loader operator little time to process additional volumes of products between trucks.



**Fig. 3:** *Securing and trimming the load slightly off the deck, rather than under the loader, can save time and boost production if other trucks are waiting at the landing.*

In some instances, 10% to 15% of the total time a loader operator spent on a given day was waiting on trucks either to position themselves under the loader or to trim and bind the load and pull away after the truck was loaded. This time (over one hour per day) often accrued while another truck was also on the landing waiting to position itself under the loader. Pulling forward to trim and secure the load would allow the following truck to be loaded without losing significant production time. Alternatively, the loader operator could spend this time processing stems from the skidders, as was seen with some operators, where time spent waiting on trucks to position themselves was 2% or less. Processing stems with the loader while truck drivers or deckhands prepare the truck on the deck for the road, however, could present a safety hazard.

**CONCLUSIONS:** Mill turnaround time is correctly given a substantial amount of attention in examining opportunities for increasing production from timber harvesting operations. In-woods turnaround time, however, is under the control of the logging contractor. Reducing the time needed to load a truck and the waiting time of empty trucks offer opportunities to increase the total loads that can be delivered in a day, week, or month.

This research was funded by the Wood Supply Research Institute and the Georgia Traditional Industries Program and could not have been completed without the assistance of Plum Creek Timber Company and MeadWestvaco.

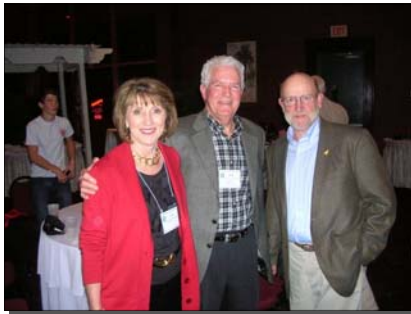
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# Adjusting to Changing Opportunities

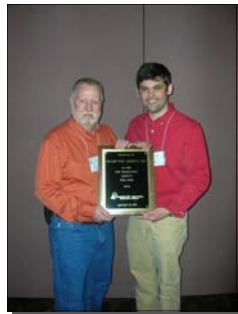
*... yet some things never seem to change ...*

**Good times ...**



**Good friends ...**

**... and Good OPPORTUNITIES!!**



*THANK YOU FOR BEING A PART OF THE SCTPA 11TH ANNUAL MEMBERSHIP MEETING!*

# PRODUCT SORTING IMPACTS ON HARVESTING PRODUCTION & COSTS

**Background:** Timber harvesting operations sort log products to maximize the financial return to the owner of the wood. In recent years, the number of sorts seems to be increasing as mills seek to use smaller and lower value logs for building products and as landowners seek to increase their return through additional sorting. Conceptually, sorting should increase revenues, but it also requires additional work on the part of the harvesting contractor which can potentially reduce production and increase per ton costs. We recently completed a study where we evaluated the impacts of product sorting on harvesting production and costs as well as the net revenue to the wood owner, assuming they had to compensate the contractor for these additional costs.

**Approach:** We collected data from logging operations performing product sorting using two basic approaches. The first approach involved 11 contractors in Georgia (7) and South Carolina (4) that shared weekly production information so we could identify trends between the number of sorts and total weekly production. The second approach involved short-term time studies of five of these tree-length operations to directly measure the impacts of sorting on production, specifically of the knuckleboom loader using pull-through delimiters and ground saws or sawbucks. We then used the data from each approach to evaluate log sorting impacts on production and costs. Value comparisons were based on observed products sorts and prices based upon Timber-Mart South.

**Results:** We evaluated weekly production from 9 tree-length operations and 2 operations using a grapple processor at roadside. Operations shared data for a total of 48" operating weeks with individual operations sharing from 11 to 163 weeks of data. Weekly production ranged from 37 to 137 truckloads per week with the number of product sorts ranging from 2 to 14 and averaging 6.5 per week. Based on our analysis, weekly production peaked at about 6 sorts for three-length crews and at around 9 sorts for those using processors at roadside (Figure 1). Additional sorts helped increase production to a point (often associated with compensating for market quotas) but then became a production limitation.



Our short time studies indicated that as the number of products increased, the percentage of loader time spent both sorting and or processing increased (Figure 2). Sorted products include pulpwood, super pulpwood, chip-n-saw (CNS), and sawtimber in tree-length forms and sawtimber in cut lengths. All products resulted (for example, cut sawtimber and a top portion of pulpwood), thus quickly increasing time spent in sorting and processing activities. Product type had a greater effect on sorting and processing time than it did on time spent loading. Average time to load a truck ranged from 12-a6 minutes for the five products observed. Processing (delimb, top, buck) production (tons/PMH) was greatest for the tree-length products (Figure 3) and was the lowest for the cut sawlogs. This was attributed to the extra time required to buck the stem, the resulting two pieces rather than one that were then handled, and the smaller piece size once bucking had taken place.

Better sorting increases revenue by ensuring that stems are assigned to the highest value product class. When a stem must be cut to produce a product, the value of the two logs produced must be compared against the value of the original single stem plus the cost of the processing and sorting. For example, if a tree-length stem of chip-n-saw had a butt log removed as a piece of pre-cut sawtimber, the value per ton of that pre-cut log increases, but the value per ton of the topwood portion declines from CNS to a pulpwood top price.. As a result, the ration of product prices to one another impacts, the economic attractiveness of these sorting trade-offs. During our study, we observed very few price per ton premiums in our log markets for cut lengths over tree-lengths. As a result, ex-

*(Continued on page 41)*



(Continued from page 40)

tending the number of sorts beyond the four tree-length sorts that were common into a fifth sort that required a cut log reduced the average value per ton.

These additional sorts likely increased production for the harvesting contractor and generated cash flow that reduced the logging cost per ton or increased logging profit. However, it appears less likely that they increased the value returned to the wood owner. A greater price premium for cutlogs in the marketplace than what we observed could make cut log sorts more attractive to both the logging contractor and the wood owner.

**Acknowledgements:** This research funded by the Wood Supply Research Institute and the Georgia Traditional Industries Program.

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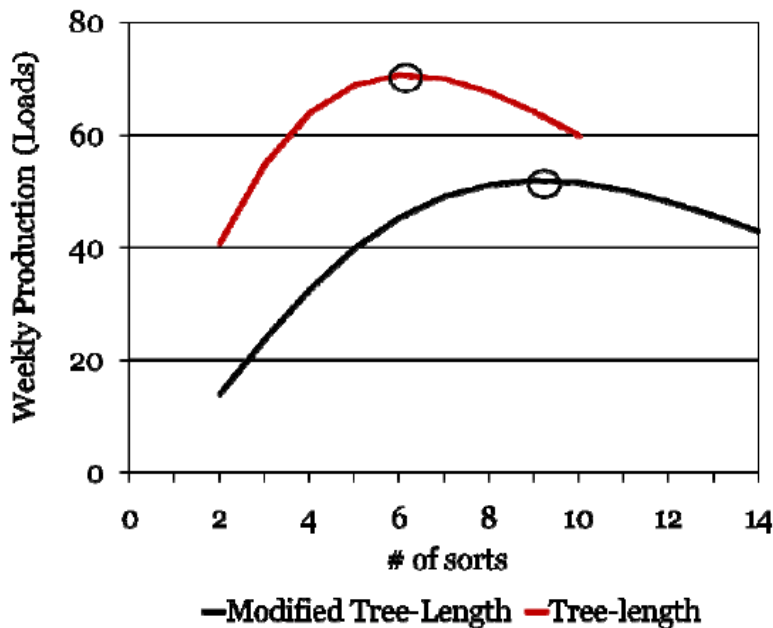


Figure 1. Weekly production as impacted by the number of product sorts for two types of tree-length harvesting systems.

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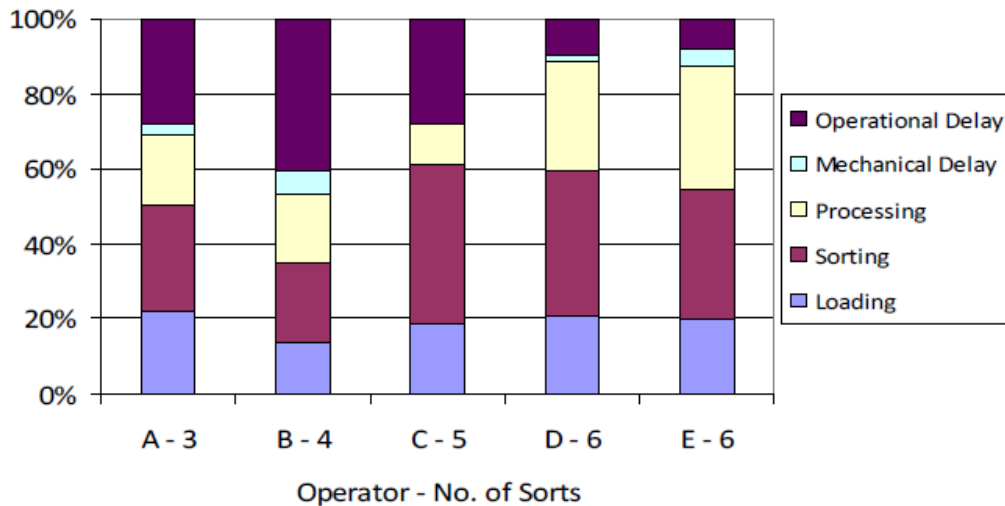


Figure 2. Work activities for five three-length harvesting operations performing between 3 and 6 product sorts.

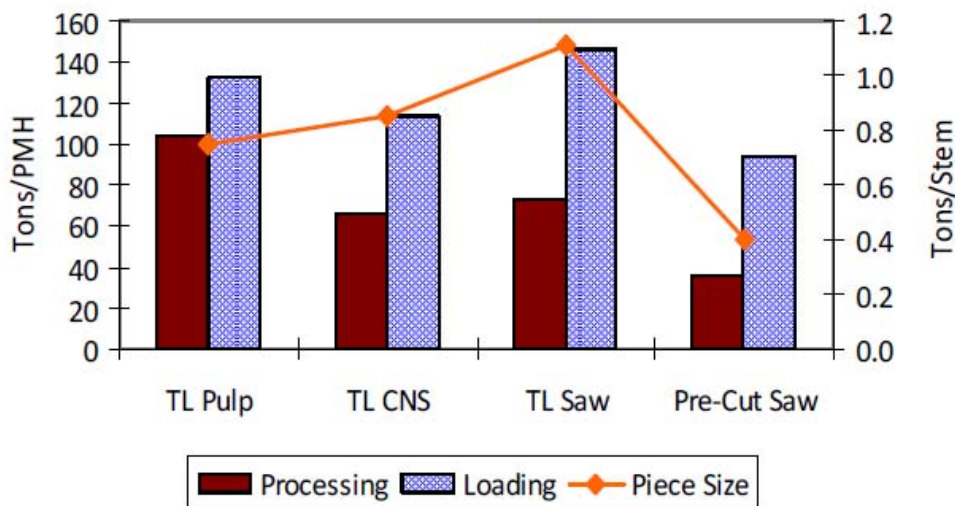


Figure 3. Average production rates (tons/PMG) and average piece size (tons/stem) for three tree-length and one cut-length products.

(Continued from page 35)

While there is no guarantee that similar reactions would ever occur due to the BCAP program, Perritt's example does show how unintended consequences caused by government subsidies can impact markets. Although most people in the forest products industry tend to look at their own piece of the pie as distinct, all the various sectors are interconnected because they are competing for limited resources, including wood, loggers and customers.

Perritt said, "BCAP has the ability to cause rearrangement of the typical hierarchy of wood values. Typically, your wood values have biomass on the low end, pulpwood, chip and saw and low-grade, stud, clear, high-grade and then veneer. What it does is flip the values of pulpwood and biomass."

BCAP is more likely to negatively impact some pulp, particle-board and fiberboard plants than it would pallet, rail tie and other users of

low-grade lumber.

George Barrett, editor and publisher of the *Hardwood Review*, said, "I don't think that the pallet industry is going to be impacted by a shortage of wood because of the BCAP program. I don't think that enough mills will take low-grade logs and move them into wood pellets or something like that."

Dan Meyer, Appalachian editor for *Hardwood Review*, agreed with Barrett although he said biomass markets could become a problem down the road for other low-grade industries if the volume steadily grows to the point that they are directly competing for logs.

Tim Knol, Northern editor for *Hardwood Review*, said that the wood biomass industry could run into the same hiccup that the ethanol industry has faced where it builds a bunch of plants, develops too much capacity and discovers that the costs are not as efficient as first thought.

(Continued on page 46)

## IMPROVING LOG TRUCKING EFFICIENCY BY USING IN-WOODS SCALES

**INTRODUCTION:** We assessed the potential efficiency gains and cost savings associated with fully loading trucks by using in-woods scales. Several companies in the Southeast that are members of the Wood Supply Research Institute shared with us scale ticket information for approximately 48,000 truckloads of wood. Data for each load included a contractor code that revealed if the logging contractor used in-woods scales when loading trucks. We sorted the dataset by scale use to allow comparison of means and variability for tare, net, and gross vehicle weights of trucks. We also compared results by state after creating a GVW index value to factor in differences in state laws. The GVW index was calculated by dividing the GVW of each load by the legal maximum GVW (plus tolerances) of the state where it was hauled. An index value of 1.0 indicates a truck that is fully loaded to the maximum legal state limit. Finally, we estimated the potential cost savings from increasing the use of in-woods scales on logging operations in several southeastern states.

**RESULTS:** Our data were split roughly equally between truckloads using and not using scales (Table 1). In addition, the mean tare or unloaded weights between groups were within 0.34% of each other (30,243 lb vs. 30,142 lb). However, the net payload carried by trucks using scales was both greater and less variable. Payloads on trucks using scales averaged 3.3% greater (1,799 lb) with a coefficient of variation of 6.8% compared to 10.9% for trucks not using scales. GVW was also more uniform and closer to the legal maximum allowed in the state for trucks using scales. GVW averaged 98% of the legal maximum for trucks using scales compared to 96% for those not doing so. Trucks using scales had GVW Index values that were 33% less variable (CV = 4.2% vs. 6.3%) than those for trucks loaded without the use of scales.

Table 1. Tare weight, net payload, and gross vehicle weight (GVW) index values for trucks with and without the use of in-woods scales.

		Scales	No Scales	Difference
Tare (empty), lb.	n	24,109	23,844	265
	Mean	30,243	30,142	101
	% CV	5.3	6.0	- 0.7
Net Payload, lb.	Mean	54,974	53,175	1,799
	% CV	6.8	10.9	- 4.1
GVW Index	Mean	0.98	0.96	0.02
	% CV	4.2	6.3	- 2.1

Trucks loaded with the help of scales were less likely to be either underloaded or overloaded than were trucks loaded without the use of scales (Figure 1). It should also be noted that 58% of scaled loads were within 3% of the legal maximum GVW compared to 36% of unscaled loads.

Underloading (GVW index < 0.96) was observed twice as frequently for trucks without scales than for those using them. Likewise, overloading (GVW index >1.02) was sharply higher for trucks without the use of scales. The shape of the distribution clearly indicates that underloading is far more prevalent than overloading. Better control of weight by use of scales could help capture this unused capacity. Underloading can increase per ton hauling costs significantly while requiring additional truck trips and mill unloading time to deliver the same amount of wood.

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The total sample of loads (with or without scales) within each state ranged from 204 in Texas to 31,874 in Alabama (Table 2). Mean GVW Index varied considerably from a low of 0.953 in Virginia to a high of 1.028 in Texas. Three states (GA, MS, SC) had a GVW Index within 1% of the legal maximum. Only Texas exceeded the limit and this may be influenced by the relatively small sample size. The average potential payload gain from scale utilization was calculated by comparing the net payload of truck using scales to that without scale use. The potential payload gain ranged from a 529 lb in AL to 3,560 lb in SC. Scale use offered the least potential payload gain in the state (AL) with the highest allowable GVW limit.

Table 2. Sample size, legal GVW limit, observed mean GVW, GVW index, net payloads with and without scales, and potential payload gain for six states. All weights in pounds.

State	Loads	GVW Limit	Mean GVW	Mean GVW Index	Mean Payload		Potential Payload Gain	p-value
					with Scales	without Scales		
AL	31,874	88,000	85,280	0.969	55,389	54,860	529	0.0001
GA	2,673	84,000	83,187	0.990	54,934	52,262	2,672	0.0001
MS	6,444	84,000	83,728	0.997	53,796	52,623	1,173	0.0001
SC	365	84,272	83,884	0.995	53,878	50,318	3,560	0.0327
TX	204	84,000	86,349	1.028	55,049	57,288	na	na
VA	6,288	84,000	80,088	0.953	52,115	49,595	2,520	0.0001

Haul costs were also estimated for scaled and unscaled loads by assuming a truck operating cost of \$550 per day, 3 loads hauled per day, and a 45-mile loaded haul distance. For trucks using scales, estimated hauling cost averaged \$6.71 per ton with a CV of 7.7%. Trucks loaded without the use of scales had an average per ton haul cost of \$6.99 with a CV of 14.8%. Approximately 77% of loads that were weighed in woods cost between \$6 and \$7 per ton to transport compared to only 53% of loads without scales. Also, only 20% of loads using scales cost more than \$7 per ton to haul, compared to 40% of unscaled loads.

We calculated the payback period to cover the investment in scales as the potential payload gain varied (Figure 2). Assuming an average scale life of five years, any payload gain above 0.50 tons provided a payback period of less than three years. For several of the states in our analysis, the payback period could be much shorter. For example, we observed potential payload gains of 1.75 tons in South Carolina and 1.25 tons or more in Georgia and Virginia (Table 2). Payback periods for scales in each of these states would be less than 12 months.

Weighing trucks in the woods can significantly increase net payloads and drastically reduce underloading. In states with relatively low weight limits and little enforcement tolerance allowed, this can quickly yield significant financial savings to the trucking contractors.

**ACKNOWLEDGMENTS:** This work was funded by a grant from the Wood Supply Research Institute.

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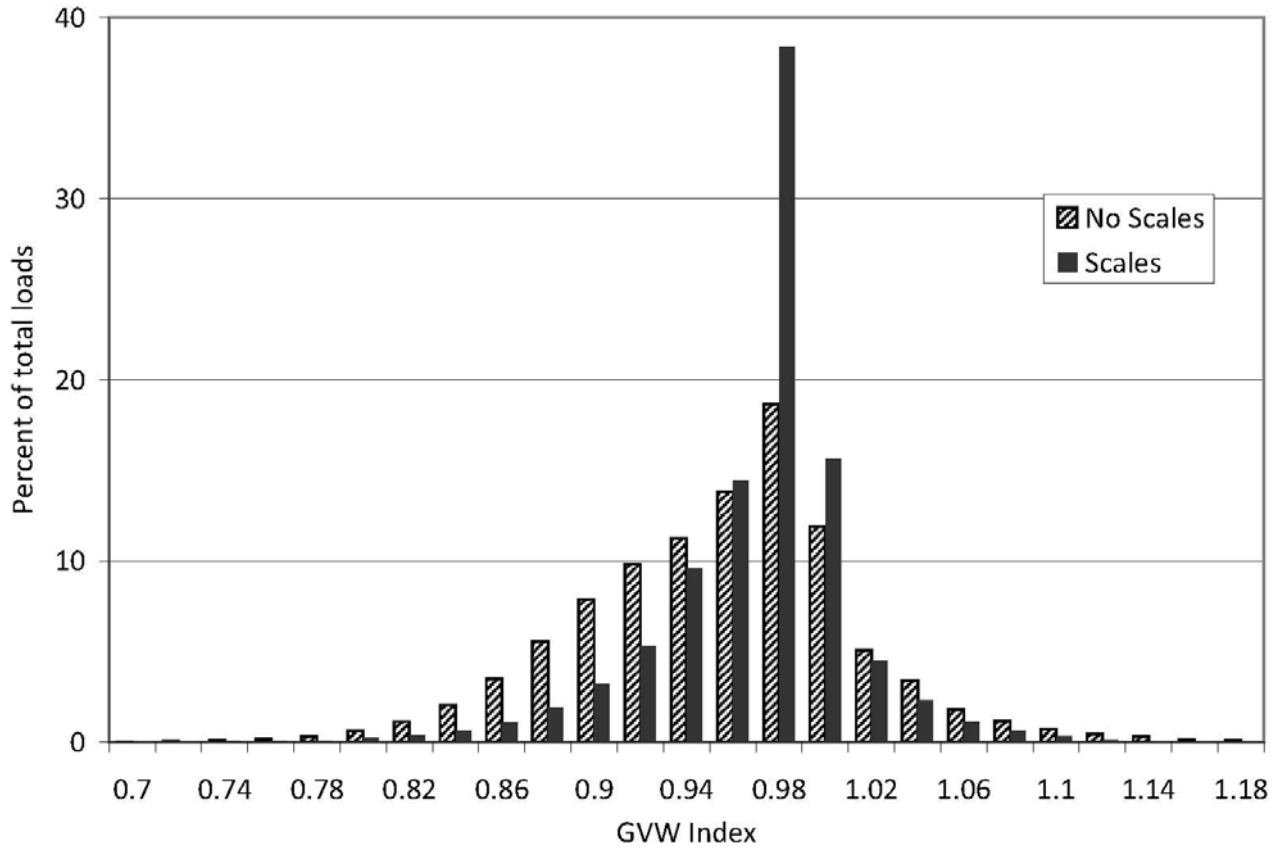


Figure 1. Distribution of loads delivered with and without scale use in the woods by Gross vehicle weight (GVW) index (1.0 = state GVW limit).

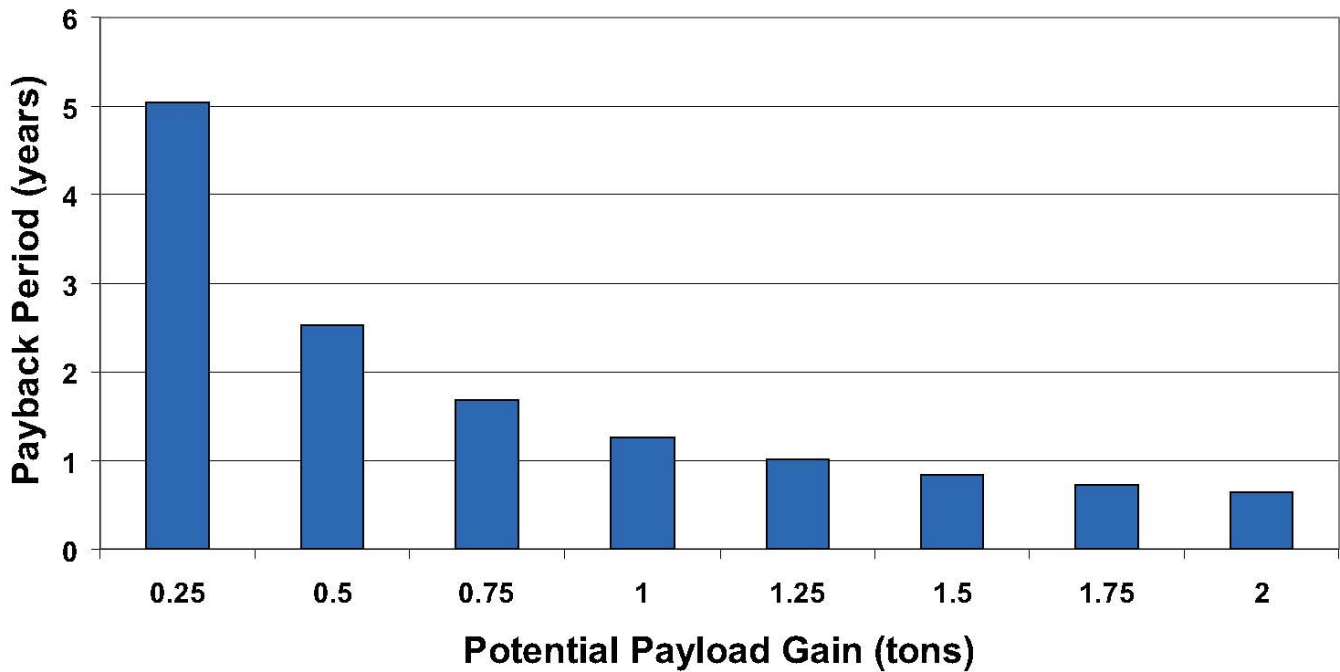


Figure 2. Estimated payback period (years) associated with the purchase of scales as impacted by the potential payload gain (tons) obtained with the use of scales in the woods.

(Continued from page 42)

Tim added, "A lot of new pellet plants came online over the past few years, and I am still hearing that there is excess pellet capacity right now."

After reaching historic highs in 2008, the sudden collapse of oil prices over the past year combined with relatively mild winters has eased demand for wood energy. Hakam Ekstrom, a consultant with Wood Resources International, said, "The demand for wood energy is not there. In many cases, it is much cheaper to run natural gas or oil instead of any kind of green energy. That is a problem for biomass sellers right now. Even with the subsidies, I don't think the energy market will have a major impact on the flow of wood residue and chips."

Over the next quarter, companies should watch to see what impact the BCAP subsidies may have. Conditions are likely to vary from region to region depending on the concentration of facilities in an area competing for the same raw material sources. Not every single facility can take the same type of material. Ekstrom pointed out that most pulp mills can't use sawdust, which is a material that pellet facilities prefer. Additionally, pulp mills are more specific on what kind of wood material they use to make pulp, and they would be able to pay a lot more on average than an energy plant could afford.

Although the BCAP money can only go to the producer, everybody will likely want a cut in some way. Smart mills may reduce their gate prices because suppliers still get more money if they qualify for BCAP payments. Perritt reported, "Mills in the BCAP program are starting to drop their gate prices, taking off \$5-10 per ton initially."

### Opponents Line Up Against BCAP or Seek Changes

One group has already taken aim at the BCAP subsidies. The Composite Panel Association (CPA), criticized, "BCAP will take wood out of the hands of an industry making important consumer and construction products and hand it over to the biomass fuel industry to burn. Worse, taxpayers will foot a bill for a \$500 million subsidy to make this happen in 2010, with no net benefit to the US economy or the environment."

The composite panels industry wants the list of eligible materials to be changed to exclude wood chips and sawdust.

The CPA stated, "The 2008 Farm Bill states that renewable biomass includes materials that 'would not otherwise be used for higher-value products.' BCAP's inclusion of wood used for higher value products is contrary to this directive and represents a fatal flaw in the way the program has been crafted...Congress never intended that it divert materials currently used for the production of higher value products, particu-

larly those that sequester carbon rather than releasing it through combustion."

Ekstrom stated, "The biggest problem in the future will be for MDF and particleboard plants. They will have difficulties competing with energy plants for saw dust. It is not quite the same for pulp mills because they can use chips and round wood."

On the other side of the issue, the paper industry is likely to push for BCAP to be expanded to include black liquor, a fuel produced in the pulping process that was not included in the initial launch of the program.

Perritt, "I think there is a fundamental disagreement with this program among industry players. I don't think that anybody likes BCAP on the wood consumer side. I am sure that the

**Knol said, "Maybe the wood industry is fortunate that it was included in BCAP. The reason wood was included in BCAP was probably because it is the only major user of natural biomass right now."**

loggers are happy with it. The mills (pulp) are very displeased with BCAP."

Barrett explained that hardwood sawmills have tended to be very standoffish when it comes to government intervention or assistance. These companies may still line up to be eligible to participate, all the while cursing the existence of the program.

Barrett said, "People who will suffer the most are those who can't participate in the program, such as farmers who use wood material for animal bedding because they can't gain that subsidy dollar. They will probably see their price go up and more scarcity."

The same goes for pump mills that don't burn biomass to produce energy or other wood products companies without a cogeneration facility or other qualifying process.

It is important to remember that wood biomass is only one small part of the BCAP initiative. Knol of *Hardwood Review* said that the primary focus of the program appears to be farming and energy crops, such as switch grass.

Knol said, "Maybe the wood industry is fortunate that it was included in BCAP. The reason wood was included in BCAP was probably because it is the only major user of natural biomass right now."

Some in Congress have already expressed concern about the scope and the cost of the program. Original estimates by the Congressional Budget Office forecast the BCAP program would cost \$70 million over five years. It has swelled to over \$500 million in only a matter of months.

Senator Tom Harkin (D-Iowa) attributed the mushrooming cost of the program to the large number of timber companies and other wood manufacturers who applied for qualification as biomass conversion facilities. He said that he would ask for a review of the program in 2010.

After talking with representatives of

FSA, it appears that no major changes in the program will take place without Congressional involvement. Jonathan Groveman of FSA said, "We have very limited discretion to change a law given to us by Congress."

In regards to financing the program, Groveman said, "As of today, money is appropriated as needed. We will meet the financial obligations of the program as stated within the Congressional bill."

### Market Realities May Derail Subsidy Goals

No matter how much money the government pumps into programs, it can be meaningless without economic recovery and an increase in biomass fuel demand.

Looking specifically at pellets, the domestic wood pellet market is jammed up right now as facilities have cut down production, according to Perritt.

"The prices haven't gone down because the raw material input costs remain high," said Perritt. "Right now the pellet guys just aren't buying. You can have subsidies all day long. But if you don't have a market for your product, they are pretty much meaningless."

Some of the wood energy technologies have not materialized as fast as the markets would like. Barrett mentioned that the only cellulosic ethanol facility in the United States has run through millions in government money and its completion is behind schedule.

### Opportunities for Scragg Mills & Low-grade Lumber Producers

So what really is the impact of biomass on low-grade lumber producers? It really is too early to tell. Local factors will obviously play a major role in determining the impact. Issues to consider include the density of wood residue users in your area as well as the type of material these facilities can easily process.

Perritt observed, "I think it has created an opportunity for the scragg mills. They seem to be the more reliable suppliers for sawdust and clean chips right now over the dimensional lumber and high grade shops just because those markets are so bad, they are just idle."

Expanded biomass for fuel in a region could be both positive and negative. Perritt explained. "It could be a plus for the scragg mill in terms of its residual, but it could be a minus at the gate because wood is now being diverted to pellet or other forms of energy production."

### Biomass Market Resources BCAP

Homepage for BCAP operated by FSA includes a list of approved facilities, guidelines for the program, the latest developments in the program launch, etc. Visitors can sign up to receive e-mail notices of updates on BCAP.

[http://www.fsa.usda.gov/FSA/webapp?\\_home&subject=ener&topic=bcap](http://www.fsa.usda.gov/FSA/webapp?_home&subject=ener&topic=bcap)



# Mark Your Calendar

## March 2010

- 17, 18 TOP 3-Day Class, Columbia. Contact Susan Guynn, Clemson Extension, & 25 864-656-0606.
- 30 Newberry District 2 Meeting, Farm Bureau, Newberry, 7 p.m.

## APRIL 2010

- 5 Laurens/Greenwood District 5 Meeting, Hummingbird Café, Laurens, 7:30 p.m.
- 6 Chester/Catawba District 3 Meeting, Front Porch Restaurant, Richburg, 7:30 p.m.
- 12 Union Area District 3 Meeting, Midway BBQ, Buffalo, 7:30 p.m.
- 14 TOP Safety Management for Professional Loggers Class, Columbia. Contact Susan Guynn, Clemson Extension, 864-656-0606.
- 15 Walterboro/Low Country District 6 & 7 Meeting, Longhorn Steakhouse, Walterboro, 7:30 p.m.
- 19 Lugoff/ Midlands District 10 Meeting, Hall's Restaurant, Lugoff, 7 p.m.
- 22 SCTPA Board of Directors Meeting, SCFC Headquarters, Columbia, 10 a.m.
- 27 Newberry District 2 Meeting, Farm Bureau, Newberry, 7 p.m.
- 29 Easley/ Upstate District 4 Meeting, Fatz Café, Easley, 7:30 p.m.

## MAY 2010

- 3 Florence/ Pee Dee District 11 Meeting, Palmetto Pulpwood & Timber Office, Florence, 7:30 p.m.
- 4 Georgetown/ Coastal District 9 Meeting, Bill's Low Country BBQ, Georgetown, 7 p.m.

*Saluda/ Edgefield District 1 Members and Non-Members are invited to attend the Newberry District 2 Meetings. Saluda meetings are have been discontinued due to lack of attendance. Newberry meeting notices will be sent to District 1.*

### PLEASE NOTE:

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

### Need Training & SFI Trained Credits?

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

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

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