



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

MARCH/APRIL 2015

## AMERICAN LOGGERS COUNCIL MEMBERS MEET IN WASHINGTON, DC



***Loggers take  
their issues to  
the Hill***

**March 23, 2015 – Hemphill, TX** - On March 19-21, members of the American Loggers Council met in Washington, DC with coordinated efforts to present issues important to the timber harvesting industry to lawmakers up on Capitol Hill. Over 60 members were in attendance, including representatives from Caterpillar Forest Products, John Deere, Forestry Mutual Insurance and the Southern Loggers Cooperative.

Over 100 hill visits included discussion on major issues such as Youth Careers in Logging, Truck Weight reform, comprehensive forest service timber management reform, and wildland fire suppression funding on federal lands.

On Thursday morning, ALC members were briefed on these four issues by ALC staff and heard a presentation from Frank Gladics pertaining to possible reform of the USFS Small Business Administration (SBA) set aside program for timber sales.



Thursday visits included a face-to-face with Senator John McCain (R-AZ) to discuss the merits of his Flame Act Amendment that has been introduced in the Senate that would help to eliminate the practice of “fire-borrowing” by the US Forest Service which takes dollars from other budget line items to cover catastrophic fire events and does not leave the Forest Service the dollars that they need to perform land management activities that would help to alleviate the occurrence of catastrophic fire events.

Other issues that were brought to the attention of the policymakers include the reintroduction of the ‘Right to Haul Act’ which would allow state legal weight tolerances to travel on the Federal Interstate Highway System, and garnering support for the



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Youth Careers in Logging Act which has now been reintroduced in both the House and Senate as HR. 1215 and S.694 respectively.

Following all day Thursday and Friday morning visits to the Hill, members gathered at a Friday afternoon briefing session where presentations were made from Congressman Tom McClintock (R-CA) who Chairs the all-important House Resources Committee Subcommittee on Public lands and the Environment. Members also hear from Bryan Rice, the Director of Land Management for the U S Forest Service, and Bill Imbergamo, Director of the Federal Forest Resource Coalition. Both Caitlin Rayman, Director of the Office of Freight Management and Operations with the Federal Highway Weight Administration and Luke Loy, Senior Engineer for the Federal Motor Carrier Safety Administration's Vehicle and Roadside Operations Division were on hand to discuss the latest in CSA issues as well as the release of the long-awaited comprehensive truck size and weight study that should be released later this Spring. The discussions were rounded out with Candace Schnoor from John Deere giving some insight into the economic outlook for the forestry sector in coming years, and Kevin Thieman, President of Caterpillar laying out a challenge to

the ALC to work with partners to improve the image and ability to attract and retain new workers into the timber harvesting industry.

On Saturday morning, the ALC Board of Directors held their spring meeting where committee reports were given and strategies were discussed to pursue further action on all legislative priorities.

ALC President Myles Anderson remarked that "this is probably the best fly-in that I have attended yet. Every year, our members return to the Hill better prepared to discuss the priorities, and more organized than the previous years." ALC Legislative Committee Chair Jim Geisinger also commented on the progress of the group and the recognition that the American Loggers Council now receives as an important resource for those members on the Hill who need to be educated on the issues and needs that are impacting the timber harvesting industry.

#### **About American Loggers Council**

The American Loggers Council is a non-profit 501(c) (6) organization representing timber harvesting professionals in 30 states. For more information contact the American Loggers Council office at 409-625-0206 or visit their website at [www.americanloggers.org](http://www.americanloggers.org).

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# 1,031 OF SOUTH CAROLINA'S BRIDGES NEED STRUCTURAL REPAIR

April 1, 2015

WASHINGTON, DC – An analysis of the recently-released 2014 U.S. Department of Transportation (U.S. DOT) National Bridge Inventory database finds good news and bad news when it comes to the most heavily traveled U.S. bridges. The good news is that there are 17 fewer structurally deficient structures in South Carolina than there were in 2013. The bad news is that it means 61,000 structurally deficient bridges across the nation are still in need of significant repair. And it is a problem that hits close to home.

The analysis of the federal government data, conducted by American Road & Transportation Builders Association (ARTBA) Chief Economist Dr. Alison Premo Black, shows cars, trucks and school buses cross South Carolina's 1,031 structurally compromised bridges 3.2 million times every day. Not surprisingly, the most heavily traveled are on the Interstate Highway System, which carries the bulk of truck traffic and passenger vehicles.

The top 10 most heavily traveled structurally compromised bridges in the state are:

1. I-85 over Trib. Laurel Creek (Greenville County)
2. I-26 over Southern Railway (No. 1) (Lexington County)
3. I-26 over CN and L Railroads (Richland County)
4. I-26 over SC-302 (Lexington County)
5. I-26 over US-1 (Lexington County)
6. I-126 over the Seaboard Coast Line Railroad (Richland County)
7. SC-277 over I-77 (Richland County)
8. SC-85 over the Southern Railroad and S-42-995 (Spartanburg County)
9. SC-85 over S-2 (Spartanburg County)
10. US-29 over the Enoree River (Greenville County)

The bridge problem could get a whole lot worse soon, Black warns. The federal Highway Trust Fund



(HTF) is the source of 52 percent of highway and bridge capital investments made annually by state governments. The HTF has suffered five revenue shortfalls between 2008 and 2014, and has been bailed out with nearly \$65 billion in revenues from the General Fund just to preserve existing investment levels. The latest extension of federal highway and transit funding through the HTF expires on May 31, absent congressional action. Nearly a dozen states so far have canceled or delayed road and bridge projects because of the continued uncertainty over the trust fund situation. ARTBA expects that number to increase as the deadline nears.

"State and local governments are doing the best they can to address these significant challenges, given limited resources," Black says. Bridge investments have been growing in recent years, Black says, but it has come at the expense of highway and pavement spending, which has dropped over 20 percent in the last five years.

"Without additional investment from all levels of government, our infrastructure spending will be a zero-sum game," she said, noting that there is a current backlog of over \$115 billion in bridge work and \$755 billion in highway projects, according to U.S. DOT data.

Bridge decks and support structures are regularly inspected by the state transportation departments for deterioration and are rated on a scale of zero to nine—nine being "excellent" condition. A bridge is classified as structurally deficient and in need of repair if its overall rating is four or below.

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While these bridges may not be imminently unsafe, ARTBA believes that signs should be posted so the public understands they have structural deficiencies that need repair.

The ARTBA analysis of the bridge data supplied by the states to the U.S. DOT also found:

South Carolina ranks 24th place nationally in the

number of structurally deficient bridges—1,031.

South Carolina ranks 18th place in the percentage of its bridges that are classified as structurally deficient—11 percent.

State specific bridge information from the analysis—including rankings and location lists of the 250 most heavily travelled structurally deficient bridges in the nation and top five most heavily travelled in each state—is available at [www.artba.org/bridges](http://www.artba.org/bridges).



Wood Supply Research Institute

## WOOD SUPPLY RESEARCH INSTITUTE ANNUAL MEETING

**T**he Wood Supply Research Institute (WSRI) conducted its 2015 Annual Meeting in Nashville, TN on April 27<sup>th</sup> with sixty-eight board members, project presenters and supporters attending.

Danny Norman, Resource Management Services and WSRI Chairman, opened the morning business meeting with welcoming remarks and self-introductions were made around the room. The anti-trust statement was provided by attorney Tony MacLeod. Executive Committee recommendations to the board were presented for approval: 2015 Board of Directors, 2015 Executive Committee, Approval for 2015-16 Chairman, Annual Dues Structure, 2014 Financial Statement, 2015 Budget, FRA's Support Services, Retention of Jim Fendig as Executive Director, and Initiation of Search for Executive Director Replacement as Jim Fendig will retire at the 2016 WSRI Annual Meeting.

Jim Fendig provided the executive director's report and Richard Lewis presented an update on the WSRI marketing project to make WSRI more widely known to industry and industry publications and organizations.

Jeff Jenkins, Glatfelter, and Don Taylor, Sustainable Resource Systems, received awards for their work in the new member initiative. Danny Norman provided remarks as chairman and passed the gavel to SC Timber Producers Association's Crad Jaynes for the 2015-16 chairmanship. Crad provided remarks and requested an executive director search committee be formed with one representative from each of the five

member segments. The 2016 annual meeting location was approved and will be Colorado Springs, CO in conjunction with the 2016 Forest Resources Association Annual Meeting.

After lunch, three project presentations were made. Jim Fendig reported on the University of Montana Western Logging Cost Index project which was terminated due to a lack of sufficient data to complete the project. Tom Gallagher, Auburn University, presented the completed Factors Affecting Fuel Consumption & Harvest Costs project. Shawn Baker, University of Georgia, presented the completed Validating the Southern Logging Cost Index project.

WSRI projects are available free on the website at <http://wsri.org> and on Facebook <https://www.facebook.com/woodsupplyresearchinstitute> and through Forest Resources Association Technical Releases.

WSRI was formed in 1999 to bring together the wood receiving and timber harvesting segments to address wood supply chain issues through independent third party research. *Improving wood supply operations through research* is the WSRI motto.

Over the years the membership has expanded to include woodland owners, supplier/dealer and associate segments. Twenty-four research projects have been funded and completed that have the potential of improving wood supply chain partners: landowners, loggers and wood consuming mills.

WSRI's membership segments are comprised of 16

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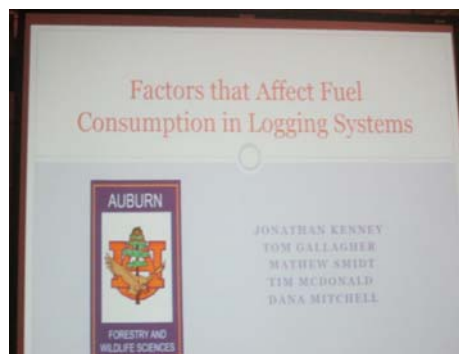


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wood consuming companies, 11 logger associations and individual logging entities, 5 fiber supply entities, 5 woodland owners and 13 associate members. This represents more than 10,000 firms across the U.S. through the various companies, associations and organizations involved.

*SCTPA is a proud charter logging association WSRI member. You are encouraged to visit the WSRI website and view the completed projects and see what WSRI is all about.*

## WSRI ANNUAL MEETING PHOTOS



Jeff Jenkins, Glatfelter, receives award from  
Jim Fendig



Technical Team Chairman  
David Hudnall, LP



Project presenters Tom Gallagher, Auburn;  
Jim Fendig, WSRI; Dale Greene &  
Shawn Baker, UGA



Danny Norman receives  
Chairman Service Award



## American Loggers Council Quarterly Report to the States

**January 1, 2015 – March 31, 2015**

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

### Executive Committee

The Executive Committee held one conference call during the quarter, on February 9 and then met face-to-face with the ALC Board of Directors in Washington on March 21<sup>st</sup>. During both meetings, reports were given on the activities of the committees and the work that they had been doing as reported below.

### Legislative Committee

The ALC Legislative Committee, chaired by Jim Geisinger, outlined the issues and activities that are ongoing in Washington, DC. The top priorities identified for 2015 include:

1. Reintroduction of the Future Careers in Logging Act
2. Reintroduction of the Right to Haul Act
3. Comprehensive federal timber land management and sale program reform, and
4. Fixing the “fire-borrowing” practices that takes money away from land management activities and places them in wildfire suppression.

### Transportation

The ALC Transportation Committee, chaired by Tommy Carroll, recommended that the ALC members join the “Linked-In” blog to help identify and discuss some of the issues that will be pending as Congress considers reauthorization of the Transportation Bill in 2015. Issues identified and discussed included:

1. CSA enforcement,
2. Truck weights,
3. Driver health card and physical requirements.

The committee has invited USDOT representatives to a briefing session to be held on March 20, 2015 in Washington, DC to discuss these issues.

### Communications

The ALC Communications Committee, chaired by Brian Nelson reported for the period that:

1. The ALC Annual Report has been completed and distributed,
2. The Facebook social media page continues to increase in “likes,”
3. The number of visits to the ALC website continues to increase,
4. The monthly ALC Washington reports are being completed and distributed to members,
5. The monthly “As We See It” editorials are being completed and distributed,
6. The reformatting of the annual meeting in 2014 was highly successful and will continue in 2015.

### Biomass

The ALC Biomass Committee, co-chaired by Richard Schwab and Larry Cumming have not met during the quarter, but co-chair Richard Schwab reported that they would be prepared to present a report in September.

### Membership

The ALC Membership Committee, chaired by Myles Anderson, have set goals for both membership and sponsorship in 2015 and have already surpassed sponsorship targets set for 2015.

Both Crad Jaynes and Danny Dructor attended a meeting with the West Virginia Forestry Association in December and have been in contact with Frank Stewart, director of the West Virginia Forestry Association, and reported that the WFVA has approved the formation of the West Virginia Loggers Council

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and once operational, will be joining the ALC.

### **Travel**

Travel in the 1<sup>st</sup> Quarter of 2015 included a January trip to Reno, Nevada where Danny Dructor met with President Myles Anderson and Montana Logging Association Executive Keith Olson to make presentations to the Associated California Loggers during their annual meeting

Danny traveled to Atlanta, Georgia for a presentation by John Deere as they introduce their new M-series and H-series machine to the market. He was able to spend time with Tom Trone and Cliff Caudill discussing some of the ALC issues as well as meeting other press members who were invited to the event.

Danny traveled to Washington, DC in mid-March to participate in the ALC Spring Fly-In and Board of Di-

rectors meeting. Speakers were arranged for a Friday afternoon briefing to ALC members that included Congressman Tom McClintock (R-CA) (chair of the House Natural Resources Subcommittee on Public Lands and the Environment); Bryan Rice – Director of Forest Management, USFS; Caitlin Rayman and Luke Loy – FMCSA; Bill Imbergamo – Director of the Federal Forest Resource Coalition, Candace Schnoor – Director of Public Policy for John Deere Construction and Forestry; and Kevin Thieneman – President of Caterpillar Forest Products.

### **Other Highlights**

Danny was able to participate in a limited capacity via teleconference in the Forest Research Advisory Committee meeting in February. He was also privileged to participate in a call with Senator McCain's (R-AZ) office to discuss support for and reintroduction of the Flame Act Amendment in 2015.

## ***AS WE SEE IT ...***



**AMERICAN LOGGERS COUNCIL**

### **The Backbone of the Industry**



I have some breaking news! The much anticipated logger shortage is here! ...at least during times of peak production. It is hitting our industry in a couple of different ways.

Across the country, the "surge capacity" in our industry has all but disappeared. That part of our industry used to be made up of many small operators who often only logged part of the year but could always be called upon to help out during times of peak production. Since the "Great Recession," most of these companies have gone out of business, moved on to more profitable ventures, or become full-time loggers. With that surge capacity gone, we are all feeling tremendous pressure to meet our customers' demands.

As employers, we are in the midst of a crisis trying to attract and retain qualified employees. This fact was driven home recently by a logger friend whose son had been working for his company. Last year, his son took a job with a construction company, making considerably more money than he had been making working as a logger. His son felt badly about leaving but, as my logger friend told me, "he's now making the kind of money that he could never make in logging." When you think about it, what a sad statement about logging. If we can't even afford to pay our own children enough to stay in logging, how can we

expect to keep any qualified employees? When I was young, someone could buy a house and raise a family on a logger's wage. Now, even with a working spouse, most employees struggle just to get by. It is not at all unusual for the spouse of a logger to be the bigger breadwinner with better benefits and retirement package. It is demoralizing, considering the high level of skill required to perform most logging jobs.

### **We have a serious problem: fewer loggers in the business and fewer individuals becoming loggers.**

In order to stay in business, loggers have had to become better, more professional businessmen. We have learned how to succeed in an increasingly regulated and volatile industry. During the same time, virtually every cost has skyrocketed (equipment and financing, commercial and health insurance, workman's comp, fuel, regulatory fees and taxes) and we have had to absorb those astronomical cost increases. The only items that haven't risen at the same pace are the prices we are paid by our customers, what we logging operators earn in profit at the end of the year, and what our employees take home on their pay-

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checks. Yes, we have managed to stay in business but it has been at great cost to our people. Ultimately, if we cannot increase our profits, we cannot increase pay to a level that more realistically reflects the value and skills of our people to our logging operations, a level that is competitive with other industries that require workers with similar skills.

A retired forester recently told me that “loggers would soon be in the driver’s seat” with regards to setting logging prices. The question is, just how accurate will that statement turn out to be? I do know that this is definitely not a place loggers are accustomed to being. Typically when there is a shortage of something (loggers), its price will go up. Unfortunately, the pressure to increase logging that we’ve felt from our customers hasn’t resulted in increased prices for our services. While we would love to be able to charge whatever prices we want, the reality is that wood products are commodities. Producers of wood products are not only competing against one another; they compete against other materials. If wood products become too expensive, they will be replaced by other materials and will ultimately lose market share. So where does this leave us?

If we don’t quickly improve logger compensation, the logger shortage will certainly continue getting worse. As the shortage gets worse, even fewer operators will be available to meet the increasing demands of the market. Less product availability translates into higher market prices. Higher market prices will result in lower market share. This death spiral has a simple solution- pay loggers more money for the work that they do. Without strong and more-profitable loggers, the future of the entire wood products industry is in serious trouble.

We loggers are the backbone of this industry. We owe it to ourselves, our employees and the entire timber industry to make reasonable profits. To do anything less will jeopardize us all and result in what timber owners probably fear the most- out of control logging costs.

*Mark Turner is the current President of the Associated Oregon Loggers and serves as an officer for the American Loggers Council. He and his brother Greg operate Turner Logging located in Buxton, Oregon. For more information, please contact the American Loggers Council at 409-625-0206.*



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Two photographs of open-top trailers. The left photo shows a white trailer with a black frame and an American flag on the side, parked on a dirt surface. The right photo shows a similar white trailer with a black frame, parked on a dirt surface.



## ALC Washington Report – March 30, 2015

### Fly-In Recap

Over 60 individuals and supporters, including ALC Board members, sponsors and logging association executives attended this year's Spring fly-in to Washington, DC on March 18-21. Over 100 visits were made on ALC's priority issues which included the Youth Careers in Logging Act, the Right to Haul Act, the Flame Act Amendment to eliminate "fire-borrowing" and the comprehensive reform needed to manage our federal timberlands. While Congress is now on a two week recess for Easter and went back on the districts, the ALC will continue to press for more support on these issues.

### Youth Careers in Logging

Congressman Raul Labrador (R-ID) and Senator Jim Risch (R-ID) reintroduced the Youth Careers in Logging Act (H.R. 1215 and S. 694) in early March, just prior to the ALC Fly-In. The bill would amend the Fair Labor Standards Act by allowing the 16 and 17 year-old children of logging business owners the ability to work on the job under direct parental supervision. There are exclusions in the bill that would not allow the youth to operate chainsaws or set chokers in a cable skidding operation. Members of the ALC requested support for the bill during the fly-in and the number of cosponsors is increasing in the House and Senate.

### Right to Haul Act

Members of the American Loggers Council approached several of their representatives on March 18-19, 2015 in both the House and Senate requesting that the Right to Haul Act be reintroduced in the 114<sup>th</sup> Congress. The Act allows State legal weight tolerances for agricultural and forest commodities the ability to legally haul those weights on the Federal Interstate Highway System within that State. There were three Congressmen and one Senator that appeared to be willing to reintroduce the bill.

### Wildfire Funding

Members of the American Loggers Council met with Senator John McCain (R-AZ) during their March fly-in to discuss his recently introduced Flame Act Amendment, S.508. The ALC is supporting S. 508 as a preferred method of eliminating the practice of "fire-borrowing." Recent language in the Senate Budget Resolution which came out on March 25<sup>th</sup> included language in Section 319 entitled "Spending-Neutral Reserve Fund To Improve Forest Health" which contained the framework of the FLAME Act Amendment which is a non-binding and does not become law, but do signal symbolically where Senators are on these kinds of concepts.

### Comprehensive Public Forest Management Reform

Members of the American Loggers Council continued to press members of Congress to consider comprehensive legislative changes to the way in which current policies are impacting not only the timber harvesting industry, but the communities that the timber industry supports. Thoughts that were presented to lawmakers included stopping redirecting funds intended for forest management to fire suppression, increasing the pace and scale of the timber sale program, and overhauling NEPA guidelines for both green and fire salvage timber programs. The ALC, working with the Washington-based Federal Forest Resource Coalition will continue to push for reform.



### Reality

**H**ave you ever thought what it would be like to wake up one morning to the reality of having lost your job, lost all the infrastructure that once supported your job and wonder how your community and your family would survive? Fast forward to the reality of today, the living wage jobs are long gone and your community is dependent on government aid rather than the vibrant economy that once flourished there. Rural families throughout the United States living adjacent to nationally owned forests, where once a thriving industry harvested and manufactured renewable resources have been forced into living this reality for the last 15 years. The Forest that was once managed to minimize fuel loading, create jobs and provide revenue for the local communities is now an overstocked and tinder dry fuel source or worse, a sea of blackened snags.

This government aid that communities have come to rely is known as the secure rural school act (SRS). The SRS act monetarily supports communities and is meant to substitute for all the jobs that were lost as a result of our government's decision to stop managing the lands surrounding these communities. Historically these rural communities received a portion of the receipts from Forest service timber sales and more importantly the jobs and lifestyle that went along with living in a vibrant community. The SRS is critical for many rural communities. This act funds over 775 rural Counties and 4,400 schools. The secure rural schools act was first passed in 2000 and since then every year these counties have come to rely on this funding for their very existence. The sad truth is there is no certainty from year to year associated with the funding.

Each year families in these communities wait on Congress to decide

whether or not their basic needs will be funded through a bill or resolution. Usually these funds are held hostage by one party or another because of unrelated issues. A commonsense approach to this issue would be to put this effort into restoring the economic viability of these communities through increased forest management. Perhaps this is too simplistic an approach to solving this problem; however, I believe that a majority of people in this Country are beginning to realize our federally owned forests are in a state of declining health. Most are very supportive of green fire breaks, removing the dead and dying trees and managing the fuel load. Our federal forests could and should be managed in a sustainable way creating jobs and strong communities rather than waiting for the inevitable fire. The best measure of the cost of these catastrophic fires is in air quality impacts, the destruction of critical habitat, the deterioration of water quality and the numerous animal welfare (habitat) issues.

According to the USDA in regards to the forest service "Our mission, as set forth by law, is to achieve quality land management under the sustainable multiple-use management concept to meet the diverse needs of people". I propose this question, do you feel the national forests and in turn our rural communities are in a better position environmentally and socially now then we were 20 years ago when the Forest Service was actually managing our forests? There is a difference between conservation and preservation, and the fact that managed timberland has many benefits both environmentally and socially should not be overlooked when describing the difference.

Many ideas are floating around Washington DC on how best to facilitate a new direction within the United States Forest Service. Perhaps it will

require legislation that charts a new course, or a change in leadership to get the agency back on track or even a return to common sense that places management back into the hands of the professionals who are trained to manage the forests, not the liberal courtrooms with their own agendas who opt to side with radical environmental organizations who continue to thrive off of the settlements and awards offered through the Equal Access to Justice Act.

What is important is that Washington DC hears from constituents on how important it is to utilize our natural resources for both the environmental benefits and the social benefits. I for one would like to go to work each day and support my family in an industry that relies on a renewable resource, rather than reliving the nightmare of congressional consent every year. When deciding as to what should benefit from federal forests I would ask that human beings be a prime consideration as we deliberate.

*Myles Anderson is the current President of the American Loggers Council and he and his father Mike own and operate Anderson Logging, Inc. based out of Fort Bragg, CA.*

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







### Inspiration



It is a distinct privilege to address all of you great loggers through the American Loggers Council Newsletter. I'd like to start my comments with an abbreviated version of a speech I've written for President Obama, or Forest Service Chief Tom Tidwell, or anyone in a high ranking office that can muster an audience. It goes something like this:

*"America is truly a country of great achievement. Nothing underscores this more than a quick review of some facts. America leads the world in food production. Today, U.S. farmers export 45% of their wheat, 34% of their soybeans and 71% of their almonds. In 2011, U.S. farmers produced \$388 billion of goods, with approximately one third of that being exported. America truly helps feed the world.*

*In the 1970's, America decided it was time to shed its reliance on foreign oil. The American people said, "Enough is enough," and Washington was listening. Today America is undergoing a revolution in energy production, a revolution so dynamic that the International Energy Agency predicts that the U.S. will surpass Russia and Saudi Arabia as the world's top oil producer by the end of this year.*

*America's pride of achievement is showcased in so many other fields, including space exploration, medicine, and athletic prowess.*

*Today I'd like to issue a challenge to an industry that helped build this country, an industry that produced the railroad ties that linked our country together, and provides the raw material that builds our homes, our schools, and our offices. Today, this great industry, the timber industry, is languishing. America leads in exporting so many goods and services to the world, and yet is now the second leading importer of lumber in the world (we were number one up until 2012, when China became the leading importer). California, the Golden State, blessed with over 33 million acres of forestland imports over 75% of its wood products.*

*How can this be? One third of our nation is covered in forestland. We have arguably the best growing climate for timber production in the world. Our timber*

*industry is second to none when it comes to technological know-how and work ethic.*

*When the American people put their heart and soul into something, they achieve it. It's time to bring home-grown timber products back to our hardware stores and lumberyards. If we all work together, America can become a leading exporter of timber-related goods and services. We should not accept anything less."*

If that speech was given, could we rise to the challenge of retooling and expanding our industry? Does the United States have access to enough homegrown timber to feed our annual lumber appetite of 40 – 65 billion board feet a year? The answer is, "Yes we do – in spades."

According to data from the Western Wood Products Association and the Forest Service Inventory and Analysis Group, the standing net volume in America's forests is approaching 2.25 trillion board feet. Annual growth on this inventory is approximately 150 billion board feet. This easily meets our nation's lumber demand. The truth is, the United States has 750 million acres of forestland growing enough timber to meet our own lumber needs, export billions of board feet to other countries, while continually adding inventory to our forests.

In addition to prodigious timber growth, two-thirds of our nation's drinking water comes from our forests. On average, once acre of trees annually consumes the amount of carbon dioxide equivalent to that produced by driving an average car for 26,000 miles. That same acre of trees also produces enough oxygen for 18 people to breathe for a year.

Economically, there is no better investment than forestry. Every \$1 million invested in forestry creates approximately 40 jobs. That is almost double the next highest investment sector of mass transit and freight rail construction where \$1 million invested creates approximately 22 jobs.

Unfortunately, these facts are not what I hear

*(Continued on page 13)*

(Continued from page 12)

talked about at the landing, at coffee shops, or at conventions and meetings. Instead, it's usually acres burned, mills closed, government regulations, environmental lawsuits, and jobs lost. The Associated California Loggers just finished our annual meeting. At an evening banquet, my wife, Vicki, looked around the room of 250 plus folks and said, "Wow, there are a lot of young people here." There were indeed young loggers and their wives, many sitting with their moms and dads.

These young people are hungry for inspiration, and our association, the American Loggers Council, must remain the prime source of that inspiration. We need to talk more about acres harvested, mills reopened, new laws to support our industry, and environmental groups that support our goal of healthy forests.

For the older generation, our charge is to inspire this new generation of loggers to continue not only to work hard and smart, but to understand and promote the proud and positive facts about our forests and our industry. Let's face it, if we are going to rejuvenate America's timber industry, it will be on their watch. With their help, America can trade the stigma of being a leading lumber importer with her overgrown forests burning to the ground, for the pride of supplying lumber to the world.

*Mike Albrecht is co-owner of Sierra Resource Management, Inc., located in Jamestown, California. Mike was selected as the American Loggers Council National Logger Activist of the Year in 2014. For more information, please contact the ALC office at 409-625-0206 or e-mail at [americanlogger@aol.com](mailto:americanlogger@aol.com).*

March 27, 2015

## American Trucking Associations State Laws Newsletter



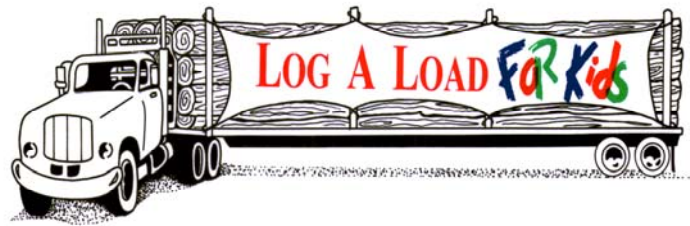
IRS Says No 1099s Needed for Owner-Operators – In a memorandum issued by its Office of Chief Counsel, the federal Internal Revenue Service confirms that a motor carrier need not issue Forms 1099 to report payments to owner-operators under lease to the carrier, if the payments represent amounts earned for hauling freight. This ruling is nothing new; the memo mentions in passing that federal law has had such an exemption since 1918 for payments made for hauling freight, and that "freight" is to be interpreted broadly. The exemption is currently in IRS regulation section 1.6041-3(c). IRS adds that whether a specific charge is actually for the hauling of freight may depend on the particular facts of a given transaction. We would caution carriers using owner-operators that although the law appears clear that no 1099s need to be issued to them, it may still be advisable to do so, in order to protect the operators' status as independent contractors. The memo is IRS CCM no. 20151002F, dated June 6, 2014, and released March 6, 2015. It can be found on-line here: <http://www.irs.gov/pub/irs-lafa/151002f.pdf>. By the way, the memo mentions this newsletter.

## **SCDMV** NEW REQUIREMENT TO PROVIDE E-MAIL ADDRESS

**Effective April 2015**, Motor Carrier Services will **no longer** mail the IRP/IFTA renewal/quarterly tax return packages for your IRP/IFTA renewal registration and quarterly tax return.

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# MIKE KEIM: LOG A LOAD'S 2015 NATIONAL VOLUNTEER CHAMPION



RELEASE: April 29, 2015

CONTACT: Ellen Smethurst (202-296-3937)

[esmethurst@forestresources.org](mailto:esmethurst@forestresources.org)

Nashville, Tennessee – The Log A Load For Kids Foundation conferred its **2015 National Log A Load For Kids® Volunteer Champion Award** on Mike Keim, of Keim's Forestry Services, based in Newberry, South Carolina, at the Forest Resources Association's Annual Awards Dinner, April 28 in Nashville, Tennessee. Mike serves as South Carolina's Log A Load Chair.



Log A Load 2015 Volunteer Champion Mike Keim (center) congratulated by Children's Miracle Network Representative Jared Wall (left) and Log A Load For Kids® Foundation Chair Sherri Hansen (right).

Presenting the Award, National Log A Load Foundation Chair, Sherri Hansen, made the announcement that Log A Load For Kids had raised an incredible 2.2 million dollars in 2014 and thanked everyone involved with Log A Load for their efforts. Since Log A Load began in 1988, the campaign has raised over 41 million dollars for kids in need of medical treatment at Children's Miracle Network Hospitals.

Hansen noted the thriving network of volunteers Mike Keim has established across the state of South Carolina. As the South Carolina Log A Load For Kids Chair, Keim devotes countless hours to coordinating efforts, speaking at events and traveling all over the state to spread the word about this important cause. Sherri pointed out how Mike's energy inspires all participants and has led to donations exceeding \$100,000 to Children's Miracle Network Hospitals in South Carolina every year.

Accepting the award, Mike Keim stated that he felt "humbled and honored" and declared that teamwork is what makes the campaign's success. He thanked FRA, Sherri Hansen, Log A Load For Kids volunteers, Children's Miracle Network Hospital coordinators, and South Carolina Forestry Association for their support for Log A Load. He stated: "Each and every one of us are champions." Keim was joined by his wife and two daughters at the Awards Dinner.

Under Mike's enthusiastic and heartfelt leadership, Log A Load For Kids continues to thrive in South Carolina with the best kind of friendly competition there is—seeing who can bring in the most support for America's most precious resource.

Log A Load For Kids is an annual campaign, which encourages loggers and others in the forest products community to donate the value of one load of logs, or any amount, to local Children's Miracle Network hospitals. Log A Load For Kids is a national leader in CMN fundraising. For more information, or to donate funds to a CMN-affiliated hospital in your area, please visit [www.logaload.org](http://www.logaload.org).





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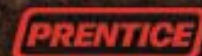
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# MORE THAN 1,000 S.C. BRIDGES IN NEED OF REPAIR, STUDY SHOWS

Staff Report  
[colanews@scbiznews.com](mailto:colanews@scbiznews.com)  
Published April 1, 2015

**M**ore than 1,000 South Carolina bridges are structurally comprised and in need of repair, according to recent analysis of the U.S. Department of Transportation National Bridge Inventory.

The state ranks 24th nationally in the number of structurally deficient bridges at 1,031 and 18th in percentage of its bridges classified as structurally deficient at 11%.

"Many of the most heavily traveled bridges are nearly 50 years old. Elected officials can't just sprinkle fairy dust on America's bridge problem and wish it away," said Alison Black, chief economist at the American Road & Transportation Builders Association. "It will take committed investment by legislators at all levels of government."

Six of the state's most heavily traveled structurally compromised bridges are in the Midlands, headlined by I-26 over Southern Railway (No.1). The structure ranked second only to Greenville's I-85 over Trib. Laurel Creek in traffic. Richland County's I-26 over CN and L Railroads came in at No. 3.

Lexington County's I-26 over SC-302 (4th) and I-26 over US-1 (5th); and Richland County's I-126 over the Seaboard Coast Line Railroad (6th) and SC-277 over I-77 (7th) round out the Midlands' deficient bridges. Two Spartanburg-area bridges and another Greenville county bridge round out the top 10.

The association says cars, trucks and school buses cross these state bridges 3.2 million times every day.

"State and local governments are doing the best they can to address these significant challenges, given limited resources," Black says. "Without additional investment from all levels of government, our infrastructure spending will be a zero-sum game."

Black said there is a current backlog of over \$115 billion in bridge work and \$755 billion in highway projects, citing U.S. DOT data. South Carolina, meanwhile, faces a \$1.5 billion-a-year shortfall in money needed to maintaining and repairing the infrastructure, according to the state DOT.

Gov. Nikki Haley has proposed a tax-swap proposal, where all tax brackets would see a reduced rate of 2 percentage points but a 10-cent increase on gas tax. A House plan calls



American Road & Transportation Builders Association ranks this bridge, which crosses Southern Railway tracks and the Saluda River on Interstate 26, as the Midlands' worst bridge. (Photo/Google Maps)

for a 10-cent a gallon gas tax increase while reducing the maximum sales taxes on vehicles from \$500 to \$300. Sen. Ray Cleary, R-Georgetown, has also voiced a plan which would increase user fees and taxes that would raise about \$800 million a year.

The bridge problem could get a whole lot worse soon, Black warns. The federal Highway Trust Fund is the source of 52% of highway and bridge capital investments made annually by state governments. The fund has suffered five revenue shortfalls between 2008 and 2014, and has been bailed out with nearly \$65 billion in revenues from the General Fund just to preserve existing investment levels.

The latest extension of federal highway and transit funding through the trust fund expires on May 31, absent congressional action. Nearly a dozen states so far have canceled or delayed road and bridge projects because of the continued uncertainty over the trust fund situation. The association expects that number to increase as the deadline nears.

S.C. Department of Transportation Secretary Janet Oakley said her agency has been "aggressively" managing the federal funds it receives.

"We have not slowed anything down," Oakley said. "Hopefully there will be action by the end of May. If there's not and the bill expires, the trust fund is expected to remain solvent through the middle of summer. But if it doesn't happen by the end of May we're going to back in and assess the situation."





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# LEAF OUT – VISIBILITY REDUCED!

By Bryan Wagner

A logger's vision and visibility are key factors to his safety in the woods. Visibility in the logging woods is generally good from November to the end of March. The month of April and into May brings a natural phenomena and it is called leaf out. The deciduous forest blooms to new life with a fresh growth of new leaves. What was once a bright and open environment in the late fall and winter, with good visibility, has been transformed to a lush green environment with filtered light.



As the forest rejuvenates itself, risk is increased due to reduced visibility caused by the new canopy of leaves. This new canopy hides overhead hazards, or death from above. Overhead hazards are the leading cause for catastrophic injury and death in the forest industry. Please take the time to brief your crew on overhead hazards and the reduced visibility caused by leaf out.

- **Be visible; wear high visibility safety colors to make your presence known.**
- **Use approved personal protective equipment (PPE) for head protection.**
- **Look and scan at least 50 feet ahead on your ground path of travel.**
- **Look and scan at least 100 feet ahead for all overhead hazards.**
- **Don't place yourself under any object that can fall or move due to gravity or the loss of hydraulic pressure.**
- **Maintain at least two tree lengths from all felling operations.**
- **Maintain communication with anyone in the work area. Verify their location with frequent eye contact.**
- **Never walk into a work area with running or moving equipment until the equipment is stopped, engine cut-off and implements grounded.**
- **Timber-cutters shall use proper felling techniques which include proper face notches, with no by-pass, and adequate hinge-wood to control the tree's fall to the ground.**
- **Timber-cutters should be using the "5-part" felling plan. This plan reduces risk during the manual felling process.**

New life grows before our eyes in the spring logging woods. The reduced visibility caused by this new life could be responsible for taking a life. Look Up! Be alert, and enjoy the spring logging woods safely.

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# Cell service cost increase creates static

By Ashley Heffernan  
[aheffernan@scbiznews.com](mailto:aheffernan@scbiznews.com)

Published March 30, 2015, from  
the March 23, 2015,  
print edition



**S**ome cellphone carriers are fighting a bill in the S.C. Senate that Sen. Luke Rankin argues will level the playing field between landline and cellphone companies.

Rankin, R-Conway, co-sponsored Bill 277, also known as the State Telecom Equity in Funding Act, in January along with Sens. Thomas Alexander and Brad Hutto.

Currently, only landline customers pay a fee into the S.C. Universal Service Fund, which helps landline companies offset the cost of installation and maintenance of telephone lines in rural areas of the state. The new bill would add a similar fee for cellphone customers.

Rankin, who also runs a law practice, said businesses are the primary customers for landline carriers and they're paying a disproportionately higher fee because cellphone customers aren't paying anything. "A tax assumes you get some benefit in the form of government resources, like health care, schools ... but wireless consumers will get nothing in return. It's almost a tribute," said Michelle Robinson, vice president of state government affairs for Verizon. "When the Universal Service Fund was created almost 20 years ago, the goal was for all citizens to have access to affordable service, and all who used the network would bear the cost," Rankin said. "Now you've got 4 million or so wireless customers and a million-plus landline customers, which includes me, as a business, includes churches, schools, etc., and so we are paying for the lion's share. In fact, we're paying it all."

He said when legislators passed the law in 1996, they recognized there would be a day when a new technology would require the law to be updated. "We're at that point now," Rankin said.

If the bill is signed into law, S.C. Universal Service Fund fees for landline customers would likely go down as fees for cellphone customers would go up, according to Rankin, who said it's fair because cell-

phone customers use landline networks. He estimates customers across the board will pay a fee of about 1.1% of their bill.

The fees will go into the fund, which is administered by the Office of Regulatory Staff, and then about two dozen telephone companies will be eligible to draw from the fund to build and maintain landlines.

Rankin said there is currently a cap of about \$170 million on the fund, but it's only paying out about \$42 million a year. The bill he is sponsoring would cap the fund at \$42 million so no companies could petition for more funding in the future.

National cellphone carriers Verizon, Tracfone, Sprint, US Cellular and T-Mobile are against the idea, saying the proposed fee is actually a tax. Together, they sent a letter to the Senate Judiciary Committee asking for the bill to be stopped.

Michelle Robinson, vice president of state government affairs for Verizon, said the bill establishes a permanent financial gift to landline companies.

"It means that landline phone companies will be guaranteed payments from every South Carolina individual and family that purchases wireless services, and these good people get nothing in return," Robinson said.

A study by the Tax Foundation, an independent tax policy research organization, estimates that a typical S.C. family with a shared plan priced at \$100 per month pays nearly \$200 per year in wireless taxes, including state taxes, local sales taxes, a state 911 fee, a municipal license tax and a federal Universal Service Fund charge.

Robinson said landline companies are losing customers at a steady rate and the bill is subsidizing a failing industry.

"Arguably, if this bill passes, the landline phone companies could have no customers, and still they would get the money, only now they're getting it from 4.5 million more South Carolinians," Robinson said. "There's nothing in this bill that would prohibit it."

Robinson said agreements are already in place that are "quite lucrative for the landline companies."

"In 2014, Verizon paid tens of millions of dollars to landline companies in South Carolina for use of landline networks," she said. "We paid this money directly to landline companies consistent with agree-

*(Continued on page 23)*

(Continued from page 22)

ments we have with them for this purpose. These agreements are common.”

She reluctantly called the proposed charge a tax but said it’s actually worse than that.

“A tax assumes you get some benefit in the form of government resources, like health care, schools ... but wireless consumers will get nothing in return. It’s almost a tribute,” she said.

Don Weaver, president of the S.C. Association of Taxpayers, doesn’t think the charge is a tax either. But he has a different stance on the issue.

“It’s not really a tax issue. We think it is more of an equity issue,” he said. “In my business, we get cell-

phone calls from customers, but they’re coming over a landline to finish that call. They’re still finishing over a landline. You can’t say they shouldn’t be paying into the system because everyone is using the lines.”

Weaver said the association’s members are primarily 50 and older and the majority are in favor of the bill.

“A lot of them still have landlines. If the burden of this was not spread among all users, what would happen to the Universal Service Fund? It could double or triple,” he said. “It (currently) just doesn’t seem to be fair.”

Reach staff writer Ashley Heffernan at 843-849-3144 or @AshleyBHeff on Twitter.

## CHAINSAW VS THE HUMAN FOOT

Bryan Wagner

The modern power saw is an engineering marvel. Technology and design has allowed engine speed to exceed 15,000 RPM’s on some production saws. Coupled with a razor sharp saw chain, the chainsaw is a very effective tool. The chainsaw has been the work horse in the logging woods for years. In spite of an ever growing mechanical presence in the woods, the chainsaw remains one of our go-to tools when it is needed.

Recently, we have seen a rising occurrence of saw cuts to the feet. Education and training are designed to reduce the chance of injury, or turn around a trend. The first step in this process is to study the animal, the chainsaw. As earlier stated, the modern chainsaw is a very effective cutting tool. To be effective the saw engine and saw chain must be finely tuned and maintained. A chilling fact is the cutting tooth of the saw chain is designed to REMOVE! Saw chain doesn’t cut like a filet or hunting knife. If we are running a 3/8 pitch chain, the cutter is 3/8 of an inch wide. Upon contact with the human body, there is 3/8 of an inch of skin; muscle; tendon and bone that are gone! Add to the fact that a lot of foreign material, (Bar oil, dirt, pieces of shoe leather, etc.) is introduced to the wound area. This injury becomes quite serious.

Next in the loss control process is to AVOID CONTACT with the moving saw chain. Chainsaw kick-back is



the culprit in the majority of all laceration incidents. Chainsaw kick-back happens seven times quicker than what the human brain react to. By the time a human can move a foot or shield a face, the cut has happened! Kick-back injuries can be reduced by understanding the reactionary forces of the bar and chain unit of the saw. Proper bracing and the use of the “thumb-wrap” grip counteracts the reactionary forces of the moving saw chain. The chain brake on the power saw should be treated like a safety on a firearm. When not cutting, the chain brake should be engaged to avoid unexpected chain movement. Above all, proper body placement greatly reduces the risk of a serious chainsaw laceration. If the foot is not in-line with the saw chain, it won’t be injured there!

Personal Protective Equipment, (PPE) in the form of cut-resistant foot wear is federally mandated for saw hands. Chainsaw cut-resistant foot wear can prevent or greatly reduce the seriousness of a cut situation. Protective foot wear comes in many forms and styles and is quite comfortable to wear. It just makes good sense; it’s like having extra insurance should a situation arise. As with any PPE, catastrophic injury can be prevented or reduced by its use. My angle on the subject is to train and educate to avoid having to rely upon the PPE for protection.

The recent trend of chainsaw foot lacerations has been severe. Many of the cuts have dealt with contact to the bone, which often requires bone-graft surgery. To avoid this possible crippling injury training and education reduce the risk of incident. Good work habits and the use of proper PPE reduce the chance of injury. Try as they may, the chainsaw will always have a place in the logging woods.



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# NEWS

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RELEASE: April 29, 2015

CONTACT: Neil Ward (202/309-3126)

[nward@forestresources.org](mailto:nward@forestresources.org)

## **MOULTON LOGGING: 2015 NATIONAL OUTSTANDING LOGGER**

Washington, DC – The **Forest Resources Association** honored Moulton Logging Inc., based in West Charleston, Vermont, as **2015 National Outstanding Logger** at FRA's April 28 Annual Awards Dinner in Nashville, Tennessee. FRA Chairman Tom Reed invited Plum Creek's Chris Fife, who nominated the company for the award, to step forward and present a plaque to Britt Moulton.

Fife commented that he had worked with Britt for six and a half years, "and I've learned to count on the quality of your work. I just have to say that you are a great ambassador for our industry."

Reed also conveyed congratulations, and a \$1,000 check, from STIHL Inc., which has supported the Outstanding Logger Award Program for several decades.

Britt Moulton thanked FRA and STIHL and stated, "I'd like to thank my team. Like we've been saying all day, it is all teamwork. I appreciate it and thank you all."

Moulton Logging Inc. has been family-owned and operated since 1976. Britt Moulton leads the business, with support from his wife, Jennifer, who keeps track of the finances (using a spreadsheet-based book-keeping system she developed herself) and his brother Jerry on the cable skidder. Other key staff include Marcel Roy on grapple and Justin Houle on the feller-buncher. Independent trucker Marcel Isabelle does most of Moulton's trucking. Britt, himself, operates the loader and has a high reputation locally for top quality merchandising.

Britt's years of service as president and captain of the Charleston Fire Department testify to his strong commitment to safety. Both Britt and Jerry are certified under Vermont's "Logger Education to Advance

*(Continued on page 27)*



FRA Chairman Tom Reed (right) and (left to right) FRA President Deb Hawkinson, Plum Creek's Chris Fife, and 2015 National Outstanding Logger Britt Moulton, of Moulton Logging Inc."



(Continued from page 26)

Professionalism” program and stay up-to-date on safety training (and spill prevention), reporting only one, very minor, recent injury on the job.

Operating in Vermont, and doing 95% of its work on SFI-certified land, some covered under conservation easements, Moulton Logging is used to operating under close observation. The operation has undergone Sustainable Forestry Initiative® third-party audits twice in the past five years, in addition to the landowner’s own annual audits. Since harvest areas and the land base are generally open to the public, Moulton’s crew members take extra measures to exhibit professionalism and pride in their work, placing a high priority on a visually appealing harvest.

During the past year alone, Moulton has hosted a Vermont Woodlands Association “Walk in the Woods,” including a television crew, as well as a separate tour of a deeryard harvest the company was performing. The operation is flexible, able to undertake clearcuts, shelterwood cuts, selection or intermediate thinning, riparian zone treatments, and deeryard patch cuts.

Also in 2014, the company worked with the Make-A-Wish Foundation to welcome 6-year-old Keegan Brooks, who suffers from muscular dystrophy, for a “logging adventure” on land Moulton was operating on.

FRA has honored 26 National Outstanding Loggers since establishing the national award in 1990. Recent National Outstanding Loggers include David and Kurt Babineau, of West Enfield, Maine (2008), the partners of Redoutey Logging, McDermott, Ohio (2009), Cloquet, Minnesota’s Berthiaume Logging (2010), Paul and Mary Mitchell of Paul Mitchell Logging, of Tupper Lake, New York (2011), T.W. Byrd’s Sons, Inc. (2012), Comstock Logging of Hampden, Maine (2013), and last year’s Anthony B. Andrews Logging of Trenton, North Carolina. Nominees for this year’s award passed through state-level recognition to regional award programs administered through FRA’s Regional structure. A jury of 25 national-level leaders in forestry and conservation selected the winner.

The Outstanding Logger program is designed:

1. to recognize outstanding logging contractor performance;
2. to raise the visibility of competent, professional independent logging contractors in the forestry community;
3. to encourage other independent logging contractors to emulate the outstanding performance of the award winners; and
4. to improve forester-logger relations by publicly recognizing outstanding logging performance as an essential element of every planned timber harvest.

The **Forest Resources Association Inc.** is a nonprofit trade association concerned with the safe, efficient, and sustainable harvest of forest products and their transport from woods to mill. FRA represents wood consumers, independent logging contractors, and wood dealers, as well as businesses providing products and services to the forest resource-based industries.

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# News Release

## Midwest Region



5600 American Boulevard West, Suite 990, Bloomington, MN 55437  
612-713-5360

### FOR IMMEDIATE RELEASE

April 1, 2015

Contact:

Georgia Parham, 812-334-4261 x 1203,

Georgia\_Parham@fws.gov

## U.S. Fish and Wildlife Service Protects Northern Long-eared Bat as Threatened Under Endangered Species Act

*Also Issues Interim Special Rule that Tailors Protections to  
Eliminate Unnecessary Restrictions and Provide Regula-  
tory Flexibility for Landowners*

The U.S. Fish and Wildlife Service announced today it is protecting the northern long-eared bat as a threatened species under the Endangered Species Act (ESA), primarily due to the threat posed by white-nose syndrome, a fungal disease that has devastated many bat populations.

At the same time, the Service issued an interim special rule that eliminates unnecessary regulatory requirements for landowners, land managers, government agencies and others in the range of the northern long-eared bat. The public is invited to comment on this interim rule as the Service considers whether modifications or exemptions for additional categories of activities should be included in a final 4(d) rule that will be finalized by the end of the calendar year. The Service is accepting public comments on the proposed rule until July 1, 2015 and may make revisions based on additional information it receives.

"Bats are a critical component of our nation's ecology and economy, maintaining a fragile insect predator-prey balance; we lose them at our peril," said Service Director Dan Ashe. "Without bats, insect populations can rise dramatically, with the potential for devastating losses for our crop farmers and foresters. The alternative to bats is greater pesticide use, which brings with it another set

of ecological concerns."

In the United States, the northern long-eared bat is found from Maine to North Carolina on the Atlantic Coast, westward to eastern Oklahoma and north through the Dakotas, reaching into eastern Montana and Wyoming.

Throughout the bat's range, states and local stakeholders have been some of the leading partners in both conserving the long-eared bat and addressing the challenge presented by white-nose syndrome.

"Michigan and other states collaboratively worked to provide critical information as the U.S. Fish and Wildlife Service evaluated the status of the northern long-eared bat," said Keith Creagh, Director of the Michigan Department of Natural Resources. "The decision to list the bat as threatened with an interim 4(d) rule represents a biologically sound determination that will address the conservation needs of these bats while providing flexibility for those who live and work within the bats' range. Looking ahead, we expect to continue working closely with the Service as we focus on finding the right solutions to this conservation challenge."

The Service proposed the northern long-eared bat as "endangered" in October 2013 following severe population declines that have seen the species disappear from some traditional hibernation sites. However, during its review, the Service determined the northern long-eared bat meets the definition of "threatened." Under the Act, an endangered species is currently in danger of becoming extinct, while a threatened species is likely to become endangered in the foreseeable future.

"In making this decision, we reviewed the best available scientific information on the northern long-eared bat, including information gathered from more than 100,000 public comments," said the Service's Midwest Regional Director Tom Melius. "We are listing this species because a disease – white-nose syndrome – is spreading and decimating its populations. We designed the 4(d) rule to provide appropriate protection within the area where the disease occurs for the remaining individuals during their most sensitive life stages, but to otherwise eliminate

*(Continued on page 29)*

(Continued from page 28)

unnecessary regulation.”

The listing becomes effective on May 4, 2015, 30 days after publication of the final listing determination in the *Federal Register*.

Populations of the northern long-eared bat have declined dramatically in the eastern part of the bat's range due primarily to white-nose syndrome, a disease that has killed millions of cave-hibernating bats of many species in the United States and Canada. Impact of disease is among the factors analyzed by the Service under the Endangered Species Act when a species is considered for listing.

The Service, states, federal agencies, tribes, conservation organizations and scientific institutions are working together on a national response team to address white-nose syndrome through disease monitoring and management, conservation and outreach. The Service has granted more than \$20 million to institutions and federal and state agencies for research and response.

Some human activities also impact these species, particularly close to their hibernation sites, creating heightened challenges for bat populations already weakened by disease and underscoring the need to protect important habitat while research continues to develop a cure for white-nose syndrome.

White-nose syndrome has not yet been detected throughout the entire range of the northern long-eared bat, and will not likely affect the entire range for some years. The species appears stable in areas not yet affected by disease, mainly in the western part of its range. It also still persists in some areas impacted by white-nose syndrome, creating some uncertainty as to the timing of the extinction risk posed by the disease.

Under the ESA, the Service may implement special rules under section 4(d) for wildlife listed as threatened. Such rules enable the Service to tailor protections of the ESA to those that are “necessary and advisable to provide for the conservation of such species.” They also enable prohibitions that do not further the conservation of the species to be relaxed, reducing the regulatory burden on the public.

For areas of the country affected by white-nose syndrome, the measures provided in the interim 4(d) rule exempt “take” (a term under the ESA that includes harming, harassing or killing a listed species) resulting from certain activities. These activities include forest management practices, maintenance and limited expansion of transportation and utility rights-of-way, removal of trees and brush to maintain prairie habitat, and limited tree removal projects, provided these activities pro-

tect known maternity roosts and hibernation caves. The interim 4(d) rule also exempts take resulting from removal of hazardous trees, removal of northern long-eared bats from

human dwellings, and research-related activities.

These measures are designed to protect northern long-eared bats when they are most vulnerable, including when they are hibernating and during the two-month pup-rearing season from June through July.

In parts of the country not affected by white-nose syndrome, the 4(d) rule recognizes that activities that result in incidental take of bats are not imperiling the species. These activities will be exempt from the Act's prohibitions. Purposeful take, however, other than removal of bats from dwellings, is prohibited.

You may submit comments on the interim 4(d) rule until July 1, 2015 by one of the following methods:

(1) Electronically: Go to the Federal eRulemaking Portal: <http://www.regulations.gov>. In the Search box, enter FWS-R5-ES-2011-0024, which is the docket number for this rulemaking. You may submit a comment by clicking on “Comment Now!”

(2) By hard copy: Submit by U.S. mail or hand-delivery to: Public Comments Processing, Attn: FWS-R5-ES-2011-0024; Division of Policy and Directives Management; U.S. Fish and Wildlife Service; 4401 N. Fairfax Drive, MS 2042-PDM; Arlington, VA 22203.

We request that you send comments only by one of the methods described above. We will post all comments on <http://www.regulations.gov>. This generally means that we will post any personal information you provide us.

For more information on the final rule listing the northern long-eared bat as threatened, and the interim 4 (d) rule, go to [www.fws.gov/midwest/nleba](http://www.fws.gov/midwest/nleba)

*The mission of the U.S. Fish and Wildlife Service is working with others to conserve, protect and enhance fish, wildlife, plants and their habitats for the continuing benefit of the American people. We are a leader and trusted partner in fish and wildlife conservation, known for our scientific excellence, stewardship of lands and natural resources, dedicated professionals and commitment to public service. For more information on our work and the people who make it happen, visit <http://www.fws.gov>.*

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# Healthy Forests Mean a Healthy Future for All of Us

By Kathy Abusow, President & CEO  
Sustainable Forestry Initiative, Inc.

In observance of March 21, the United Nations' International Day of Forests, let's commit to doing more to advance practical, results-oriented solutions that will ensure healthy forests for future generations while supporting the people and communities who depend on them today. This is the message from the United Nations Food and Agriculture Organization in the State of the World's Forests 2014. The report's subtitle, "Enhancing the socioeconomic benefits from forests," highlights the connections between forests and people.

The report doesn't pull any punches when it addresses the need to balance what we need from forests and what forests need from us: "To avoid significantly degrading this resource [forests], more efficient production techniques must be adopted."

Data in the report paints a compelling picture of how much we all rely on forests. About 1.6 billion people depend on forests for their livelihoods, including 2,000 indigenous groups. In fact, income from the forest industry totals more than \$600 billion and accounts for about 0.9 percent of the global economy. Moreover, globally, forest products contribute to shelter for 1.3 billion people, or 18 percent of households.

In the U.S. alone, data from The Conservation Fund shows that forests create 2.4 million jobs, generate \$87 billion in payroll, lead to \$223 billion in sales and add \$102 billion to GDP. This includes harvesting trees for paper and timber products and using forests for sport and recreation. Their environmental impact also is immense: forests offset CO2 emissions by 12 percent and are the source of more than half of the U.S. drinking water supply.

In Canada, almost two-thirds of the population receives their drinking water from sources that originate in forests, according to the Canadian Forest Service. About a quarter million Canadians are directly employed in the forest sector, and it adds almost \$20 billion to the country's GDP.

Given the vital contribution of forests to our economy, environment and well-being, it is staggering to think of the threats they face globally. According to UN data, deforestation continues at an alarming rate, with 32 million acres, or 13 million hectares, of forest destroyed annually. Deforestation accounts for 12 to 20 percent of the global greenhouse gas emissions that contribute to climate change.

Tackling these problems is up to all of us. Forest certification standards are one approach that is making a difference. Born 20 years ago, these standards let consumers know that the products they buy come from responsibly managed forests that protect wildlife, biodiversity and water quality. Forest certification standards help provide this vital link between responsible purchasing and healthy forests. Consumers can also look for labels to help them choose responsibly sourced wood, paper and packaging products.

Undeniably, certification is having a positive impact on forest health. Yet, the best standards today must be more than just standards. They should advance scientific research, conservation partnerships and community building. I'm proud of the impact my organization and others are making. SFI's more than 250 million acres of responsibly managed forests provide a living laboratory that show how healthy forests can deliver environmental, economic and social benefits.

Since 1995, SFI program participants have invested more than \$1.4 billion in sustainable forestry research. Over the last five years, SFI's Conservation and Community Partnership Grants to organizations such as The Nature Conservancy, the American Bird Conservancy, the Longleaf Alliance and others have made available more than \$1.9 million to foster research and pilot efforts to better inform future decisions about our forests.

SFI also works at a grassroots community level to encourage the spread of sustainable forestry. We have partnerships with a diverse group of organizations that share a common interest sustainability. Our partners include Habitat for Humanity, the Greening of Detroit, Boy Scouts of America, Ducks Unlimited Canada and the Canadian Council for Aboriginal Business.

We know that the best guarantee of long-term success is to work collaboratively with all stakeholders -- conservation groups, local communities, resource professionals, landowners and countless other organizations and individuals who share our passion for and commitment to responsible forest management.

Forests benefit the world, and each of us, every day in countless ways that are all too easy to overlook. On this year's International Day of Forests, let's make a promise to do more to ensure healthy, productive forests for future generations.

*Article posted in the Huff Post Green of The Huffington Post, March 22, 2015.*



# LOADER SAFETY

**E**ach logging site has inherent hazards due to the nature of the work you do. Logging equipment contributes to the hazards if not operated safely. The knuckleboom loader is our topic for this safety meeting.

**PROPER SET UP:** Consider location before setting up the deck.

- Make sure there are no hung or lodged trees near the landing.
- Consider the terrain. Make sure you can have the loader level.
- The stabilizer legs should be properly grounded.
- Access to the ladder is needed to keep the operator does not have to walk on log piles to get on the loader.
- The operator needs a clear line of site in all directions.
- Remove trees to provide adequate turn/swing for the boom.
- Place service trucks and fuels trailers a safe distance from the loader.
- Do not set up and operate the loader within 100 feet of power transmission lines.
- Most loaders have a 30 foot boom and load between a 40 – 80 foot stem
- Contact with the line or being within 10 feet of high voltage lines can cause arcing in and around power lines.
- Make sure there is adequate access for log trucks to back in to the loader.



b e

**PROPER OPERATION:**

- Follow owner's manual for safe operating procedures.
- Only trained operators should run the loader.
- Mount the loader from the designated area.
- Properly maintain the ladder, steps and walk platform.
- Build-up of mud, grease, and oil create a slip, trip and fall hazard.
- Proper guardrails should be around the walk platform.
- The loader should be equipped with a protected front window area.
- Operator must be aware of ground personnel and is responsible for checking the log deck area to insure no one is in the area.
- Have a safe area for a visitor, (insurance, landowners, vendors, drivers, etc. to stay until you give them a signal that it is ok to approach.
- Make eye contact before allowing anyone to come near the loader.
- Do not swing the grapple, whether loaded or unloaded over ground personnel or the cab of a truck.
- Never load a truck when the truck driver is in or standing near the truck.
- Make sure log piles are placed to prevent rolling so no one is injured.
- Folding log racks are a best practice to keep piles from shifting.
- The grapple should go completely around the log, not pinch the log, to keep the logs from falling.
- The truck should be loaded properly and not extended past the truck standards.
- Portable scales should be used to prevent overloading a truck.
- Ground the grapple on the ground or placed in the resting cradle when the loader is not in use.

Loader safety is keeping the log deck in good working order. While these steps may not be all inclusive, you should always follow the owner's manual for safe operating procedures.

## Heat Related Illnesses

As the summer approaches outside temperatures will begin to rise, humidity will increase and working conditions for logging will change. While most timber harvesting operations now utilize harvesting equipment with enclosed cabs equipped with air conditioning systems and fans there is still the threat to heat related stresses to employees. Of course, employees working on the ground out in the elements such as saw hands and mechanics can be more prone to heat related stresses.

It is important to learn the signs and symptoms of heat stress and how to treat it. Heat stress occurs in a hot environment when a worker's body cannot cool quickly

enough. The main environmental factors include: air temperature, relative humidity, radiant heat from the sun, conducive heat sources such as the ground, air movement and workload severity and duration.

The three major forms of heat stress are heat cramps, heat exhaustion and heat stroke. Heat exhaustion is a serious problem, and heat stroke can be fatal.

Ensure there is a sufficient quantity of drinking water available (as much as two gallons per person when exposed to temperature at or exceeding 89 degrees F.) to workers at all times; and that all workers have the opportunity to drink at least one quart of water per hour.

HEAT-RELATED ILLNESS	SIGNS & SYMPTOMS	FIRST AID
<b>Heat Cramps</b>	<ul style="list-style-type: none"> <li>- Muscle cramps or spasms</li> <li>- Grasping the affected area</li> <li>- Abnormal body posture</li> </ul>	<ul style="list-style-type: none"> <li>- Drink water or sports drinks</li> <li>- Rest, cool down</li> <li>- Massage affected muscle</li> <li>- Get medical evaluation if cramps persist</li> </ul>
<b>Heat Exhaustion</b>	<ul style="list-style-type: none"> <li>- High pulse rate</li> <li>- Extreme sweating</li> <li>- Pale face</li> <li>- Insecure gait</li> <li>- Headache</li> <li>- Clammy and moist skin</li> <li>- Weakness</li> <li>- Dizziness</li> </ul>	<ul style="list-style-type: none"> <li>- Move to shade or air conditioned vehicle and loosen clothing; do not leave person alone</li> <li>- Initiate rapid cooling. Fan the person, spray with cool water, or apply a wet cloth to person's skin, but if person begins to shiver, stop cooling</li> <li>- Lay flat and elevate feet</li> <li>- Monitor recovery</li> <li>- Drink small amounts of water</li> <li>- Evaluate mental status (ask who? what? when? questions)</li> <li>- If no improvement, call 911</li> </ul>
<b>Heat Stroke</b>	<ul style="list-style-type: none"> <li>- Any of the above but more severe</li> <li>- Hot, dry skin (25-50% of cases)</li> <li>- Altered mental status with</li> <li>- Confusion and agitation</li> <li>- Can progress to loss of</li> <li>- Consciousness and seizures</li> <li>- Can be fatal</li> </ul>	<ul style="list-style-type: none"> <li>- CALL 911</li> <li>- Move victim to a cool shaded area: do not leave alone</li> <li>- If a shaded area is not available, use blanket in first aid supplies to block sunlight</li> <li>- Start rapid cooling</li> <li>- Cool person rapidly using whatever means you can. Fan person, spray with cool water or wipe with a wet cloth or cover with a wet sheet, immerse in a tub of cool water, place in a cool shower</li> <li>- Place ice packs under armpits and in the groin area</li> <li>- Lay flat and elevate feet</li> <li>- <b>If conscious</b>, give <b>sips</b> of water</li> <li>- Monitor airway and breathing</li> <li>- Administer CPR if needed</li> </ul>



## How do you protect yourself from excessive heat stress?

- Hydrate, Hydrate, Hydrate – Before, during and after work. Drink plenty of water or electrolyte drinks.
- Try to do the heaviest work during the cooler parts of the day.
- Adapt the pace of work to the heat – take more breaks, go slower when possible.
- Build up a tolerance to the heat and your work slowly.
- Wear light-weight, loose fitting, light colored, breathable (such as cotton) clothing.
- If possible, take regular breaks in the shade.
- Generally there will be sufficient rest/break times during the day.
- Avoid alcohol, caffeinated drinks and heavy meals before or during work.
- If you or co-worker start feeling ill, stop and take steps to cool down. Immediately tell your supervisor.

## You have higher risk of heat stress if:

- You are not physically fit, not acclimated to the heat and/or overweight.
- You have a chronic illness like heart disease or diabetes.
- You drink alcohol or coffee or use medications that affect the body's water retention.
- You are dehydrated.
- You wear heavy or tight clothing. Personal protective equipment should be removed during rest breaks.

Take the necessary steps to avoid heat related illnesses. Include heat related illnesses in worker training meetings.

## Moving South Carolina Forward: Both the South Carolina House and Senate have passed infrastructure proposals out of committee that now head for debate in the respective bodies.

March 27, 2015, SC Chamber of Commerce Report  
House and Senate Forward Infrastructure Proposals



**T**his week, the House Ways and Means Committee passed an infrastructure funding plan (H.3579) to reduce the state's 16.75-cents per gallon gas tax by 6

cents and reinstate the 6 percent state sales tax on wholesale gasoline, while also increasing the sales tax cap on vehicles from \$300 to \$500, raising approximately \$400 million total. Additionally, the committee approved a plan to provide approximately \$50 million in income tax relief.

The Senate Finance Committee passed a plan (S.523) to raise approximately \$800 million for roads and bridges by increasing the gas tax by 12 cents phased in over a three-year period. The proposal also indexes the gas tax increase for inflation beginning in 2018. The plan raises the sales tax cap on vehicles from \$300 to \$600 and increases driver's license fees and vehicle registration fees. The committee also approved a \$60 biennial

fee on hybrid vehicles. Sen. Hugh Leatherman (Florence) made a motion to set the bill for Special Order, giving it priority for debate on the Senate floor, but the motion failed to receive the two-thirds vote required.

The Senate Transportation Committee, chaired by Sen. Larry Grooms (Berkeley), discussed a proposal (S.561) to restructure the South Carolina Department of Transportation. Debate will continue next week.

"Solving the great infrastructure funding problem is a top priority for South Carolina's businesses. Without a properly functioning roads system, both commerce and quality of life suffer," said Ted Pitts, president and CEO of the South Carolina Chamber of Commerce. "For far too long, the declining state of our roads has not been addressed, but this week, both the House Ways and Means Committee and Senate Finance Committee took an important step in approving funding. The South Carolina Chamber supports a plan to fill the funding gap to a level which will adequately maintain and improve our state's road system."

Governor Nikki Haley says she will veto any plan that does not include an income tax reduction. At present, the Senate plan does not include any tax offset.

# Illegal Logging Hurts Worldwide

By Aaron Gilland, Dendro Resource Management

**A**lthough they may disagree on just about everything else, in the US Congress all parties can come together when it comes to stopping illegal logging. The bonding between long-standing rivals goes even further. Historic and on-going battles between environmentalists and the timber industry also meet in the middle when it comes to illegal activities.

Illegal logging seems to hit every political camp. Any efforts at conservation and forest management are undermined by illegal loggers. They can destroy national parks, protected areas and even large areas of private land. And worldwide they bring other undesirable behaviors, such as slavery, child labor, drug trafficking, and terrorism. Illegal logging not only destroys native habitats but also local communities and economies. With few exceptions, the forest products industry is committed to legal as well as voluntary commitments to ensure the timber resources we rely on will be there for future generations.

The US Lacey Act sets the standard for not only US but worldwide efforts to minimize the practice. The Act was first enacted in 1900 to ban the trafficking of illegal wildlife, but was amended in 2008 to include plants and plant products, including trees, timber and paper. This landmark legislation was the world's first ban on illegally sourced wood products and has influenced similar legislation in Europe and Australia and continues to serve as the model for countries as they grapple with their own issues.

There are two major components to the plant amendments: a ban on trading plants or plant products harvested in violation of the law; and a requirement to declare the scientific name, value, quantity, and country of harvest origin for some products. Penalties for violations vary based on whether or not the violators knew they were trading illegally or did everything possible to determine if the product was legal.

In an article published in 2012 by *The Conversation*, Mark Rey looks at the debates in Australia about illegal logging. Mark was the former under-secretary for natural resources and environment. In that position, he oversaw the U.S. Department of Agriculture's Forest Service and Natural Resources Conservation Service. Rey served as a staff member with the U.S. Senate Committee on Energy and Natural Resources. He was the lead staff person for the committee's work on national forest policy and Forest Service administration. This article was co-authored by Jameson S. French, the President and CEO of Northland Forest Products, Inc, based in New Hampshire, USA.

The article focuses on Australia because many of the neighboring countries are struggling with some of the highest levels of illegal logging in the world. The issues are too complex for one country to tackle alone. But progress is being made. At the time of the article, laws against illegal logging cut the problem by 22%. The efforts have not only been good for communities and endangered animals, it has been good for the economy as well. In 2006, the US ran a \$20.3B deficit with China in forest products. In 2010, the US ran a \$600M surplus (other reasons notwithstanding).

Although the article is a bit dated today, the issues continue. You can read the article and other articles of interest to those in the timber industry at *Lessons from the US: stopping illegal logging benefits both sides of politics*.



# At \$41.7 billion, agribusiness remains SC's No. 1 Industry

By Jim Melvin, Clemson Impacts Magazine,  
Spring 2015 Issue

**T**he largest industry in South Carolina has cast aside the withering effects of the Great Recession and continued to flourish at an impressive rate, according to a 2015 report cited on February 10<sup>th</sup> in the State House by South Carolina Governor Nikki Haley.

Agribusiness, a diverse cluster of 89 sectors that includes agriculture and forestry, collectively accounted for \$41.7 billion in economic impact based on 2013 data, further emphasizing that it is a significant driver of the state's economy.

"The news that agriculture and forestry mean tens of billions of dollars to our economy and 212,000 jobs for our people is a real reason to celebrate," said Haley. "We have invested in agribusiness and in our rural areas, our farmers know we continue to have their back, and working with SC Agriculture Commissioner Hugh Weathers, we're going to keep South Carolina on the move."

Clemson University Public Service and Agriculture, the Palmetto AgriBusiness Council, the SC Department of Agriculture and the SC Farm Bureau commissioned the report. "The Impact of the AgriBusiness Sector on the South Carolina Economy."

"Clemson's connection to the agribusiness sector dates back 125 years, when we were founded to support the state's economy – specifically agricul-

ture – through education and research," said Clemson Jim Clements. "This mission was broadened by our land-grant status to include outreach to every county and support for all economic sectors. We're thrilled that Clemson's efforts to meet current and future agribusiness needs are contributing to the industry's success."

The \$41.7 billion estimate is a 23 percent increase over an assessment of \$33.9 billion in a 2008 report. For consistency, both the 2008 and 2015 reports used the same approach and data sources.

In 2013, the Agribusiness Cluster accounted for 109,141 direct jobs and 212,530 total jobs, which represents 10.5 percent of South Carolina's workplace. This employment resulted in \$4.5 billion in direct income and \$8.8 billion in total income effect.

State Forester Gene Kodama's commented: "This study clearly shows that forestry and agriculture are critical industries to South Carolina's economy. We often refer to forestry as the 'ideal industry' in that it contributes around \$17 billion to the state's economy while having a positive effect on the environment, society and quality of life."



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Contact Crad Jaynes at  
1-800-371-2240 or [bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)



# SC State Transport Police Visits Board Meeting

**O**n April 23<sup>rd</sup> SCTPA held its board of directors meeting at the SC Forestry Commission headquarters in Columbia. The board was pleased to welcome Captain John Price of the SC State Transport Police.

Captain Price was invited to discuss issues regarding SC unmanufactured forest products (UFP) trucking. Colonel Leroy Taylor, director of the agency, was invited as well, but was unable to attend.

Discussions were held regarding inspections, weights, accidents, regulations and issues presented to SCTPA from its members and the industry. Captain Price talked about the focus of SCSTP was now more on safety, safety and safety and driver behavior as well as the regulatory enforcement aspect of the agency's mission. Captain Price pointed out the number of fatal crashes in SC between Commercial Motor Vehicles (CMV) and other vehicles was up for the year since January 1<sup>st</sup> compared to last year. This is a real concern to SCSTP and it should be. And this should be a concern for all CMV drivers. Captain Price noted the number of inspections and weight checks were down compared to last year. Also he pointed out inspections were directed a little more toward brakes.

SCTPA presented comments received from members that sometimes drivers were not receiving a copy of a clean inspection report from the STP officer. This is needed for the truck and driver files and needed for entry into the system by the officer for the truck SAFER SCORE. SCTPA presented comments regarding STP setting up at roadside locations for weight and inspection checks. While understandably this is what STP does and should do, sometimes it's the lengthy delays for UFP trucks getting loads to a wood receiving mill. This was related just to let Captain Price know of comments received. Setting up at locations is good to allow STP to have access to as many trucks as possible in an area. Sometimes, it's just the lengthy delays that creates issues when more than one unit is stopped at a time.

Likewise, several members had reported that the same truck(s) was inspected more than once at the

same location on the same day since the truck was traveling through the location several times during the day. Captain Price was kiddingly asked just to make our drivers feel better, when officers are at a mill location, look at other trucks going to and from the mill. STP setting up at mill locations for prolonged hours and consecutive days was discussed. This seems to be done primarily, so it seems to SCTPA, for weight checks and is a much safer procedure. While this has not been an issue of late, so it seems, it was still mentioned. This could cause wood loads to be diverted to other locations and could cause a wood supply issue



at a mill. Locating at a wood receiving facility is done because if a roadside weight check is performed and the unit is overweight, then the weight has to be reduced to legal weight. This could be unsafe, cumbersome and costly. Discussions were held regarding truck

and trailer equipment and brakes.

Captain Price made notes for follow up and indicated he would keep SCTPA informed. It was a pleasure to have Captain Price attend the board meeting. SCTPA and SCSTP have a very good relationship and we are in a partnership in keeping our SC roads safe for UFP trucks and other motorists.

SCTPA thanks and appreciates the good work of SC State Transport Police. As SCTPA promotes, safe UFP trucks are vitally important for our roads, all drivers and motorists, and our economy.

## Year to Date CMV Fatality Statistics (As of 4/29/15)

	<u>2015</u>	<u>2014</u>
Fatalities	55	22
Crashes	43	19
CMV Contributed	15	6

- 150% increase in CMV fatalities year to date in 2015 compared to 2014.
- 126% increase in fatal CMV crashes so far in 2015 compared to 2014.
- CMV drivers have contributed to 35% (15 of 43) of fatal CMV collisions so far in 2015.
- CMV drivers contributed to 25% (17 of 68) of fatal CMV collisions in **all** of 2014.

# SCTPA TIRE PROGRAM

## COOPER TIRE'S ROADMASTER BRAND TRUCK / TRAILER TIRE PROGRAM

SCTPA is proud to partner with Cooper Tire & Rubber Company and its designated tire dealers for SCTPA to offer Cooper's Roadmaster Brand commercial truck / trailer tires discount program.



**ROADMASTER TIRES ARE THE SCTPA ENDORSED TRUCK / TRAILER TIRES.**

**Qualified Member Loggers owning trucks and trailers and Member Unmanufactured Forest Products (UFP) Truck Owners can purchase Roadmaster Truck and Trailer Tires at member prices at participating designated tire dealers.**

- Qualified Members are: Logger and UFP Truck Owner Member.
- Categories in good standing with Paid Current Dues.

**Please follow these steps for this valuable member benefit.**

- Members Only Tire Pricing List can be obtained by contacting the SCTPA office. 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 a qualified member.
- Qualified Members cannot purchase tires for a non-member. If such abuse results, member will be terminated from participating in the program.
- **Qualified Dues Paid Members must purchase Roadmaster Tires from Cooper's Designated Participating Dealers in SC and GA.**
- The tire dealer or the member **must** contact SCTPA for an official **Member Verification Form** showing the member's information and membership identification number.
- A Member Verification Form will be provided to the member for use or sent to the tire dealer directly.
- Qualified Member Renewal or New Dues must be paid to be eligible for the program. Prompt dues payment maintains member's eligibility for the tire discounts.

We are excited to partner with Cooper Tire and their Roadmaster Brand to offer these savings to qualified members.

For a participating Roadmaster Dealer, contact SCTPA,  
Or contact Clayton Krebs, Cooper Territory Manager, 419-306-9534.

Designated Dealers Should Contact SCTPA's Crad Jaynes  
For Active Member Verification.  
Office 803-957-9919, Fax 803-957-8990, Cell 803-530-5874,  
Email bcjpaw@windstream.net

SCTPA / 9-18-14



## SCTPA Member Alert Baldwin Filter Discount Program



SCTPA's Baldwin Filter Program is effective for our Member Discount Program. Program is available for active dues paid members to receive a **45% discount** on Baldwin Filters. Per Jesse Gonzalez, SCTPA's Baldwin representative, this program is available to all association active dues paid members.

This association is proud to partner with Jesse Gonzalez and Baldwin Filters to provide a cost savings program for members. Program effective until notification by Jesse and Baldwin Filters.

A logger member who is using our program, compared the Baldwin Program to what they had spent the previous year on filters and figured their business would save \$ 20,000 in the program. Now that's real money!

The program will require members to purchase filters from Baldwin Warehouse Distributors (WD) and wherever Baldwin WD's have branch locations. Local retail outlets selling Baldwin Filters are not included. Only Baldwin WD's are to be used for the member discount. Active dues paid membership verification is required to qualify for the member discount.

If you have any questions, contact the association office.

### Baldwin Filter Program

1. Baldwin Filter discounted pricing to active SCTPA members.
2. SCTPA members select from list of participating Baldwin Warehouse Distributors (WD).
3. SCTPA member pricing wherever Baldwin WD's have branch locations.
4. SCTPA informs Baldwin district sales manager of member choices in order to complete Baldwin internal paperwork.
5. Members complete credit application/other with Baldwin Warehouse Distributor(s).
6. Baldwin WD's will adjust filter inventories to match up with SCTPA member's usage.
7. SCTPA member can contact SCTPA office and request their Member Verification Form be faxed or emailed to Baldwin WD to receive filter discount. Member verification can be forwarded to the member as well. Baldwin WD can contact SCTPA for Member Verification Form at 803-957-9919, 1-800-371-2240, bcjpaw@windstream.net, or Crad Jaynes cell 803-530-5874.
8. Baldwin WD will take care of obsolete Baldwin filters annually on a swap out (if filters are clean, re-saleable and can be put back in the WD inventory).

Thank you for the opportunity to service your member's filter requirements with Baldwin Filters through our Baldwin Warehouse Distributor network in your service area.

Jesse Gonzalez  
Baldwin Filters  
Charlotte, NC  
704-451-2466 Office/Cell / jgonzalez@baldwinfilter.com



## SCTPA Baldwin Filter Warehouse Distributors

BRANCH MANAGER	STREET ADDRESS	CITY, STATE ZIP		
Fred Heitman	7350 Industry Drive	Charleston SC 29418		
Truck Pro / CR&W		843-767-7600	800-832-9001	Fax 843-767-4965
Mike Pilotte	5130 Rivers Avenue	N. Charleston, SC 29406		
Fleet Pride		843-747-1547	800-726-0578	Fax 843-744-5342
Larry Duncan	1308 Upper Asbury Ave.	Charlotte, NC 28206		
Truck Pro / CR&W		704-334-7276	800-832-6219	Fax 704-334-7270
Ron Johnson	2330 Tipton Drive	Charlotte, NC 28206		
Truck Pro		704-596-2761	800-274-1256	
John Gasiiecki	3740 Jeff Adams Drive	Charlotte, NC 28206		
Fleet Pride		704-596-6964	800-852-5846	Fax 704-596-3735
Todd Johnson	233-H Interstate North Dr.	Charlotte, NC 28206		
Stone Truck Parts		704-887-1111	800-279-6385	Fax 704-887-1116
David Crouch	550 Old Dairy Drive	Columbia, SC 29201		
Truck Pro / CR&W		803-799-4010	800-922-2225	Fax 803-256-3802
Gene Lane	1631 Shop Road	Columbia, SC 29201		
Fleet Pride		803-799-4812	800-922-1267	Fax 803-799-2833
Jamie Cathcart	1137 White Horse Road	Greenville, SC 29605		
Fleet Pride		864-277-8362	800-922-6850	Fax 864-299-1831
Zack Raines	1144 White Horse Road	Greenville, SC 29605		
Truck Pro		864-422-1800		

bcj/SCTPA/7-22-13

## ISSUE UPDATE: NLEB Status – Preliminary Impact Assessment



Several FRA members have contacted us for a preliminary assessment of what the U.S. Fish & Wildlife Service's determination of a "Threatened" listing for the Northern Long-Eared Bat, accompanied by its interim 4(d) Rule, will mean for forest management, once it goes into effect on May 4. We expect to have a better assessment of the possible impact of the listing within a week. Based on documents available now, and the "teleconference" FWS hosted this morning, we have the following preliminary information and assessment to share.

Although the published interim 4(d) rule is little changed from the one FWS originally proposed, FWS indicates that it expects to consider changes to it based on a forthcoming 90-day public comment period, due to conclude on July 1. FWS indicates the intention of publishing some revision of the interim 4(d) rule before the end of 2015, based on comments received.

According to published information, and this morning's "teleconference," the interim 4(d) rule's main impacts on forest management on lands identified within the White-Nose Syndrome buffer areas, as of its May 4 effective date, will be:

1. On lands on which USF&WS has confirmed there is a Northern Long-Eared Bat cave or other hibernation space ("hibernaculum") that was occupied last winter, there is to be no forest management or harvesting within a quarter mile of that cave at any time during the year—without risk of being held liable for

any "incidental take" of a bat as a result of such operations. However, the landowner does not have to prove there ISN'T a hibernaculum—it is enough to ask USF&WS field office representatives whether their surveys say there is.

2. If there is a KNOWN bat roosting tree on your land—again, USF&WS's records are considered sufficient—you cannot clearcut or do other intensive management within a quarter-mile of that tree from June 1 through July 31, if you want to have the 4(d) rule's protection against liability for "incidental takes." Although you may do some sort of (undefined) non-intensive management during that period (single-tree selection?), you must be sure not to harvest the roosting tree, itself. Outside of that period, you can manage the land as you want. That guidance seems to permit burns and spraying, as well as harvest, during the other 10 months of the year.
3. If you convert hardwood forest to "intensively managed pine monoculture," you cannot claim the 4(d) rule's protection from liability for "incidental takes" of the bat for land associated with those operations.

There is much emphasis on "known" bat locations (hibernacula or roost trees); but the standard for "known" seems to be, not what you know but what USF&WS knows.

FRA hopes to have a better assessment of the potential impact of the "Threatened" finding and the interim 4(d) rule within the coming week, as we discuss this matter with others.

Depending on that assessment, we will evaluate various policy options with allies.

Neil A. Ward  
Vice President, Public Affairs  
Forest Resources Association Inc.



# PAPER PRODUCTS FIRM TO INVEST \$110M, CREATE 134 JOBS IN BARNWELL

colanews@scbiznews.com  
April 20, 2015

ORCHIDS PAPER PRODUCTS COMPANY

Oklahoma-based Orchids Paper Products Company announced today that it plans to invest \$110 million and create 134 jobs at a new manufacturing plant in Barnwell County.

The company, which manufactures private-label consumer tissue products, added there is the potential for additional investment in the greenfield facility.

"This project will be a major step forward in our vision to become a national supplier of high quality consumer tissue products," said Jeff Schoen, president and CEO of Orchids. "Following a thorough analysis of the important aspects of a greenfield site, such as our current customer base and growth opportunities, logistics, workforce skills and abilities, and local and state incentives, we chose Barnwell for our first greenfield site."

Founded in 1998 in Pryor, Okla., Orchids produces bulk tissue paper from both recycled and virgin fibers and converts it into a full product line of consumer tissue products, primarily supplying private label goods in the value, premium and ultra-premium-tier paper markets.

The company currently manufactures products at its northeast Oklahoma facility and in Mexicali, Mexico, through an alliance with Fabrica de Papel San Francisco. Total paper capacity at the two sites is 94,000 tons per year.

The site in Barnwell is expected to produce approximately 35,000 to 40,000 tons per year, boosting the company's total production by more than one-third.

The plant, located at 285 Midfield Road in Barnwell, will initially focus on converting existing product currently shipped from the company's other facilities, officials said.

Build out and startup of the converting lines will come in phases, with the first line expected to be operational at the end of 2015, and the second line expected to be operational in the second quarter of 2016.

The Coordinating Council for Economic Development approved a \$1.9 million Closing Fund grant to Barnwell County to assist with the costs of infrastructure improvements and site preparation as well as job development credits related to the project.

*"With today's announcement that Orchids Paper Products has selected Barnwell County as the location of its first Southeastern operations, rural South Carolina has achieved yet another big victory,"*

"With today's announcement that Orchids Paper Products has selected Barnwell County as the location of its first Southeast-

ern operations, rural South Carolina has achieved yet another big victory," said Secretary of Commerce Bobby Hitt, adding that in 2014 rural counties accounted for approximately 30% of the jobs recruited to the state.

Schoen cited the responsiveness of from the governor's office down to local leadership helped Orchids made the decision to locate to South Carolina.

"Every job created provides a better future for not only an individual, but for a family," said Barnwell County Council Chairman David Kenner.

Added Barnwell mayor Edward Lemon, "Industries like these not only create good jobs, they provide the revenue that will fund many of our city and county services, so the impact on our community goes much beyond the initial investment announced."

Initial hiring for the Barnwell facility is expected to begin in August 2015. Those interested in jobs at Orchids should contact SCWorks.



## COALITION FOR ROAD AND BRIDGE IMPROVEMENTS

April 8, 2015

The Honorable «First\_Name» «Last\_Name»  
SC House of Representatives  
PO Box 11867  
Columbia, SC 29211

Dear Representative «Last\_Name»:

We appreciate and applaud the road and bridge improvement funding provided by the General Assembly over the last few years. That revenue has come from budget prioritization in the form of appropriations, surpluses, and re-directs.

We ask you to continue with this type of budgeting. Targeted funding for critical highway infrastructure projects of statewide significance can and should be a part of the state's continuous budget prioritization process.

We also support the current system of user-fee-based financing of road infrastructure. Businesses and citizens demand services from our government and are willing to pay

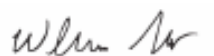
for them when they are direct, dedicated, fairly-apportioned and efficiently-administered.

We recognize that it has been a very long time since our citizens have been asked to pay *more* for the use of our road system, as these fees do not adjust for inflation. Hence, the buying power of these user fees has been greatly diminished. We are now literally paying the price for inaction, in a myriad of ways.


We do support the intentions constituted in legislation that has been advancing in both the House and Senate. And, we accept that they necessarily involve adjusting our *existing* user-fees in order to provide a more modern, safe and efficient road system to serve our citizens and their commerce.

We urge you to give immediate Special Order status to your legislation in order that this critically important matter be addressed by providing for substantial, sustainable long-term funding for our state's distressed road and bridge network this 2015 session.

Sincerely,

  
William Arest  
Executive Vice President  
Carolinas Ready-Mix Concrete  
Association


  
Ashley R. Batson, Esq.  
Executive Director  
SC Asphalt Pavement  
Association

  
Carl Blackstone  
President & CEO  
Greater Columbia Chamber of  
Commerce

  
Cam Crawford  
President & CEO  
SC Forestry Association

  
Brad Dean  
President & CEO  
Myrtle Beach Area Chamber of  
Commerce

  
Bryan Derreberry  
President & CEO  
Charleston Metro Chamber of  
Commerce

  
Mark Dillard  
Executive Director  
Manufactured Housing Institute  
of SC


  
Kandy Helfacre  
President & CEO  
Greater Lexington Chamber &  
Visitors Center  
Chairman, Affiliate Chambers  
Coalition

  
Leslie Hope  
Director of Government  
Relations  
Carolina AGC

  
Crad Jaynes  
President & CEO  
SC Timber Producers  
Association

  
Joe Jones  
Executive Director  
American Council of  
Engineering Companies of SC

  
Charleston Laffin  
VP of Governmental Affairs  
The SC Poultry Federation


  
Mark Nix  
Executive Director  
Home Builders Association of  
South Carolina


  
Cathy Neviager  
Executive Director  
Palmetto AgriBusiness Council


  
Dave Parsons  
President & CEO  
AAA Carolinas

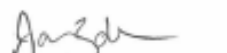
  
William F. Ross  
Executive Director  
SC Alliance to Fix Our Roads

  
Chris Smith  
Executive Director  
Mining Association of SC

  
J. Richards Todd  
President & CEO  
SC Trucking Association

  
David Winkles  
President  
SC Farm Bureau

  
Charles T. Young, Jr.  
President  
Motorcoach Association of SC

  
Jason Zaehner  
Vice President of Public Policy  
Greenville Chamber of  
Commerce  
The Upstate Chamber Coalition

  
Pam Zareak  
President  
Maritime Association of SC

# S.C. House passes bill to raise \$430M for road fixes

colanews@scbiznews.com

April 16, 2015

**D**espite Gov. Nikki Haley's looming veto threat, the S.C. House of Representatives has passed a bill that would raise nearly about \$430 million a year to fix the state's crumbling roads and bridges.

The measure, which the Republican-controlled House on Tuesday approved 87-20, now heads to the Senate, which is working on its own funding package. The Senate proposal would hike the gas tax by 12 cents a gallon, raising \$800 million a year for roads.

The House roads plan, drafted after seven months of study by an ad hoc committee chaired by Rep. Gary Simrill, R-York, calls for raising the state gas tax by 10 cents a gallon to 26.75 cents.

The House measure also would raise the maximum sales tax on cars from \$300 to \$500 and trim the state income tax enough to save the average taxpayer about \$48 a year, backers said.

"One of the single greatest hurdles threatening job creation and economic growth in South Carolina is the deteriorating condition of our infrastructure," said House Speaker Jay Lucas, R-Darlington. "Since the House began prioritizing this issue, I have maintained that finding a real solution to this problem will require tough decision-making. This debate has been ongoing for months, and every idea presented has been given considerable attention."

Lucas said that action is needed now because waiting to "address this issue increases repair costs, discourages investment, and jeopardizes the safety of South Carolina drivers."

While significant, the House measure falls short of meeting an S.C. Department of Transportation estimate that the state is running about \$1.5 billion short of cash annually to keep up its roads and bridges.

With more than 80% of the legislators voting in favor of the measure, a Haley veto, which would require a two-thirds majority to override, could be moot.

"The economic value at stake is far greater than the price of politics," Lucas said. "As our roads plan

advances through the legislative process, I am confident the House will continue to work with Gov. Nikki Haley and Senate leadership to ensure we meet our state's needs and repair our crumbling road and bridge system."

Haley, though, blasted the House vote on her Facebook page.

"Your Republican House just voted to raise your taxes by \$365 million next year. If that stuns you as much as it stuns me, here's how your legislator voted," Haley said in a post that included a list of how House members voted.

"I will veto it," Haley added in another posting. "We didn't get to the position of being one of the fastest growing economies by sticking it to the taxpayers. Please help me stop this trend and share with your friends."

Haley urged leaders to work together on her own infrastructure deal, which she outlined in her State of the State speech earlier this year. The governor calls to reduce the rates of all tax brackets by 2 percentage points, then allow for a 10-cent increase on gas tax which will go toward fixing the state's roads.

Leaders in both the House and Senate have said Haley's proposal would impose hefty cuts in spending on essential services, such as education, in order to balance the budget.

The House's action won praise from the S.C. Chamber of Commerce, which has championed the roads issues for several years.

The bill "provides much needed funding for our state's infrastructure," said Ted Pitts, president and CEO of the state chamber. "Their action is an acknowledgement that another year must not pass without addressing the state's growing infrastructure problem, an issue that has galvanized the energy and attention of business leaders, small and large, from every corner of the state ... Now, the Senate must take action and debate and pass funding for infrastructure."





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**To join, go to [www.scloggers.com/edoc](http://www.scloggers.com/edoc)**

If you have questions contact Rod Fountain. E-mail [rfountain@edochome.com](mailto:rfountain@edochome.com) or by Telephone 864-386-9658

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# The Warnell Continuing Education Program

Daniel B. Warnell School of Forestry and Natural Resources

## Logging Cost Analysis

### Description

This course will cover both principles and applications of logging cost analysis techniques from the perspective of wood dealers, procurement foresters, and independent logging contractors. Course content will focus on methods for evaluating historic production and cost records within the context of the evolving wood supply chain. Spreadsheet models will be reviewed and provided to participants for hands-on training involving modifications necessary to assess and simulate a range of harvesting systems, techniques, and equipment mix variations. Upon completion of this course, participants should be well-equipped to better evaluate logging costs using a range of techniques.

### Instructors

**W. Dale Greene** is Interim Dean and Professor of Forest Operations in the Center for Forest Business at the University of Georgia Warnell School of Forestry & Natural Resources. He teaches undergraduate and graduate courses and conducts research on the performance of harvesting equipment and methods. Dale has more than 25 years of experience working with loggers and conducting research in the South.

**Chad Bolding** is an Associate Professor of Forest Operations/Engineering in the Department of Forest Resources and Environmental Conservation at Virginia Tech in Blacksburg, VA. Chad teaches courses in forest harvesting, timber procurement, and harvesting systems evaluation. He also conducts research in the areas of supply chain management, harvesting system feasibility and logistics, sustainable biomass utilization, and forestry best management practices.

### Locations and Dates and Cost

UGA Tifton Campus Conference Center, 15 RDC Road, Tifton, GA, Room 19  
June 24 - 25, 2015

Early Registration (by June 3, 2015) is \$365.00. Regular registration is \$395.00.

### Continuing Education Credits

10 SAF Continuing Forestry Education (CFE) hours – Category 1 (approved)  
10 Continuing Logging Education (CLE) hours – Business Management (approved)

For complete information and registration, see:  
[http://conted.warnell.uga.edu/courses/LCA\\_2015](http://conted.warnell.uga.edu/courses/LCA_2015)



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560, C5000, Q70 & Q80

### HYDROAX

411B2, 611B2, 411E, 511E, 611E,  
411EX, 511EX, 611EX, 711EX & 570

### JOHN DEERE

440B, 540B, 548B, 648B, 648G, 648GII,  
648GIII, 748GII, 748GIII, 643, 643D,  
643G, 843G, 843H, 653E, 753 & 848

### PEERLESS

2770

### PRENTICE

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410C, 410D, 410E & 410EX

### TIGERCAT

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726, 726B, 620, 630B, 845 & 845B

### TIMBERJACK

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460D, 608, 608S, 618, 735, & 850

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**843.761.8220**



# Mark Your Calendar

## MAY 2015

- 12 Richburg District Meeting, Front Porch Restaurant, Richburg, 7 p.m.
- 14 Walterboro District Meeting, Old House Café, Walterboro, 7 p.m.
- 18 Union District Meeting, Midway BBQ, Buffalo, 7 p.m.
- 19 Georgetown District Meeting, Bill's Low Country BBQ, Georgetown, 7 p.m.
- 21 Easley District Meeting, Fatz Restaurant, Easley, 7 p.m.
- 26 Newberry District Meeting, Farm Bureau, Newberry, 7 p.m.
- 28 Clinton District Meeting, Blue Ocean Restaurant, Clinton, 7 p.m.

## JUNE 2015

- 1 Lugoff District Meeting, Hall's Restaurant, Lugoff, 7 p.m.
- 4 Edgefield District Meeting, Pleasant Lane Baptist Church, Edgefield, 7 p.m.
- 9 Jackson District Meeting, Jackson Community Center, Jackson, 7 p.m.
- 22 - 25 SC Sustainable Forestry Teachers Tour, Moncks Corner

## JULY 2015

- 24 - 25 American Loggers Council, Spring Board Meeting, Duluth, MN

Meeting dates may be changed. Meeting notices will be mailed  
prior to scheduled meeting.

Meeting dates will be posted on SCTPA website ... [www.scloggers.com](http://www.scloggers.com).

Members & Non-Members are encouraged to attend our district meetings  
to know what the issues are affecting the industry.

### Need SFI Trained DVD Class or other training?

SCTPA can provide the New DVD Training Module for SFI Trained status. SCTPA is an approved DVD training class facilitator and will be scheduling classes during the year. Other training programs are available for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

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

## SCTPA Board of Directors

**Chairman: Billy McKinney**

Highland Timber Co., LLC.  
Union

Cell 864-429-6939

**Vice Chairman: Joseph "BoBo" Seckinger**

Seckinger Forest Products, Inc.  
Hampton  
Cell 803-571-0019

**Secretary-Treasurer: Robby Crowder**

Land & Timber, LLC  
Greenwood  
Cell 864-941-6052

**Danny McKittrick**

McKittrick Timber, LLC  
Heath Springs  
Cell 803-320-1739

**Rickey Chapman**

Chapman Timber Inc.  
Newberry  
Cell 803-924-0082

**Billy Walker**

Walker & Walker Logging, LLC.  
Laurens  
Cell 864-923-0385

**Donnie Lambert**

Leo Lambert Logging, Inc.  
Georgetown  
Cell 843-340-8408

**Tommy Barnes**

Ideal Logging, Inc.  
Edgemoor  
Cell 803-385-7994

**Joe Young**

Low Country Forest Products, Inc.  
Georgetown  
Cell 843-833-0475

**Josh Key**

Beech Island Timber & Construction, Inc.  
Jackson  
Cell 803-507-8995

**John Rice**

Rice Land & Timber, LLC  
Allendale  
Cell 803-259-6202

\*\*\*\*\*

**Crad Jaynes**

**President & CEO**

**SCTPA**

PO Box 811, Lexington, SC 29071  
800-371-2240 ☎Fax: 803-957-8990  
[bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)



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Lexington, SC 29071  
800-371-2240  
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**For more information contact:  
David Hayes, Michelle Hopkins, Todd Hutson & Greg Hutson**

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### ***Our Mission***

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