



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

MARCH/APRIL 2016

AS WE SEE IT ... *AMERICAN LOGGERS COUNCIL* JUNE 2016



DC – Follow-Up

When I first accepted the Presidency of the American Loggers Council on September 26, 2015, I presented a list of goals that I hoped to accomplish during my term. One of those goals was to increase our presence in Washington, DC and to encourage more loggers to participate in these high level discussions with our elected representatives.

I am pleased to report that we had 60 individuals present in Washington, DC this year during our Spring Fly-In that included loggers from both Vermont and Connecticut. Joe Phaneuf with the Northeastern Loggers Association (NELA) and Board member Rocky Bunnell did a great job in recruiting these gentlemen to not only participate in Hill visits, but to also sit at the table during our Board of Directors meeting on Saturday to learn more about the American Loggers Council and what other activities we are involved in.

In one and a half days, members of the American Loggers Council conducted 146 visits with their Congressmen and Congresswomen as well as their Senators and staff. They also at-

tended briefings with USDA Under Secretary Robert Bonnie, Jeff Crane, President of the Congressional Sportsmen's Foundation, Bill Imbergamo, Director of the Federal Forest Resource Coalition, and both Luke Loy and Caitlin Rayman with the US Department of Transportation.

We not only continued to educate those lawmakers up on the Hill on our issues, we also learned a lot from the meetings that we attended with agency personnel and committee staff. We discovered that there are some things that we can do to possibly help with CSA scores, to assist the US Forest Service in utilizing some of the authorities that were granted to it in the 2014 Farm Bill, and that we do have a voice and a presence in issues when they impact the professional timber harvesting community.

I want to thank each and every one of those individuals who made the trip to Washington this year and the extra effort that was put forth to set up appointments and take the time to meet



The American Loggers Council continues to grow and gain traction in Washington, DC on many fronts ...

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with a record number of offices during our brief time on the Hill. You have helped me to keep one of my promises to you, and that is to be an even more effective voice for our industry in Washington, DC.

The American Loggers Council continues to grow and gain traction in Washington, DC on many fronts, and the professionalism and engagement by all of our members is what keeps us moving forward as the only national voice exclusively representing professional timber harvesters in the United States.

If your State has not yet become involved with the ALC, please ask us how we can assist you to make that happen. Until next time, Log On! and Log Safe!

Richard Schwab is the Procurement Manager for M.A. Rigoni, Inc., a full service timber harvesting and forest management company located in Perry, Florida.

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.amloggers.com or contact their office at 409-625-0206.



SCTPA Cover Letter for SCTPA Visits with S.C. U.S. House & Senate Members

This cover letter accompanied the package of information provided to each SC U.S. House and Senate member during the April 14th SCTPA visits to discuss issues, provide American Loggers Council position papers and discuss legislation impacting the timber harvesting industry. SCTPA's Tommy and Justin Barnes, Ideal Logging, Inc., Danny McKittrick, McKittrick Timber, LLC, and Billy McKinney, Highland Timber Co., LLC were SCTPA's representatives for the meetings and for the American Loggers Council board meeting. Congressmen Jeff Duncan and Joe Wilson were seen face to face with the other meetings being conducted with staff members of each office.

April 14, 2016

The Honorable Mark Sanford
U.S. House of Representatives
2201 Rayburn House Office Building
Washington, DC

Dear Congressman Sanford,

On behalf of the professionals harvesting, producing and transporting South Carolina's sustainable and renewable forest resources, we appreciate your service to the Palmetto State in Washington, DC.

South Carolina's forest products industry ranks as the Number One manufacturing segment of our state's economy with an economic impact of \$18.6 billion annually. Timber is our state's Number One cash crop at \$870 million annually. Forest products exports are \$1 billion annually from the Charleston port.

Our forest industry ranks first in employment including our professional timber harvesting, supplying and trucking businesses with a payroll over \$2 billion and over 45,000 employed workers.

Our nation and state's forest products industries compete in the global marketplace. Our economies of scale

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within our own segment of professional timber harvesting, supplying and trucking have witnessed changes in our markets. The economic upturn has been helpful to timber harvesting businesses and our rural communities supported by the forestry industry.

As our pulp and paper and even solid wood products industries continue to improve, the forest products industry, timber harvesters and timber suppliers face challenges to meet the demand for timber to manufacture products.

As our industry faces an improving economy there has been an increase in wood consumption by solid wood products, pulp and paper products markets and alternative woody biomass products markets.

There has been an economic attrition in the professional logger ranks due to extremely tight financial requirements to obtain new or even pre-owned timber harvesting equipment and transportation units to operate timber harvesting businesses coupled with fluctuating fuel costs that drastically affects the bottom line of our industry's small businesses. Additionally there is the weight of over burdensome regulations.

The challenges faced now not only impact the timber harvesting and wood supply segments, but also impact solid wood products, pulp and paper products manufacturing and timberland owners.

Professional loggers are having to operate older harvesting machines and haul trucks due to the revised financial requirements that are now prohibitive in allowing professional loggers to purchase and finance newer machines for increased productivity, efficiency and economics.

Alternative markets for the utilization of wood and woody biomass for the production of renewable energy, wood pellets and bio-fuels and other bio-related products has increased. These markets are needed and would improve availability of wood markets. This alternative market not only helps the timber supply and timber harvesting segments, but also helps forest landowners and rural communities for economic enhancement via jobs, local boost to their economy and overall contributions to our state and nation's economy.

As our nation attempts to reduce our dependence on foreign oil resources, we see an opportunity for our industry to continue to have markets for harvested timber as well as woody biomass from harvesting residuals and even non-merchantable roundwood. We have the available resources from our sustainable and renewable forests. But additional support from Washington, DC is needed to help spur these markets.

Technology is becoming available to utilize woody biomass for the processes to convert woody material to various products. These processes are environmentally safe, efficient, "green in nature," improve our air and climate, sequester carbon, create jobs and are good for the utilization of our sustainable and renewable forest resources.

However, much is needed via support for increased funding from Washington to increase the incentives for current and potential users of woody biomass to create these alternative markets in South Carolina.

Issues to be addressed and supported for sustaining the timber harvesting and forest products industry in South Carolina as well as nationally are:

- Support the Right to Haul Act, H.R. 5201, introduced in the 113th Congress to allow State Legal Gross Vehicle Weights for Agricultural Commodity Loads including Unmanufactured Forest Products to be trucked on the Interstate Systems **within** each state to improve highway safety, transportation logistics, reduce costs, improve motorists and truckers safety and reduce truck loads on rural and state highways by amending the United States Code, Title 23, Chapter 1, Subchapter 1, Section 127(a) by adding the following paragraph:
"Notwithstanding subsection (a), individual State weight limitations for an agricultural commodity that are applicable to State highways shall be applicable to the Interstate System within the State's borders for vehicles carrying an agricultural commodity."

American Loggers Council Position Paper Included:

- Support the Future Logging Careers Acts, H.R. 1215, H.R. 3283 and S. 694 introduced in the 114th Congress to extend the agricultural exemption now enjoyed by farmers and ranchers to professional loggers with fully mechanized operations to train their sixteen and seventeen year old sons and daughters to carry on the family logging business and sustain the profession.

American Loggers Council Position Paper Included.

- Support reform in Wildfire Suppression Funding to stop the practice of "fire-borrowing" where the U.S. Forest Service "borrows" from one line item in their

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budget to meet the need of escalating fire suppression activities. This practice often times takes critical dollars from forest management projects such as fuels treatment, stewardship contracting and the federal timber sale programs that could help to prevent catastrophic fire events. Even more importantly, generate funds to do more work in fuels treatment projects, stewardship contracting and forest timber sale programs that would make our nation's forests more fire resilient, healthier and create jobs in the rural communities that depend on a stable source of wood fiber for their economic vitality.

American Loggers Council Position Paper Included:

- Support a change the way in which current policies are written and implemented regarding federal forest and federal land management. While the health of our federal forests continues to deteriorate and catastrophic wildfires burn more and more federal forest assets, rural communities and the forest products industry continue to beg for more timber to sustain local communities and the industry they depend on. Two concerns need to be addressed: the agency appropriations process and the need for substantive legislative reform from the authorizing committees of Congress. Without comprehensive legislative changes our public forest lands will continue to be an economic burden to the American citizen whose tax dollars fund wildfire suppression efforts while the health of our forest lands continues to deteriorate.

American Loggers Council Position Paper Included:

- Support legislation to reduce the amount of over burdensome regulatory authority exerted on small businesses from the EPA and other federal agencies that discourage economic recovery and growth for the nation.
- Support legislation that provides incentives for research, development, installation, implementation and expansion of woody biomass markets for the production of renewable energy and woody biomass based products.
- Support increased funding for road and bridge improvements to better serve our wood supply chain and businesses nationwide. Our infrastructure is in

dire need of improvements to allow for more efficiencies in transportation logistics.

- Support legislation providing financial regulatory relief and incentives for professional timber harvesters to invest in improved timber harvesting equipment and woody biomass harvesting and processing equipment.
- Support legislation to reduce the tax burdens placed on small businesses to help stimulate economic recovery and growth.

On behalf of South Carolina's professional loggers, timber producers and unmanufactured forest products truckers, please support legislation to sustain our healthy forests and businesses to continue to provide the benefits of our sustainable and renewal forests.

Our wood supply chain consisting of landowners, loggers, wood dealers and wood consumers need a viable industry to sustain and create jobs, improve economies, create emerging industries, compete in the global marketplace and sustain our healthy, sustainable and renewable forest resources.

Again, thank you for your service and support of our state and nation's professional timber harvesting and forest products industries.

Sincerely,
Crad Jaynes
President & CEO





Federal Timber Concerns

The American Loggers Council (ALC) and its members from some 30 states remain very concerned about the pace and scale of forest restoration efforts by federal land management agencies across the country. While the health of our federal forests continues to deteriorate and catastrophic wildfire burns more and more of our federal forest assets every year, rural communities and the forest products industry continues to beg for more timber to sustain local communities and the industry they depend on. We address these concerns on two fronts: the agency appropriations process and the need for substantive legislative reform from the authorizing committees of Congress.

In the authorizing committees, there is a desperate need to reform how federal forests are managed, how the economic needs of communities are addressed and how industry infrastructure is maintained. We know momentum is building to designate some portion of the federally managed forests to be held in a trust structure for the financial needs of federal forest dependent counties. While we support such a long-term solution of this nature, there is an immediate need for broad, bipartisan legislation to dramatically increase the pace and scale of forest restoration and to rescue counties from financial insolvency due to the absence of active management of federal forests.

Following are some of the immediate steps ALC and others are advocating to increase the pace and scale of forest restoration on timber production on federal forests.

- Capture the opportunity for rural economic development and reduce the need for transfer payments (SNAP, TANF) to economically depressed areas by achieving efficiencies to reach 4 Billion Board Feet in 2017. For each additional million board feet sold, the wood products economy can add 17 additional family wage jobs.
- Immediately issue objection process regulations to expedite public involvement in forest restoration projects. The Administration should strongly support exemptions from administrative appeals for projects conducted using Categorical Exclusions
- Take advantage of strengthening lumber markets

and installed capacity to expand mechanical treatments to acres in need of restoration. Set a goal of treating a minimum of 600,000 acres per year with mechanical treatments the produce merchantable wood. Stronger lumber markets can help overcome the price challenges facing biomass while still removing lower value materials from the forest.

- Declare an emergency on forest lands in Condition Class II and III, in particular on lands impacted by large scale beetle infestations, allowing the use of alternative arrangements for NEPA compliance. Using this authority will enable the Forest Service to begin investing in fire prevention while controlling suppression costs.
- Categorically Exclude all burned area rehabilitation and restoration, including reforestation, from NEPA; change the definition of burned area rehabilitation to include all post-fire activities necessary to reforest burned acres and charge to fire suppression, and adjust budget allocations accordingly.
- Move rapidly to plan and execute salvage operations for other catastrophic events, such as insect outbreaks, ice storms, and wind throw. Set a goal of at least 50% timely salvage on acres damaged by catastrophic events. Delays lead to reduced stumpage values, reduced employment, and adds to the backlog of lands in need of restoration.
- Redirect Forest Service budget away from land acquisition to focus on land management and reduction in the backlog of acres needing restoration or acres not meeting forest plan objectives for early seral age class.

While many of these steps can be taken by the Forest Service administratively, it would be of immense help to have Congress encourage the agency to do so. The nation's economy is slowly rebounding with improving housing markets. Communities and county governments that are surrounded by federal forests and have a history of utilizing those forest resources to support their economies are on the verge of insolvency. The health of the forests is deteriorating at an escalating pace with the acreage being destroyed by fire every year far outpacing the acreage ever logged. Fish, water and wildlife resources are being decimated, as well. The bottom line for many states is that their federal forests are no longer an asset to depend on, but a liability to be afraid of. It is time to make a dramatic change in how we manage these resources.

###



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Contact Crad Jaynes at
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Audit: South Carolina roads, bridges as bad as critics say

Staff Report
colanews@scbiznews.com
Published April 6, 2016



A study by the Legislative Audit Council of how South Carolina takes care of its 41,000-mile network of roads essentially backs up what critics have claimed for years: The condition of roads and bridges is getting worse and the S.C. Department of Transportation needs more money to fix them. The report said the S.C. DOT needs to find a way to better prioritize what roads and bridges need to be fixed and establish a more efficient timeline to trim the cost of repairs.

The 335-page report, released Tuesday, comes as the General Assembly is debating bills that would provide more money to fix roads while reforming how the Transportation Department operates.

One of the report's findings is that the S.C. DOT's reliance on a 16.75-cents-per-gallon fuel tax, which the Legislature adopted in 1987, is not keeping up with inflation and doesn't compensate for today's vehicles being more fuel-efficient, thereby reducing the amount of gasoline sold at the pumps.

The study also found that the condition of the state's roads and bridges has "deteriorated significantly" from 2008 through 2014, even as the S.C. DOT has added 760 miles of lanes.

The percentage of primary roads rated in "poor condition" increased from 31% in 2008 to 54% in 2014, the report said. It added that the percentage of poor-condition secondary roads eligible for federal aid increased from 31% in 2008 to 46% in 2014, and the percentages of secondary roads not eligible for federal aid increased from 33% in 2008 to 54% in 2014, according to the study.

DOT Secretary Christy Hall said the highway commission agrees with a council recommendation that the General Assembly should provide clarity to the current structure, saying sometimes it's difficult to tell who's in charge. Currently, oversight of the Transportation Department is shared by the governor, who appoints the secretary, and a board of commissioners that lawmakers choose.

While Hall, in a statement, said the commission agreed with several recommendations in the council's

report and believed the S.C. DOT system can be improved, she also noted that her agency complies with the 2007 state law requiring that projects be ranked and prioritized.

The DOT estimates it will need about \$1.5 billion a year for the next 20 years in additional state funding to bring the condition of state highways up to "good." Some relief could be on the way. The S.C. House of Representatives has amended the House Ways and Means budget proposal to include an additional \$415 million in state funding to the DOT for road infrastructure improvement. The amendments were made as the House debated the 2016-17 budget.

Of that total, \$365 million is earmarked for the State Highway Fund, while the remaining \$50 million is planned for the various county transportation committees.

The House also has passed a bill that would provide for a gradual swap of the gas tax for the sales tax to provide a more sustainable funding source that would keep up with inflation. The House measure also would allow for a modest cut in the state income tax. The Senate has amended the House bill, committing \$400 million per year to repairing the state's crumbling roads and bridges without raising the gas tax.

The Senate version aims to reform the governance structure of the DOT, provide the agency with oversight of the State Transportation Infrastructure Bank and guarantee a consistent source of funding for roads through the state's general fund.

Gov. Nikki Haley is backing the Senate plan; critics charge that it doesn't provide for a sustainable source of funding.

S.C. Chamber of Commerce President Ted Pitts said the audit confirms what his organization has said all along.

"In order to truly address our infrastructure problem, we need to find a sustainable, diversified revenue stream," Pitts said in a statement. "As the House special committee prepares to meet on Thursday to consider the Senate plan, we are reminded that there is still time this year to not only fix the DOT, but to address roads funding with at least \$600 million of sustainable, recurring funding for our roads.

"The State Chamber remains committed to working with General Assembly leaders to provide a long-term solution to fixing South Carolina's roads in order to improve the business climate and keep our citizens safe on their commutes."

###

As session nears end, lawmakers working on \$4 billion roads package

By Andy Owens
aowens@scbiznews.com
Published May 17, 2016

Lawmakers are pitching a \$4 billion plan laid out over 10 years as a good starting place to start filling in the \$35 billion pothole of South Carolina's roads.

With about three weeks left in the legislative session, state lawmakers representing Berkeley County gave updates on pending bills and answered questions at a Berkeley Chamber of Commerce luncheon last week. Roads dominated the discussion.

"Clearly, roads is the single most important issue facing South Carolina for the next 50 years, and we have come — despite what it may seem in the press — we actually have come a long way in this legislative session on roads," said Sen. Sean Bennett, R-Summerville.

Bennett said the bill that left the Senate and is going through the S.C. House isn't a perfect piece of legislation or a solution for the next half century, but it's better than where the state was six months ago, including changes at the S.C. Department of Transportation.

"We have audited the DOT. We have reformed the DOT. We have reformed the governance of the State Infrastructure Bank," Bennett said. "We have provided a couple of different funding mechanisms."

Bennett, like many other lawmakers, emphasized that this was a starting point, and he said he was committed to tackling the problem again next session to find a permanent solution.

"Until we do that, we're always going to be kind of playing behind the eight ball," he said. "It's been generations getting to this point. It's going to be generations to get to a fix for our roads, but we've got to start that now."

Sen. Paul Campbell, R-Goose Creek, said the state's budget hasn't been completed, but he highlighted several items of interest to the Lowcountry, such as \$10 million to go toward completion of an aeronautics center at Trident Technical College.

Campbell, who also serves as CEO of the Charleston County Aviation Authority, outlined how the \$4 billion for roads would be used.

"We were able to find money to fix the roads, at least begin fixing the roads, and we didn't raise your taxes," Campbell said. "We've come up with a way to put \$4 billion — \$4 billion — into roads over the next 10 years through bonding issues. And we have a way to pay for those because we have a recurring source of funding to pay for that."

Campbell said that under the proposal, \$2 billion will be used for widening and increasing interstate capacity on interstates 26 and 526. None of the money is designated for the completion of Interstate 526.

He said \$700 million has been designated to improve the nearly 800 structurally deficient bridges over 10 years.

An additional \$800 million will be used for the S.C. DOT to begin paving nonscheduled roads where roads are worn out.

Sen. John W. Matthews Jr., D-Columbia, said he supported a gas tax increase to fix roads because he thinks state lawmakers can't rely on what he called a patchwork of fixes that avoids the need for a sustainable stream of revenue. He said roads are a 10-year proposition but agreed that the proposed roads plan was a good start.

"I think we made a great step toward fixing the roads this year, but the total need is \$35 billion," he said. "The only way you're going to fix your roads on a long-term basis is to create a stable revenue source and predictable

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AS WE SEE IT ...



AMERICAN LOGGERS COUNCIL

The Pendulum



By the time this editorial is published, members of the American Loggers Council (ALC) will have completed their annual trek to Washington, DC to visit with the lawmakers of this country who create and pass legislation that governs our industry, and the agencies that are charged with implementation of that legislation.

Approximately 65 representatives from the ALC will have carried the four main issues that are currently on the table to our elected officials, including 1) Future Careers in Logging, 2) Federal Interstate Truck Weight Reform, 3) Wildfire Funding reform, and 4) changes to the federal timber sale program which would help create efficiencies within the USFS and increase the timber sale volume currently being generated by the USFS.

Many of you who read this column probably realize that these are the same issues that we have carried to the Hill year after year, and yet they are still not resolved. There has been incremental progress over the years, and that is what keep us going back. A great word of advice came to me recently when communicating with Mike Beardsley who used to be the Executive Director for the Professional Logging Contractors of Maine, and now works in business development with the Varney Insurance Agency and American Loggers Insurance. Mike wrote:

"Be a good thing to point out to everyone at the meeting that that is how the environmental lobby operates. They're relentless and are ok with incremental change so long as momentum is heading their way. That's what leads to the really big changes eventually. That's also why they kick and scream and try to crush every small attempt to turn halt or shift the direction things are going. Even if it appears you are not making headway, a

halt to the slide **is** a momentum shift: Every pendulum "stops" before it changes direction."

Mike nailed it on the head. While the pendulum might still be swinging a little in one direction, we have effectively slowed it's progress and are looking forward to the day when we see it moving in the other direction. Only through our persistence and the education of our policymakers can we make this happen.

Please stay active in your State, Regional and National Logging Associations. With our combined efforts, the pendulum will change its course.

Richard Schwab is the Procurement Manager for M.A. Rigoni, Inc., a full service timber harvesting and forest management company located in Perry, Florida.

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.amloggers.com or contact their office at 409-625-0206.



VIEWPOINT: Political posturing won't fill potholes in South Carolina pitiful roads

By James T. Hammond
Contributing writer
Columbia Regional Report

May 20, 2016



South Carolina's General Assembly and Gov. Nikki Haley are guilty of willfully neglecting the welfare and safety of the traveling public across our state's highway system.

Estimates of the needs to maintain and improve South Carolina's highways and bridges exceeding \$1.2 billion a year for the foreseeable future. Nevertheless, lawmakers steadfastly refuse to consider a recurring fuel tax increase as a solution to the great and growing need to make our roads safe and end the growing cost of damage done to motorists' vehicles.

Think Nero fiddling while Rome burns.

The Senate passed a roads bill after three weeks of filibustering by right-wing Republicans who opposed a 12-cent-per-gallon gas tax increase. The obstructionists sat down only after fellow senators acquiesced to their demands.

Both House and Senate road bills fall short of the state's highway needs. According to TRIP, a national transportation research group, S.C. drivers are spending about \$3 billion annually as a result of extra operation costs, lost time and wasted fuel from traffic congestion and crashes.

Columbia is estimated to have the highest cost for residents at \$1,250 a year per driver, followed by the Upstate, which averaged \$1,248 annually. Charleston residents face an average of \$1,168 in costs.

And the state pays for its neglect of road maintenance in the form of damages to affected vehicle owners. According to The State newspaper, South Carolina's state government has paid almost \$40 million since 2010 to settle road claims and lawsuits against the SCDOT.

In the 2005-2006 budget, state government paid \$4.3 million to settle claims. By 2014, the costs soared to \$8.2 million, according to The State newspaper.

Pothole damages were the chief cause, and claims have climbed, averaging 2,600 over the past two years, up from 1,600 a year on average during the four preceding years, according to *The State*.

S.C. Transportation Secretary Christy Hall attributed the rise in costs to the poor condition of the state's

Meanwhile, the General Assembly continues to kowtow to anti-tax activist groups such as the Club for Growth and political action committees driven by right-wing billionaires such as the Koch brothers. These groups and individuals care only about their narrow interests and nothing about the public good in South Carolina or any other state. Courage enough to stand up to their unbridled greed and contempt for the general good has been in short supply for several years now in South Carolina.

Only an adequate and consistent revenue source, such as the fuel tax, will fill the gaping hole in South Carolina's large and growing highway shortfall. The last time the gas tax was increased to keep pace with the state's needs was in 1987, with the support of the then popular Republican Gov. Carroll Campbell.

Campbell built his philosophy of government on economic development, and was known to lecture lawmakers that "you can't build an economy without building roads." The fuel tax of 16.75 cents per gallon, unchanged since 1987, is the third-lowest in the country. And the General Assembly's parsimony is directly responsible for the desperate state of road disrepair in South Carolina.

The fuel tax makes particularly good sense because about 30% of such funds come from out-of-state motorists who would otherwise pay nothing toward the maintenance of the South Carolina roads they use in such large numbers. Without improvement, the roads will become so congested and damaged that tourists may lose interest in visiting our beaches. Shippers may begin to bypass our world-class ports because the potholes are doing too much damage to their vehicles.

The most recent action on road funding was in the House, which approved \$415 million in one-time funding for road maintenance. But the House did not act to

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(Continued from page 11)

increase the fuel tax, the only action that will guarantee a minimal, recurring source of money to maintain good roads. House members seem to be of two minds about the fuel tax: last year they voted to increase the levy by 10 cents per gallon; this year they did not include it in their road funding action.

The S.C. Chamber of Commerce advocates \$600 million in recurring road infrastructure funding; chamber President Ted Pitts said the House budget is “better than nothing.”

“The business community will continue to push for a long-term solution,” Pitts said in a statement, adding that there is still time during this legislative session “through permanent legislation, to provide a long-term sustainable solution.”

The breakdown of the \$415 million House proposal includes giving \$365 million to the SCDOT’s State Highway Fund and a \$50 million increase to County Transportation Committees.

“Over the past three years, the House has set aside over \$1 billion in additional general fund revenue for road repair,” Lucas said in a statement issued by his office. “A majority of South Carolina drivers and businesses depend upon local routes and highways for eve-

ryday use. More than half of these roads are in critical need of maintenance or repair. To address this problem, the House directed an overwhelming majority of the \$415 million towards our primary road system,” Lucas said.

The House has been more assertive in its efforts to adequately fund road maintenance and improvements. But House members, too, are looking over their shoulders at anti-tax groups and Tea Party obstruction.

It is becoming increasingly clear that this General Assembly has failed its responsibility toward transportation needs in the state. Survey after survey has shown a majority of voters in South Carolina would support an increase in the fuel tax. It also is increasingly clear that lawmakers lack the courage to stand up to out-of-state lobbying against such a tax.

If this General Assembly will not act upon a necessary action that the public supports, it is time for the General Assembly to have some new faces. Ask your senators and representatives if they have voted in favor of a gas tax increase. If they have not support such an increase, then vote for someone else.

Let’s get some people in government who will carry out the people’s will.

###

Statehouse duel sends roads bill back in Senate

colanews@scbiznews.com

Published April 14, 2014



The S.C. House of Representatives on Wednesday overwhelmingly kicked the roads bill back to the Senate with changes in how the state picks Highway Commissioners and maintaining its position that the General Assembly must provide a sustaining source of funds to fix crumbling highways and bridges.

By a vote of 113-6, the House amended a Senate version of a bill that the lower chamber passed last year. The Senate amended the bill to eliminate an increase in taxes to pay for road funding and instead required that the legislature appropriate \$400 million annually to supplement the Transportation Department budget.

“Today, the South Carolina House amended a partial bill and filled in the gaps so that it better provides for the needs of our citizens,” House Speaker Jay Lucas, R-Darlington, said in a statement. “The legislative process exists so that the General Assembly can work together to move South Carolina forward, not provide opportunities for political grandstanding.”

The House’s amendment “preserves qualifications and requirements for Highway Commissioners, solidifies

(Continued on page 16)



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(Continued from page 13)

the transparency of the State Infrastructure Bank, and removes irresponsible budgeting practices that threaten the stability of our economy,” Lucas added.

Gov. Nikki Haley, champion of the Senate’s version, wrote on her Facebook page that House members “knew they were killing the bill after two years of hard work.” She added that the Senate roads plan “would bring true accountability to the DOT, prioritize roads based on traffic and safety and not legislative power-brokers, and fund roads without raising taxes. The House – rather than concurring – voted to insert legislative power further into the process, essentially killing any possibility for a good roads bill.”

The House intended to kill reform of the Transportation Department by passing an amendment that would require both the House and Senate to confirm appointees to the Highway Commission, critics said. In the past, confirmation has been left to the Senate.

On her Facebook page, Haley also cited a quote from Senate Majority Leader Shane Massey, R-Edgefield, who said House members knew putting in a joint confirmation of Highway Commissioners was going to kill the roads bill.

“Several of us told them that beforehand,” Massey said on Haley’s Facebook page. “They knew it and they did it anyway. I think they’ve killed the bill.”

The House vote dictates that the bill cannot be amended again. The Senate must vote to concur or not concur. If the Senate concurs, the bill goes to the governor for her signature. If Senate doesn’t, then members of both chambers would try to resolve their differences in a conference committee.

South Carolina Chamber of Commerce president Ted Pitts said in a statement that reforming the Transportation Department and providing dedicated, sustainable funding for roads remains the business organization’s top priority.

“As this legislation moves back to the Senate, we are reminded that there is still time to adopt a measure that provides at least \$600 million in additional, sustainable revenue along with the reforms to the DOT and STIB (State Transportation Infrastructure Bank) this year,” Pitts said. “We are hopeful that senators will act quickly on the roads bill and also match the House’s infrastructure funding as they take up the budget.

“As long as South Carolina has some of the most dangerous roads in the country, the chamber will continue to call for the General Assembly to do its job and address the problem with a long-term solution.”

Bill Ross, executive director of the SC Alliance to Fix Our Roads, commended the House for using the Legislative Audit Council’s recent report as a template for reform provisions in its amended version of the roads bill. “It is our hope that the House and Senate can come together in the coming weeks and finalize the approval of the reform and funding proposals,” Ross said in a statement. “Both bodies have the opportunity this year to allocate at least \$400 million in additional funding to roads and pass a DOT reform measure that would resolve the reluctance to pass additional highway funding.”

Despite legislation by both the House and Senate to provide more money for roads, Ross noted that the provisions fall short of the Transportation Department’s estimate that it’s facing a 20-year funding shortfall of more than \$1 billion a year.

“There is no doubt the issue of fixing and improving our roads will be the number one issue next year and our Alliance will continue to work with the public and legislature on passing comprehensive infrastructure funding legislation in 2017,” Ross said.

Here are key provisions of the House’s amendment to the roads bill:

- Highway Commissioners are appointed by the governor with the advice and consent of the General Assembly.
- The commission appoints a Secretary of Transportation with advice and consent of the General Assembly, who then serves at the pleasure of the Commission to create a single line of authority from the Governor, to the Commission, to the Secretary.
- Eliminates the Joint Transportation Review Committee, but retains the required qualifications for Commissioners to ensure appointees have appropriate education and experience. These qualifications and requirements were removed in the Senate amendment.
- Adopts the State Infrastructure Bank language in the Senate version and requires the entity to follow SCDOT prioritization criteria for projects.
- Removes the Senate’s \$400 million general fund mandate.
- Addresses the Legislative Audit Council’s concerns expressed in report by placing the SCDOT Chief Internal Auditor under the independent State Auditor.

###



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Trailers “To schedule or not to schedule?”

Complicated question but one easy answer. If you own it schedule it. The cost of scheduling a trailer you own for 1,000,000 in liability coverage a year is less than legal counsel for an hour of time in most cases.

If you don't own a trailer but pull someone else's trailer there is no need to schedule but only coverage for liability exists while it is attached to the covered power unit. This includes non-owned trailer physical damage as well.

Now comes the tricky part. If you own a trailer that someone else pulls, the non-owned trailer terminology pertaining to this coverage provides third party liability for the trailer being pulled as long as it is attached to a covered power unit. So when this trailer has been disconnected there is no coverage provided to the owner by the party that was pulling it. Also when you own a trailer that is pulled by others and it is dropped somewhere it is inviting for children to play on or it could be illegally parked or blocking the view of traffic etc. If someone is hurt you as the owner of that trailer are responsible. If you own a trailer or trailers that are not scheduled on

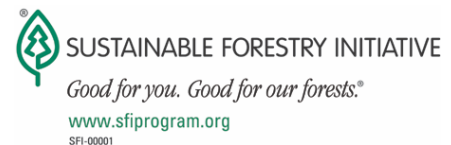
your policy coverage does not exist. Coverage is only provided for the trailers that you don't own while attached to a covered power unit that you do own. If you own trailers and also pull others trailers make sure that both scheduled and non-owned trailers are covered in your policy.

If you have someone pulling your trailers make sure they have named you as an Additional Insured. Accidents arising from the other person actions while pulling your trailer can affect you. You can be brought into it because of ownership of the trailer that was being pulled, it's that simple.

Trailer mounted equipment is also a topic that is complicated. In the woods it is a piece of machinery such as a loader. But on the road it is a trailer typically with a separate make and VIN # from the piece of equipment. This exposure is very limited compared to a chip van or log trailer but does exist. So depending on the company that insures the auto liability and the coverage afforded it may need to be scheduled as well.

These areas should be discussed with your insurance agent so you have a complete understanding of what the risks are and what has to be done to mitigate loss.

###



FP Innovations: Best Management Practices Field Guide for Roads and Wetlands

Project Overview

FP Innovations will receive \$95,000 over a three year period from the SFI Conservation and Community Partnerships Grant program to develop a best management practices field guide to mitigate the impacts of roads on wetlands in forested regions of Canada. The method developed and promoted through this project reflects an approach which was common decades ago, but had long been abandoned for more “modern” construction methods. Refinement of the traditional approach to road building has proven to minimize short-term impact on wetland hydrology, and hasten recovery of the site. The resulting document will further understanding of wetland identification, processes and road planning, construction and maintenance techniques applicable throughout Canada. This project builds on work previously funded by SFI through Ducks Unlimited Canada and Dalhousie University on innovative road construction

practices involving wetlands, and initiates education and training through workshops, webinars and other opportunities. The cumulative knowledge developed through all of these projects will be used to develop a best management practices field guide for most Canadian resource roads, and may have utility in some contexts in the US. This project supports numerous elements of the SFI Forest Management standard, including those related to conservation of biological diversity, wetland conservation, adherence to best management practices for water quality, and continual improvement in the practice of sustainable forestry.

Project Partners

FP Innovations will partner with Ducks Unlimited Canada, Louisiana-Pacific, Resolute Forest Products, J.D. Irving, New Brunswick Department of Environment, and Weyerhaeuser.

###

RELEASE: May 9, 2016

CONTACT: Neil Ward (202/309-3126)
nward@forestresources.org

JOE YOUNG HONORED FOR ACTIVISM

Washington, DC – The Forest Resources Association conferred its 2016 National Outstanding Forestry Activist Award on Joe Young, President of Low Country Forest Products, based in Georgetown, South Carolina.

FRA Chairman Tom Reed presented the award at FRA's May 5th Annual Awards Dinner in Colorado Springs, Colorado, congratulating Joe on his dedication to raising the public's and policymakers' awareness of the importance of timber harvesting and the forest industry.

Joe thanked Tom for the honor, commenting, "It has been a wonderful career. The Lord has allowed me to do things I'd never dreamed about. There's nobody can represent a logger like a logger, that truly understands what it's like to get up at 4:30 every morning, not because you have to but because you want to."

"I thank FRA, and I especially thank my friends in South Carolina who nominated me."

FRA Executive Committee member Joe Young has truly integrated outreach and pro-forestry activism into his long career as a logging entrepreneur.

In his community, in South Carolina, throughout the Southeast, and nationally, Joe Young has had a significant influence in shaping public perception and understanding of forestry and logging—whether hosting a teachers' tour, visiting a high school to promote logging as a profession, leading development of an equipment operator training program, or through his direct contacts with state and federal policymakers on issues concerning forestry—notably leading the enactment of the South Carolina Intrastate Forest Products Trucking Regulations in late '90s.

Joe has served in the South Carolina House of Representatives. He has been a leader in the South Carolina Forestry Association, the South Carolina Timber Producers Association, and the South Carolina Trucking Association; and he served a term as the National Forestry Division Chairman of the American Trucking Associations' Agriculture & Food Transporters Conference.

Joe is that rare individual who believes 100% in the importance of a life of service. He lives and breathes forestry and is proud to be a timber harvester. Being an activist, often at substantial personal sacrifice, comes naturally to him.



FRA Chairman Tom Reed (left) congratulates Joe Young, FRA's 2016 National Forestry Activist.

(Continued on page 23)

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.

###



Fatalities in the Woods

Most accidents in recent months in our industry have been truck drivers being seriously injured or killed. Several recent articles in newspapers and television reports have highlighted the dangers truck drivers encounter. One headline read “Log truck driver, single father of 3, killed in tragic accident.” Another headline read “Ground man crushed between two trailers.” In each of these preventable deaths, someone was not aware that these individuals were in harm’s way. The third headline read “Driver crushed by his own truck.” This last incident was preventable but was the operators failing to set the brake.

In the first incident, the 41 year old driver was killed when his log truck ran over him while he was strapping the load. The newly created dirt road was wet and muddy and a dozer was pulling the log truck out. The driver was still securing his load, got trapped up under the rear of wheels of the trailer. He was crushed by the weight and was pronounced dead at the scene. The dozer operator did not know he was there.

In the second incident, a spot truck brought a load of tree length pine from the landing and set it out near the road so a road tractor could pick it up. An employee was helping to spot as the driver backed the trailer into the space next to three other loaded trailers. The third trailer in line was also a plantation style trailer with the lower standards on the trailer. As the driver backed the trailer in, he stopped for the ground man to lower the landing gear but when the man did not come out and lower the gear the driver went to

check on him. He found the ground man crushed between the number 3 trailer and his trailer. The driver believed the ground man was clear and did not check before he moved.

The third incident involved a 51 year old driver. He pulled away from the loader and radioed the loader operator that he was stopping to tighten his straps. As he walked to the rear of the trailer, the truck rolled back and he was caught in between the dual axles. He was drug under the wheels as the truck free rolled backwards. He was pronounced dead at the scene.

Safety Precautions to prevent similar accidents:

- Ground personnel should wear high visibility vests so operators and drivers can see them.
- Train all personnel to be aware of the dangers in their work area.
- Communication is key to preventing these accidents
 - Use radios, walkie-talkies, etc. to make sure no one is in the wrong place.
 - Walk around the vehicles before backing or pulling operations start.
- Before hooking up and towing a stuck vehicle, make sure all ground personnel are away from the stuck vehicle.
- When using ground personnel to spot trailers, have an established safe zone for the individual to stand before backing.
- Keep distractions to a minimum.
- When exiting the truck cab, always set the parking brake.

###



American Loggers Council

Quarterly Report to the States

January 1, 2016 – March 31, 2016

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 calls during the quarter, on January 28th. During the meeting, 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 2016 include:

1. 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.

Communications

The ALC Communications Committee, chaired by Brian Nelson reported that the ALC had begun working with Nick Smith and asked that Nick bring the Committee up to date on the first month’s progress. Nick first noted that the social media had improved remarkably and that follower on the Facebook page had grown from 2,805 on January 1, 2016 to 6,444 as of January 27, 2016.

Nick also discussed the As We See It editorial and how he is transitioning it to more of an electronic newsletter that people can subscribe to from both the Facebook page and the web site and that there would be a continuous process of expanding the reach of the newsletter through a growing list of subscribers.

Nick also commented on the changes that he and Danny had been working on for the ALC web site, adding items and improving accessibility to information and the work to redesigning the ALC advertisement appearing in Timber Harvesting Magazine for Individual Logger Membership recruitment.

Danny discussed the progress on the 2015 Annual Report and the issues that have occurred with the company hired to produce the report.

Membership

Membership Committee Chair, Myles Anderson reported that the 2016 Sponsorship drive was going well with \$102,500 already committed and that a second notice would be sent out soon. He also discussed the need to do follow-up phone calls to all of the sponsors.

Myles reported that there were 14 Individual Logger members already signed up in 2016 and that he was looking forward to seeing how effective the new ad in Timber Harvesting Magazine would be in recruiting more ILM’s.

(Continued on page 25)

(Continued from page 24)

Danny reported on his trip to Pennsylvania and the meeting with the Pennsylvania Forest Products Association to discuss setting up a loggers' organization in the State. He reported that only one logger was in attendance, Alan Metzger, and that Alan is participating in the ALC as an ILM, but was interested in seeing what could be done to get a group going in Pennsylvania. Danny stated that there is much work to be done to move forward, and that he told those at the meeting that the ALC would help move things forward when needed.

Travel

Travel in the 1st Quarter of 2016 included a February trip to South Carolina where Danny Ductor met with President Richard Schwab and South Carolina Timber Producers Association Executive Crad Jaynes to attend the second Team Safe Trucking meeting as well as the SCTPA Annual meeting where Richard made a presentation on behalf of the ALC. Richard and Danny were also able to have conversations with Kathy Abusow, President of the Sustainable Forestry Board to discuss the likelihood of having logger representation back on the Sustainable Forestry Board.

Richard also traveled to Oregon to meet with the Associated Oregon Loggers at their annual meeting in January.

Danny traveled to Pennsylvania in mid-January to meet with the Pennsylvania Forest Products Association to discuss their possible formation of a loggers group that would lead to participation with the ALC.

Danny also traveled to Washington, DC in February to participate in the Forest Research Advisory Committee meeting put on by the USDA Forest Service. In mid-March, he returned to DC with Montana Logging Association Director Keith Olson to participate in a Federal Forest Resource Coalition meeting which the ALC is a part of their policy committee.

In mid-March, Danny made a trip to Natchez, Mississippi to meet with Ken Martin and Cecil Johnson to begin preparation for the 2017 ALC Annual Meeting.

Other Highlights

Danny was also able to participate in several conference calls between the ALC and the Forest Resource Association to discuss some of the "options" that were floating around for truck weight reform on the Federal Interstate Highway System. He has also been participating in conference calls with the newly formed Team Safe Trucking group to discuss web site creation as well as materials that should appear on the site. Danny also listened in on a call between individuals and groups that were running or attempting to get started Forest Equipment Operator Training programs.

In preparation for the upcoming Spring Fly-In to Washington, DC, the ALC office has been busy preparing position papers and scheduling appointments to key Congressional offices to either meet with staff or committee members who could be instrumental in helping move some of the ALC priorities forward. As of this date, there are over 60 individuals who will be attending the Fly-In representing the timber harvesting industry through the American Loggers Council.

###



WILDFIRE SUPPRESSION FUNDING



In 1985, federal wildfire firefighting suppression costs for the U.S. Forest Service totaled \$161,505,000. In 1995 those costs more than doubled to \$367,000,000. In 2005 the costs of wildfire suppression almost doubled again rising to \$690,000,000. In 2014, during a fire season in which many believe to be mild in comparison to the previous three seasons, wildfire suppression costs have reached \$1,195,955,000, nearly doubling the amount spent 9 years earlier.(1)

This trend in wildfire suppressions costs and the impact it has on the budget of the US Forest Service is one that is not taken lightly by members of Congress, and one which the members of the American Loggers Council hope to see reversed.

One of the impediments to being active instead of reactive to lowering the cost of wildfire suppression has been, and still is the practice of “fire-borrowing” where the US Forest Service “borrows” from one line item in their budget to meet the need of escalating fire suppression activities. This practice oftentimes taking critical dollars from forest management projects such as fuels treatment, stewardship contracting and the federal timber sale programs that could help to prevent catastrophic fire events; and even more importantly, generate funds to do more work in fuels treatment projects, stewardship contracting, and forest timber sale programs that would make our nation’s forest more fire resilient and create jobs in the rural communities that depend on a stable source of wood fiber for their economic vitality.

The American Loggers Council supports reform to the system of fire borrowing to pay for fire suppression, but asks when considering reform that any legislation provide:

1. Funds that are directly used for pre-fire suppression activities such as fuel reduction projects, timber sales and stewardship contracts,
2. Prohibited those funds from being “borrowed” for wildfire suppression costs, or any other budget line item that would not be used to

treat the forests for catastrophic wildfire prevention,

3. The activities and projects described above include and focus on the removal of forest material for forest products such as pulpwood and sawtimber to make them economically feasible with a return to the agency to accomplish more projects,
4. Use of an expedited NEPA process when reviewing the proposed treatment projects when the intent of the project is to reduce the risk of wildfires, and
5. Generate an annual progress report on the number of acres treated and the type of treatment project for pre-wildfire suppression activities from the Chief of the U.S. Forest Service to members of Congress.

Members of the 113th Congress introduced two pieces of legislation in 2014 addressing the need to change the way that wildland firefighting activities are funded, showing the sense of Congress that changes are needed to alleviate the borrowing from other accounts which only prolongs the time in which the US Forest Service may accomplish fire prevention treatment projects.

The members of the American Loggers Council, representing professional timber harvesters across thirty-one states in the US, and also the largest customer base for the federal timber sale program, stand willing and ready to work with members of Congress as you seek ways to address this most important issue.

For further information or if we can be of assistance please feel free to contact us at (409)625-0206 or e-mail Danny Dructor at americanlogger@aol.com.

(1) www.nifc.gov/fireInfo/fireInfo_documents/SuppCosts.pdf

###





State-legal Loads On the Interstate System The Right to Haul Act

Individual states have long set weight limits for their roads and highways. With the advent of the Dwight D. Eisenhower System of Interstate and Defense Highways (Interstate system) the Federal Government established its own weight limits for this system. Thirteen states have received various exemptions from these limits. Transit buses and fire and other disaster response vehicles have temporary exemptions pending studies of their weight and use, and many “new” sections of the federal Interstate Highway system have been “grandfathered” in to allow the existing state legal load limits prior to the roadway becoming a portion of the Federal Interstate Highway System.

Generally, Title 23, Section 127(a), U.S. Code sets Interstate System weight limits at 20,000 pounds on a single axle; 34,000 pounds on tandems and a gross weight of 80,000 pounds on a 36 foot tandem spread. A bridge formula is used to recognize different axle spreads. These maximums include enforcement tolerances.

Based on safety considerations, the American Loggers Council (ALC) is proposing an additional exemption for agricultural (including forest) commodity loads that meet state-legal requirements and tolerances. The exemption is expected to result in a shift of a substantial amount of existing trip mileage from two-lane secondary roads and highways to the Interstate System and result in nominally fewer trips – and improves safety for the motoring public, including the trucks themselves. This proposal would also “fix” the issue with the addition of “newly” designated federal interstate highways having to receive piecemeal exemptions based on existing State weight tolerances.

Language introduced in the 113th Congress titled the “Right to Haul Act of 2014, H.R. 5201” included:

Amending Title 23, Chapter 1, Subchapter I, Section 127(a), United States Code, by adding the following final paragraph:

“(j) State Agricultural Exemptions. –

“(1) IN GENERAL. – Notwithstanding subsection (a), individual State weight limitations for an agricultural commodity that are applicable to State highways shall be applicable to the Interstate System within the State’s borders for vehicles carrying an agricultural commodity.

The addition of this paragraph only requests recognizing those agricultural commodities that are already recognized in Individual State statutes.

For assistance regarding this proposal, please contact Danny Dructor, American Loggers Council, (409) 625-0206.

###

FOR IMMEDIATE RELEASE

**AFEX Fire Suppression Systems and John Deere have teamed up
to make it easy for loggers to protect their machines from the threat of fire.**

Raleigh, NC – As of March 27, 2016 AFEX systems will be available as a factory-installed option on John Deere tracked feller bunchers, wheeled feller bunchers, and skidders. Simply choose the appropriate option code at the time of purchase to ensure your machine will be delivered with a factory approved fire protection system. The cost of the system will be included within the financing package, making for improved cash flow. Contact an AFEX Specialist at (919) 781-6610 or visit deere.afexsystems.com to learn more about this program.

###



Youth Careers in Logging

The American Loggers Council (ALC) is a non-profit organization representing professional timber harvesters in 30 states. It is our goal to ensure the health of the industry and in so doing support entrance of youth into this important economic sector of our country, opening up opportunity that is already afforded to farmers and ranchers to professional timber harvesters. Like farming and ranching, the timber harvesting profession is often a family run business where the practice and techniques of harvesting and transporting forest products from the forest to receiving mills is passed down from one generation to the next.

Timber harvesting operations are labor intensive, highly mechanized and technical careers that require on-the-ground training to promote efficiencies and expertise in performing those operations. Today's current mechanical logging machines are enclosed with safety cages that protect the occupant from many of the hazards previously experienced in conventional chain saw harvesting operations. The workman's comp. claims history bears this out – logging in today's enclosed machines is as safe as many other professions where sixteen to eighteen year olds are allowed to work.

In many respects, timber harvesting operations are very similar to family farms with sophisticated and expensive harvesting equipment that requires young men and women to learn how to run the business, including equipment operation and maintenance, prior to obtaining the age of eighteen.

Currently, there are no on-the-ground programs in place to facilitate that training and ensure the sustainability of the timber harvesting industry's next generation of family members who choose to enter the profession.

Other agricultural businesses, including farmers and ranchers, enjoy exemptions to existing child labor laws that permit family members between the ages of sixteen and seventeen to participate in and learn the operations of the family businesses under the direction and supervision of their parents. However, young men and women under the age of eighteen who are mem-



bers of families that own and operate timber harvesting companies are denied the opportunity to work and learn the family business because of current child labor laws.

The American Loggers Council (ALC) supports extending the agricultural exemption now enjoyed by family farmers and ranchers to train their sixteen and seventeen year old sons and daughters to carry on the family business to mechanical timber harvesters as introduced in the 114th Congress as HR. 1215, H.R. 3283 and S. 694. The exemption would ensure that the next generation of mechanical timber harvesters can gain the needed on-the-ground training and experience under the close supervision of their parents who have a vested interest in their children's safety and in passing down the profession to the next generation of timber harvesters. For more information, please contact the American Loggers Council at 409-625-0206.

###



Forest America

An Overlooked Connection: Clean Water and Forest Product Markets

The role that forests play in the water cycle is widely known and celebrated. Yet, many are unaware of the contributions of forest product markets in the forest/water relationship.

Monday was International Forests Day. Tuesday was World Water Day. In 2016, there will be no better opportunity to discuss the vital role that forests play in the global water cycle and forestry organizations throughout the world are using the two days to draw attention to this important dynamic.

The facts, proliferated in blogs, tweets, webinars and infographics all underscore the same basic message. Forests are the lynch pin of the natural water filtration infrastructure and must be maintained to keep fresh water inventories stable, to say nothing of growing to meet an increased demand from a growing population.

The value of environmental services performed by natural systems can be elusive, but a recent survey shows that as forest coverage increases, the costs of water treatment in the area decreases significantly. Areas with at least 60 percent forest cover require half as much water treatment investment than areas with 30 percent forest cover. This implies that forests then, save municipalities millions of dollars in avoided infrastructure investment and for now, this incredible value of “green infrastructure” that forests deliver to society on a daily basis generates no economic return for the forests or the people who own them.



Instead, the burden of economic return falls to the tangible products forests provide – everyday items that make our lives more comfortable, such as household paper products and lumber to build or improve our homes. This is a crucial point and often missing from the discussions about the non-revenue generating value that forests provide.

Over half of the forests in the United States are privately owned, a majority of them by small landowners who maintain those acres as forests in order to provide for their families. While generations of family forest owners have been proud to provide all of us with “green infrastructure” free of charge, without opportunities for an economic return, the maintaining those acres as forest becomes more difficult.

The good news is forest inventories in the United States, and their contributions to the natural water cycle, have been stable for over a century. This stability is the result of growing and diverse markets for wood and wood fiber -- a distinction often overlooked or lost in our increasingly noisy social media landscape.

Private forest landowners plant 4 million trees per day, or 2.5 billion every year. These trees are not planted because forest landowners are being paid for the water filtration services they will provide. They are planted because of their value in other markets, and the environmental services they provide are a free benefit to society. In this way, forest products markets are the unsung heroes in the natural water cycle and so as we celebrate International Forests Day and World Water Day, they should be recognized for their oft forgotten contribution to global clean water inventories.

###

Pine plantations quietly tower over the state's economy

By Mike Fitts
Columbia Metropolitan Magazine
May 2016

South Carolina's most valuable agricultural crop isn't baled, spun into fabric or served up with a pat of butter. The state's top crop is timber, and it supports hundreds of companies and tens of thousands of jobs. Forest product industries now have an estimated economic impact of more than \$18 billion in the state, according to the South Carolina Forestry Commission. That's a huge number, but it could grow, according to State Forester Gene Kodama, especially if more landowners actively manage their timber lands for better ecological and economic growth. "The opportunities are tremendous," he says.

Other signs of what an economic force forestry currently is in South Carolina include:

- The annual value of harvested trees is \$759 million, the commission estimates.
- The industry employs more than 90,000 people in the state, counting related businesses such as pulp and paper mills. That makes it the state's top manufacturer.
- Wood-derived products such as paper and pulp products, not automobiles, are the top exported commodity leaving the state with a value of \$1.5 billion in 2014.

This huge economic impact might seem invisible to many folks who assume not much is going on out in the quiet of the woods. "Most people don't understand what forestry is," Gene says.

It's an entire economic system in South Carolina, as agribusiness provides materials that are converted into high-value products by its own manufacturing sector. It's also more than economics. It involves people making sure that their land supports different plant and animal species and is safe from hazards.

To support forestry activities across the state, the state commission has several major objectives. One part is the oversight of the five state forests, including the Harbison forest in Irmo, which is popular for its network of trails that welcome hiking, biking and running. The five forests are managed to promote recrea-



tion, but also as a habitat for wildlife and for selective timber production.

In a broader effort, the commission works to promote smart management of forests and to encourage growth in timber and its related industries. In part, that means bringing the many different partners in the sector together.

Two-thirds of the state's land area is covered by forests, and 88 percent of that is in the hands of private landowners, according to the commission. In fact, most of that is with family landowners and not the big timber companies. In part because of tax rules, timber companies have become less important to the industry. About 200,000 landowners own forests in South Carolina, with the average holding being about 80 acres. For many of them, this is a livelihood or an important supplement to their income. "That's the family business," Gene says. "That land can be a fabulous asset to their family."

"Timber has demonstrated results as a long-term business," according to Jim Daniel, chief operating officer of American Forest Management, a company headquartered in Sumter that provides help with sales, management and leasing of forest land. "Timber has always proven itself to be a good and stable investment," he says.

"The business cycle for timber usually dictates a long-term investment horizon, but one that can outperform many other investment vehicles over the same time period," according to Joey Ferguson. He serves as regional manager for Resource Management Service, a timber investment and management firm that over-

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sees about 275,000 acres in 20 South Carolina counties. Properly managed timber can provide steady revenue appreciation as the trees mature, outpacing many stock and bond investments over the long term. "It's a natural inflation hedge," Joey says. "It's a great investment from a financial perspective."

Timber land also provides either institutional or individual investors with a way to put their funds to work in environmentally friendly activities. Many funds want a certain portion of their dollars allocated toward such sectors. "It's a green investment," he says.

Jim explains that the revenue that can be generated goes up as the trees mature. The most basic use of smaller-diameter trees is to be converted into such products as chips, which can be used in pulp mills for paper. Larger trees can be cut into more valuable saw timber, which provides such products as boards for construction and nearby home improvement stores. Even taller, more mature pines can provide a more valuable resource: poles like the ones that utility companies use.

How long can all this growing take? "From a good set of seedlings," Gene Kodama says, "timber land can get a partial first cutting within 12 to 15 years, then a second thinning five to seven years later." A full harvest can come 25 to 30 years after initial planting, making way for a new crop. By any standard, that's a long-term investment, though the intermediate cuttings can provide cash flow as the rest of the trees are allowed to mature.

"Often it makes sense to cut down all of the trees on a piece of land when it's time for a full harvest," Gene says. "New pine seedlings need to be in sunlight, not in the shade of older trees. A cleared area of hardwood forest will naturally re-establish itself in four to five years."

Landowners can time their sale of wood to take advantage of price fluctuations in the market. That's a big difference from cyclical crop owners, who must sell during the month the crop is ready. "It's the markets that drive the bus," Joey says.

Timber prices have been struggling in recent years, but the housing industry will provide a big boost as

it continues to recover from the recession and the popping of the housing bubble. The value of large timber is directly connected to new home construction. Forecasters indicate that the number of housing starts will continue to recover from its decline in 2008, with some predicting in excess of 1.5 million starts by 2019. "Until then, we will likely operate below expectations in our large log markets," Joey says.

"Increasing housing starts offer encouragement across timber's entire economic sector," Gene says. "If it continues to grow, this industry will be humming along like you wouldn't believe."

Those in the industry emphasize that well-managed land is a strong investment, but there are threats, too. Land that is not properly maintained can be susceptible to the dangers of wildfire or invasive pests. Another threat to timber land is invasive species taking over and upsetting the balance, including the class Southern invader, kudzu, an invasive plant also known as "The vine that ate the South." Landowners also can get in trouble if they have not done enough to keep intruders off of their land, and can be exposed to legal liability. A property needs to be appropriately gated and fenced, with posted signs against trespassing.

Flooding does not pose the same kind of threat to timber as it does to most other crops. It can drown small seedlings and delay a harvest, but most trees can survive a flood relatively unscathed. The commission estimates that the flood of October 2015 had a negative economic impact to the states forest products industry of \$100 million, but most of that isn't timber damage. It occurred when forest roads or bridges were blocked, preventing work or slowing mill production.

Managing Woodlands

Proper management can change a plot of land from a liability into an asset. Imagine the story of a South Carolina landowner who was behind on his taxes and about to sell his land to cover the costs. Instead he showed the property to a professional forester, who told him that clearing some trees would both benefit his lands and his budget. Instead of selling it out, the property owner was able to set up a management plan for the land and use it as an appreciating asset.

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That's the kind of advice that landowners should seek from a forester, whether it is one employed by the South Carolina Forestry Commission or a private company. "Get a professional," Gene says. "That's what they are paid to do."

The first step a professional forester should take is to talk to the landowner and see what benefit they want from the land or goals they have for the land — or from finding land to acquire. Do they want to use it for recreation, to encourage certain wildlife, to generate revenue or a different mix of both? "Once you have an idea of what their objectives are, that influences how they should manage or what property they should buy," Jim says.

Private management firms not only create sustainable forest management plans, they work with quality contractors while field foresters oversee various projects on the property. Joey's company manages hunt club licensing on the properties for hundreds of hunt clubs who use the land for recreation year-round. The hunt clubs aid his foresters with information on issues related to the property. "They're our second set of eyes," he says.

More Growth Likely

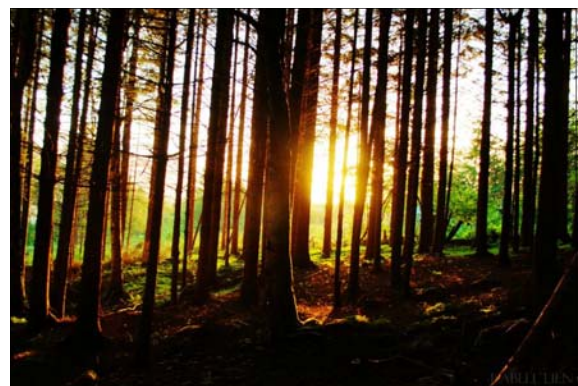
Newer products are helping to keep the timber industry growing into the future. The Southeast continues to export logs overseas through the Port of Charleston to such high-growth markets as India and China. More exports also go across the Atlantic. Both the northeast United States and Europe use processed wood pellets from South Carolina for heating and fuel. European countries use the pellets to meet their mandates for generating energy from renewable resources — with a target of 20 percent of power from renewables by 2020. Another growth product is a new architectural application called cross laminated timber. Lamination is used to put together properly oriented timbers for a "super strong" beam. Cross lamination timber allows for the types of architectural designs in residential and commercial buildings that were almost impossible to envision before.

The best thing about South Carolina's timber industry might be that it is based on a resource that is constantly renewing itself, rain or shine. Joey bristles when he reads a message telling him to avoid using paper so he can "save a tree," especially because

without the demand for paper, there would not be as strong an incentive for people to plant trees instead of other crops on their land. To him, trees are healthiest when they are on lands that are managed in a sustainable cycle. He sees paper as far greener and more renewable than any computer screen.

"A properly managed forest is an infinitely sustainable forest," he says.

###





ANALYSTS WORRY DEPARTMENT OF LABOR'S NEW OVERTIME RULE MAY SLOW JOB GROWTH

By Melinda Waldrop
mwaldrop@scbiznews.com
Published May 18, 2016

The Department of Labor doubled the threshold at which salaried workers are entitled to overtime pay on Wednesday, a move it says will benefit 4.2 million workers. Some business and legal experts, however, warn that the amount of the increase will cause labor costs to rise while slowing job growth.

The previous threshold of \$23,660, set in 2004, expanded to \$47,476 — less than the \$50,440 proposed in July but still a sizable jump.

"Of course it needed to be raised, because inflation has gone up since then," said David Dubberly, chair of regional law firm Nexsen Pruet's employment and labor law group. "The problem is they doubled it. That's just too dramatic of an increase."

The federal government's stance is that, under the current threshold, employees classified as salaried can be required to work more than 40 hours a week with management-level responsibilities while earning a salary that is just above the federal poverty level of \$23,400 for a family of four.

The new threshold, which goes into effect Dec. 1, sets the standard salary level at the 40th percentile of earnings of full-time salaried workers in the lowest-wage Census region, the South. It will automatically update every three years and allows employers to use bonuses and incentive payments, including commissions, to satisfy up to 10% of the new standard.

"This long-awaited update will result in a meaningful boost to many workers' wallets, and will go a long way toward realizing President (Barack) Obama's commitment to ensuring every worker is compensated fairly for their hard work," the Department of Labor said on its website.

But that money will have to come from somewhere, said local analysts, who expect retail, service and non-profit industries to feel the biggest effects.

"It's going to hurt employees more than it's going to help employees," said Pat Wright, the Thomas C. Vandiver Bicentennial Chair in the University of South Carolina's Darla Moore School of Business and a national human resources expert. "You can't increase (companies') labor costs significantly without them being able to find a way to offset that labor cost to survive."

Employees already making close to the new threshold may simply get a raise. Others further from that figure may be re-classified as hourly, which could mean some of the benefits of being a salaried employee, such as paid time off or disability insurance, disappear.

"Nobody benefits from that," Wright said. "The employees lose the flexibility that they had being a salaried employee, when they didn't have to punch or clock or could come in late or leave early."

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Employers may also eliminate perks or push for faster conversion to cheaper automated processes.

"There are going to be some companies that cut their number of full-time employees, make some of them part time, or just make sure there's less overtime worked," Dubberly said. "Some of them may have to cut out year-end bonuses. If (an employee) makes \$35,000 now, nobody's going to give a \$12,500 increase all in one shot."

Ted Pitts, president and CEO of the S.C. Chamber of Commerce, said in a news release that raising the threshold amounted to federal interference in state business affairs.

"Instead of making more employees eligible for overtime, this rule is sure to only limit opportunities for employees as employers are forced to make the decision to have fewer workers with higher wages," Pitts said.

Frank Knapp, president and CEO of the S.C. Small Business Chamber of Commerce, sounded a more even-keel note, saying time will tell how the new number affects businesses.

"The small business owners that are affected will adapt to it in their most appropriate way," Knapp said.

"That most appropriate way may be to put everybody on an hourly basis and then ask them to not work over 40 hours a week. It remains to be seen. It is a marketplace. It will find an equilibrium."

Chuck McDonald, a shareholder in the Greenville office of law firm Ogletree Deakins and a S.C. Supreme Court-certified specialist in employment and labor law, said some businesses, such as those without many salaried employees, won't be affected much, while other may reclassify some positions. Some, though, may have to revamp their payment structure or workforce.

"You're going to see businesses make changes that suit their particular business need and model, and it

may vary even within the same industry," McDonald said.

Knapp said employees making more will have more money to spend, but "that's all based on the assumption that companies will be able to pay more," Wright said. "If they have to pay more, they'll pay more to certain individuals, but to fewer individuals, so there won't be a net increase."

Companies may also be forced to raise prices, Wright said, which will have a more negative impact in states such as South Carolina with a lower-than-average cost of living.

"I don't think you're going to wake up on Dec. 1 and all your prices are going to be substantially higher," McDonald said. "It really does depend on who you're talking to as to how much it helps or hurts a particular business. When you read through their discussions of the comments they received, it does look like the Department of Labor tried to find a reasonable middle ground that would be representative of all employers throughout the country."

The department published a Notice of Proposed Rulemaking in the Federal Register on July 6 indicating the threshold would be rising and inviting public comment. The department received more than 270,000 responses.

"It's a good idea to have updated regulation about this," Knapp said. "I never think it's a good idea to abuse your employees, and for those few businesses in certain sectors that were really taking advantage of their employees by paying them \$23,000 and calling them managers and making them work 60 hours a week — that's abusing them."

###

The Warnell Continuing Education Program

Daniel B. Warnell School of Forestry and Natural Resources

Logging Cost Analysis

July 19-20, 2016
Instructors: Dean Dale Greene and Dr. Chad Bolding
Room 1-304, Warnell School of Forestry and Natural Resources, Athens, GA



WARNELL
SCHOOL OF FORESTRY AND NATURAL RESOURCES
THE UNIVERSITY OF GEORGIA

About the Event

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.

Location

Room 1-304, Warnell School of Forestry and Natural Resources, Athens, Georgia.

Who Should Attend?

Foresters, wood buyers, and logging contractors involved in wood procurement, sale layout, and timber harvesting. Forest engineers, forestry equipment representatives, and others who service the timber harvesting industry would benefit from the course content.

Equipment Needs

All participants must bring a laptop computer with Microsoft Excel version 2007 or later. Files used for the class will be transferred from a flash drive or provided on a CD.

Instructors

Dr. W. Dale Greene is Dean of the Warnell School 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 about the performance of harvesting equipment and methods. Dale has more than 25 years of experience working with loggers and conducting research in the South. Dale is active with the Council on Forest Engineering and the Forest Resources Association, Inc. and is a member of the Georgia State Board of Registration for Foresters.

Dr. 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 has a B.S. and M.S. in forestry from Auburn University, and an M.F. in silviculture and Ph.D. in forest engineering from Oregon State University. Chad conducts research in the areas of supply chain management, harvesting system feasibility and logistics, sustainable biomass utilization, and forestry best management practices. He is active in professional organizations such as the Society of American Foresters, the Council on Forest Engineering, the Forest Resources Association, and is an adjunct member of the faculties at Clemson University and the University of Georgia.

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SCHOOL OF FORESTRY AND NATURAL RESOURCES
THE UNIVERSITY OF GEORGIA

Registration Fee

The course fee is \$395.00, which includes lunch, refreshment breaks, and instructional materials. There is a \$30.00 discount for fees paid and postmarked by June 28, 2016.

You can register by hard copy (see next page) or online at:

http://conted.warnell.uga.edu/courses/lca_2016

Continuing Education Credits

- 10.0 SAF Continuing Forestry Education (CFE) Hours – Category 1 (approved)
- 10.0 MTH Continuing Logging Education (CLE) Hours – Business Management (approved)

Full Attendance is Mandatory to Receive Credit.

Course Itinerary

Tuesday, July 19, 2016

Time	Event
8:00 AM	Registration
8:15	Introduction
8:30	Estimating Production
10:00	Refreshment Break
10:30	Using Historical Production Data
Noon	Lunch (provided)
1:00 PM	Estimating Costs
2:30	Refreshment Break
3:00	Using Historical Cost Data
4:00	Estimating System Performance
5:00	Adjourn

Wednesday, July 20, 2015

Time	Event
8:00 AM	Cash Flow Analysis
9:30	Refreshment Break
10:00	Evaluating Logging Systems
11:00	Practical Applications
12:00 PM	Adjourn

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Resources, Athens, GA



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Registration Form

Name - please print _____

Preferred name for badge _____

Birth-date (for credit hour records) _____

☐ Business mailing address or ☐ Home address (please check one)

City _____

State _____

Zip _____

County, if Georgia _____

Home phone _____

Work phone _____

Fax _____

Email address _____

☐ Please send me e-mails about Warnell Continuing Education programs.

position _____

organization/employer _____

By registering for this event I agree to comply with all event and lodging cancellation policies.

Logging Cost Analysis

July 19–July 20, 2016

☐ Early registration by June 28, 2016.....\$365.00

☐ Regular registration after June 28, 2016.....\$395.00

A check must be included to guarantee your place in the course. Make check payable to Warnell School of Forestry and Natural Resources.

Enclosed is check # _____

Mail payment to :

Attn: Ingvar Elle

Warnell School of Forestry & Natural Resources

The University of Georgia

Athens, Georgia 30602

Cancellations

Notify Ingvar Elle at 706-583-0566 by July 5, 2016 if you need to cancel.

Special Needs

If you require special services or dietary considerations, contact Ingvar Elle at 706-583-0566 or ingvar@uga.edu by June 28, 2016.

Hotel Accommodations

A block of rooms has been set aside at the Georgia Center's UGA Hotel (1-800-884-1381) for attendees of "Logging Cost Analysis" for the nights of July 18-19, 2016. The hotel address is 1197 South Lumpkin St., Athens, GA 30602. Rooms are \$99.00 per night plus %7 percent sales tax. One parking pass per room per night (allowing in and out privileges) is included in the room rate and is given at check-in. Use the code "87395" for making reservations. Please make reservations early since the number of rooms is limited and room block drops out on June 17.



NEWS

FOREST RESOURCES ASSOCIATION INC.
1901 Pennsylvania Avenue, Suite 303, Washington, DC 20006
phone: 202/296-3937 • fax: 202/296-0562

RELEASE: May 9, 2016

CONTACT: Neil Ward (202/309-3126)
nward@forestresources.org

M.A. RIGONI: 2016 NATIONAL OUTSTANDING LOGGER

Washington, DC – The **Forest Resources Association** honored M.A. Rigoni, Inc., based in Perry, Florida, as **2016 National Outstanding Logger** at FRA's May 5th Annual Awards Dinner in Colorado Springs, Colorado. FRA Chairman Tom Reed congratulated co-owners Gary Brett and Rodney Schwab, presenting them with a commemorative plaque.

Kent Hall of STIHL Inc, which has supported the Outstanding Logger Award Program for several decades, added his congratulations, presenting Gary and Rodney with a \$1,000 cash award on behalf of STIHL.

Gary Brett thanked FRA and STIHL and stated, "It is certainly nice to be honored in this way." He thanked his long-term partner, Rodney, and expressed special thanks to his wife: "We have been incredibly blessed. This summer, we'll have been married 41 years, and she'll have been married to a logger for 40 of those."

Rodney Schwab observed, "It's hard to explain all the things that have happened in your life. You don't always know why, but you know you're supposed to be a logger."

We are blessed. There's a lot of good people in this industry."

M.A. Rigoni, Inc., of Perry, Florida, had its beginnings in 1960, founded by M.A. "Matt" Rigoni—a forester-turned-logger who set a high bar for innovation and professionalism in logging. Current owners Rodney Schwab and Gary Brett joined the company in 1974 and 1980, respectively, and bought the company in 1995. The company has grown significantly in the past two years, now employing three company chipping crews and contracting with six logging crews for a combined weekly production of 600 truck loads. M.A. Rigoni employs 44 and enjoys a stable and skilled work force. Half of these employees have been with Rigoni for over five years, and half again of those have been employed for over ten years. The roster includes eight Master



FRA Chairman Tom Reed (left)
congratulated Rodney Schwab and Gary Brett of
M.A. Rigoni, Inc., 2016 National Outstanding Logger.

(Continued on page 36)

Loggers, who renew their training in SFI guidelines annually.

The company performs all types of harvest: clearcutting, thinning, real estate-cutting, and harvests customized to clients' wildlife management objectives. The three company crews, with whole-tree chipping capability, are able to clean up sites and remove unmerchantable materials, allowing them to work in real estate development.

The company has been awarded three USFS Forest Stewardship contracts, one in each of Florida's three National Forests, performing fuel reduction, road construction/maintenance, and pine cone harvest—all financed through the sale of timber.

M.A. Rigoni strongly emphasizes safety, and both Rodney and Gary wear full Personal Protective Equipment, as an example to their in-woods employees, and provide First Aid and CPR training to all employees every two years. If safety-related incidents occur, the company reviews them carefully and makes appropriate changes in procedures, communicating new policies at safety meetings. Safety policies include a very robust drug testing program, in force since the mid-1990s, along with a drug education program. Rodney's sons Richard and Chad are both active in the business, positioned to carry M.A. Rigoni into the next generation. Rodney, Gary, Richard, and Chad are active in their community and in local, state, and national associations. They have participated in hurricane relief and clean up efforts, and are all active in church leadership, Rodney, Gary, and Richard participating in missionary work in Central America.

FRA has honored 27 National Outstanding Loggers since establishing the national award in 1990. Recent National Outstanding Loggers include Comstock Logging of Hampden, Maine (2013), Anthony B. Andrews Logging of Trenton, North Carolina (2015), and last year's Moulton Logging, Inc. of West Charleston, Vermont. Nominees for this year's award passed through state-level recognition to regional award programs administered through FRA's Regional structure. A jury of 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 forest landowners and managers, wood consumers, independent logging contractors, wood dealers, and businesses providing products and services to the forest resource-based industries.

###

TEAM Safe Trucking Update

Team Safe Trucking is moving forward and has made good progress with Rick Quagliaroli of Swamp Fox Agency, Moncks Corner, leading the way. The subcommittees are working on their projects for driver awareness, safety, education and training and media relations. Interests in Team Safe Trucking has grown nationally with logger associations, wood suppliers, consuming mills, loggers and truckers.

Rick emails a weekly update to all Team members and all interested parties. Here is his May 20th update. If you want to know more about Team Safe Trucking, contact Rick Quagliaroli or SC Timber Producers Association

This week's news is some refinements on the prior weeks.

We have finalized the course curriculum at Coastal Pines Technical College. The course is composed of four parts:

1. Background classroom work
2. Operation training on a buncher, skidder and loader
3. CDL training
4. Specific log truck and trailer training



This is an exciting time for the program and one we should be in a position to provide the "how to" to interested parties within the industry. The School is taking the lead on the curriculum, but without the support of the local logging industry on the Schools Advisory Group this would not have happened nearly as quickly as it has happened. I am going to send out a full list but to the ones I have worked directly with over the past two months, thanks to Hugh Thompson of Pierce Timber and Barry Parrish of Georgia Biomass and thanks to Tracy Harris for the offer of shop support and driver support. I mention the school and the loggers because this is the industry at its best and is the model we can implement countrywide.

On that front I have a college from Florida along with loggers reviewing what we are doing at Coastal in June. This will be another first of a school outside of the area evaluating the Program for use in their State. We have initial support from loggers.

In the next two weeks we will have TST information out in the Drivers area of two mills in South Carolina. I will be going to each of the initial sites. Mike Macedo has lead this charge at IP's Georgetown mill. He has designated the safe area for the drivers. In this area there will be TST safe driving information. This is meeting one of our mission goals. Thanks Mike.

DK Knight has done it again with poster size awareness material at the Richmond show. Feedback has been positive, and if my email box is any indication, support is getting overwhelming. I traveled two days this week visiting accounts. I spent today, Friday morning, reading the emails that came in as a result of the way word is spreading. We are adding new names to this email, gotten additional expressions of wanting to be involved and adding state associations asking to be "Jimmied". A term I created for the presentations Jimmie Locklear of Forestry Mutual Insurance Company is making as he tours the state logging conventions.

On the topic of presentations, both Jimmie and I will be at the Arkansas 25th Anniversary Convention in August. Larry Boccarossa has invited us to present. This is going to be noteworthy for TEAM in that it will be the first State Meeting that Jimmie will present and I will meet with the Board of Directors to present actual programs they can adopt and roll out in the State. The meat of presentation is the Education Program from Coastal, the Mill Program from IP and Domtar and the seeking of a Board resolution for supporting BMP's for Log Fleet Management Practices.

Here are the State presentations still to be made. If you are attending bring a friend, network with your dealers and mills, I will get you the "how to" and the execution get simpler as a result. If you want to be added to the list of Annual Meetings "Jimmied," contact him directly and he will advise you of his schedule and if it works I will add you to the list below:

April 11	Great Lakes Timber Producers Association-Escanaba, Michigan
April 15	Michigan Association of Timbermen-Frankenmuth, Michigan

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April 21	Virginia Forestry Association-Virginia Beach, Virginia
April 29	Associated Logging Contractors of Idaho-Orofino, Idaho
May 5	Forest Resources Association-Colorado Springs, Colorado
May 14	Richmond Expo (Sharpe Logger) tentative- Richmond, Virginia
June 10	Southeastern Wood Producers Association- Valdosta, Georgia
August 12	Arkansas Timbers Producers Association
August 27	Virginia Loggers Association-Roanoke, Virginia
August 31	Louisiana Forestry Association- Lake Charles, Louisiana
September 1	Florida Forestry Association- Amelia Island, Florida

A final note, I checked my mail box and did not find a donation this. I have emails that we are being proposed by resolution at Board meetings for a donation. Of course I can support the resolution with some background information. We will be successful at our missions of Logger and Contract Hauler Fleet Monument Best Practices and the development of next generation logger and log truck driver. A donation will support that effort. Remember our payroll is \$0, our Admin Expense is \$0. That means 100% on the dollar goes to development for the Logging Industry.

Ok, have a great week, sorry for the lateness of this Update and keep up the great support

Rick Quagliaroli
President
TEAM Safe Trucking
rick@swampfoxagency.com
888-442-5647 x-108

TEAM Safe Trucking: Elevate The Standard

Enthusiasm is building for the ambitious plan of TEAM Safe Trucking (TST), a broad-based non-profit group seeking to elevate the standard and performance of the American forest industry's deeply troubled transportation sector, which organizers contend is the most serious problem confronting the wood fiber supply chain.

TEAM Safe Trucking is developing a module program that will embrace awareness/education and intensely focus on driver training. It can be tweaked for use in different regions and sub-regions and will be available to those who have log/chip transportation operations or are exposed to such operations. Drawing on a \$5,000 commitment from Forest/Loggers/Mauck Insurance Agencies, based in Newberry, Mich., along with other resources, the group expects to launch a web site by spring and have the program in gear by August.

Now regional in scope, TST expects to expand its program nationwide as it

secures additional funding through donations from stakeholders and from grants. Virginia Tech University has committed funds and a graduate student to conduct log/chip truck accident research, beginning later this year. The two-year study will help guide the project's work going forward.

Consisting of logging companies, paper/wood products manufacturers, truck and trailer manufacturers, insurance companies and logging and forestry association representatives, the organization aims to emulate the success of TEAM Fire, another cooperative effort created 20 years ago that eventually drove down logging equipment fire incidents and claims, lowered insurance premiums and helped make automatic fire suppression systems more affordable.

TST guided by Rick Quagliaroli, owner of Swamp Fox Agency, Inc., an established South Carolina-based business that interfaces with forest industry interests in three states. According to him, many loggers and log truckers now do a commendable job but the industry's trucking segment overall is

performing poorly, resulting in increasing mishaps and multiple forms of costly, disruptive, traumatic fallout. This is forcing some truckers to the side of the road and causing some insurance providers to abandon the market.

"TEAM Safe Trucking's goal is to set a high standard for driver training and continuing education, and we'll focus the training program specifically on hauling logs and chips. The program will be designed to help make the industry's log and chip trucking segment safer and more efficient, and every party that has an interest in trucking will need to 'buy in' for it to be truly successful. It will take some time. For the good of the industry as a whole, we're asking for support up and down the line."

###

For more information, email or call Rick Quagliaroli:

rick@swampfoxagencyinc.net,
843-761-3999;

or

Jimmie Locklear:
jlocklear@forestrymutual.com,
910-733-3300.



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Mark Your Calendar

JUNE 2016

- 9 SCTPA Board of Directors Meeting, SC Forestry Commission Headquarters, Columbia, 10 a.m.
- 16 Edgefield District Meeting - CANCELLED
- 14-16 & 20-23 SC Sustainable Forestry Teachers Tour, Piedmont Tour, Clinton

JULY 2016

- 28-30 American Loggers Council, Summer Board Meeting, Hosted by Tigercat, Brantford, Ontario, CA

District 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.

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.

Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

Contact Crad Jaynes at
1-800-371-2240 or bcjpaw@windstream.net

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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.