



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

JULY/AUGUST 2016



## Tigercat Industries Hosts American Loggers Council Summer Board Meeting

*Board members gather in Brantford, Ontario*



**Hemphill, Texas (August 4, 2016)**—The American Loggers Council (ALC) recently held its Summer Board of Directors Meeting in Brantford, Ontario on July 29 – 30. Tigercat Industries volunteered to host the event and those that were attendance were treated to a first-class experience.

ALC members arrived on Thursday afternoon and attended a welcome reception held at the Best Western Hotel & Convention Center. Tigercat Chairman and Chief Executive Officer Ken McDonald, President Tony Iarochi, Sales Manager Kevin Selby and several others from Tigercat were on hand to welcome the group.

Friday was spent touring several facilities that are manufacturing Tigercat Equipment, including their recently opened 127,000 square foot facility in Paris, Ontario. The group walked

through the assembly lines with Tigercat Vice Presidents and engineers who answered questions about the manufacturing processes and engineering of the machines.



Ken McDonald lead the group through McDonald Steel and then Tigercat graciously hosted a reception and dinner at the Brantford County Club for the group on Friday evening and provided transportation and meeting rooms for the ALC Board of Directors and other guests.

On Saturday, The ALC Board members met at the Best Western Hotel and Convention Center to discuss business and issues of the Council as well as the proposed strategic plan introduced by ALC President Ricard Schwab and the ALC Executive Committee. The Board adopted the proposal with an action plan to be developed and rolled out

*(Continued on page 2)*

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during the ALC Annual meeting on October 1, 2016 in Panama City, Florida.

Other items on the agenda included reports from the Legislative Committee, Communications Committee, Membership Committee and the Nominations Committee

ALC President Richard Schwab thanked the members of Tigercat for not only hosting the meeting, but also for their hospitality throughout the two day event. "Tigercat was an excellent host and provided a great venue for our meeting. We not only appreciate their sponsorship and financial support for the American Loggers Council, but the opportunity to get to know them better and to build on our relationship with their organization."



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

*The American Loggers Council is a non-profit 501(c)(6) organization representing timber harvesting professionals in 31 states. For more information contact the American Loggers Council office at 409-625-0206 or visit their website at [www.amloggers.com](http://www.amloggers.com).*

For Media Inquiries Contact:

Danny Dructor  
American Loggers Council  
Phone: 409-625-0206  
E-mail: [americanlogger@aol.com](mailto:americanlogger@aol.com)



## **EPA will not regulate forest road discharges via Clean Water Act**

**O**n Monday, June 27th the Environmental Protection Agency's Office of Water submitted a notice in the federal register that it would not regulate storm water discharges from forest roads under the Clean Water Act.

This decision was in a response to remand that required the agency to consider whether the clean air act requires the agency to regulate storm water discharges from forest roads.

In the notice, the Agency pointed to a broad array of "state, federal, regional, tribal government, and private sector programs" that already exist to address the kinds of water quality problems the remand was asking the Agency to regulate.

The notice goes on to note that "the Agency has concluded that efforts to help strengthen existing programs would be more effective in further addressing forest road discharges than superimposing an additional federal regulatory layer over them."



# 18<sup>th</sup> SCTPA Annual Meeting

SCTPA is excited about our 18<sup>th</sup> Annual Meeting to be held February 10 – 12, 2017 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront (previously Springmaid Beach Resort), 3200 South Ocean Boulevard, Myrtle Beach.

Our 2016 meeting welcomed the largest attendance ever and we are excited to be returning to the newly remodeled Springmaid Beach Resort now named Double Tree by Hilton for our 2017 annual meeting.

Rooms connected to the conference center are all double queen beds equipped with a full size refrigerator-freezer and two sinks and one inside bathroom. Rooms with king bed along with one and two bedroom suites are located in a building across the property.

The Conference Center is remodeled and is impressive with plenty of exhibitor and meeting room space. SCTPA will utilize the second and third floors.

The second floor will be used for registration desk, exhibitors and speaker presentations. The third floor will be used for the Friday night reception, Saturday breakfasts and lunch and Sunday's prayer breakfast. The third floor has a panoramic view of the beach and Atlantic Ocean.

The new registration building in the middle of the property now has a restaurant and bar. Barnacles restaurant is located on Springmaid Pier adjacent to the resort.

The usual flow of events will be scheduled. We'll attempt to utilize the parking lots for outside exhibitors with equipment, trucks and trailers. However at this time outside exhibitors is undecided due to the new configuration of the parking lots.

Room rates are shown below. Early reservations made are the best to get the best available rooms. Room accommodations are in the Live Oaks tower adjacent to the conference center and Palmetto tower located across the property.

Meeting preparations and speaker invitations are underway. Speakers invited are Pete Stewart, Forest2Market, Rick Quagliaroli, president Team Safe Trucking and Ken Martin, president American Loggers Council. SC Third District Congressman Jeff Duncan is invited to be our Saturday luncheon speaker. The Silent Auction and the Big Drawings will be available too. The SFI Training DVD session will be conducted on Saturday afternoon to attain your SFI Trained status for the July 1, 2016 until June 30, 2017 period.

Annual meeting packages will be mailed in October to all members.

Check out the remodeled resort and all the new amenities at [SpringmaidBeach.com](http://SpringmaidBeach.com)

We are excited and look forward to our 18<sup>th</sup> SCTPA Annual Meeting. Go ahead and mark your calendar to attend our 2017 annual meeting.

## **2017 SCTPA ANNUAL MEETING DOUBLETREE RESORT BY HILTON ROOM RATES**

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## Oregon Timber Harvest Slips for 2nd Consecutive Year

by Kristian Foden-Vencil, OPB, July 25, 2016



In this photo taken on Nov. 21, 2014, processor operator Colton Clark works his way through a stand of timber on the Malheur National Forest outside John Day, Oregon. Oregon's timber harvest slipped below 4 billion board feet in 2015 for the first time in two years.

Oregon's timber harvest dropped 8 percent last year.

Before the great recession, Oregon was producing about 4 billion board feet of lumber a year. That dropped after the recession as people stopped building houses.

But it's been climbing and for the last few years it's been above 4 billion board feet again, thanks in part to a strong Chinese economy.

But Brandon Kaetzel with the Oregon Department of Forestry, said China's economy stumbled in 2015 and the Softwood Lumber Agreement, between the U.S. and Canada, expired.

"And when that happened the levy that is usually faced by Canadian lumber coming into the United States is dropped. We see a substitution effect. Canadian lumber coming down, they're less likely to harvest Oregon logs," said Kaetzel.

A bad fire season and a wet winter also reduced logging in 2015. What the harvest will be this year depends on the weather, China and a renegotiation of the Softwood Lumber Agreement.

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# GEORGIA'S COASTAL PINES TIMBER HARVESTING OPERATIONS PROGRAM

Logger Education Programs: general

TECHNICAL RELEASE

16-R-14



August 2016

## INTRODUCTION:

Timber Harvesting Operations (THOP) program at Coastal Pines Technical College (CPTC) in Waycross, Georgia is currently in its pilot year. The program started as an idea from officials of prominent timber companies in South Georgia who wanted to increase opportunities for young people to become involved in the timber industry. Several industry leaders, along with Coastal Pines Technical College staff, met to form the Timber Harvesting Operations Advisory Committee.

Students who are interested in a Timber Harvesting credential- enroll through the "Move On When Ready" (MOWR) program, a high school dual-enrollment initiative, and then advance to regular college enrollment after graduating from high school.

## GENERAL FEATURES:

The program includes three components: Basic Timber Harvesting, Timber Harvesting Operations, and Commercial- Driver's License. Beginning each fall term, the Basic Timber Harvesting certificate is offered to eligible students attending select area high schools. The certificate includes four credit courses, and each course earns three credit hours. Upon successful completion of the Basic Timber Harvesting certificate, students are eligible to participate in the Timber Harvesting Operations program. This second certificate program includes traditional instruction along with hands-on performance using logging equipment. The final stage of the training enables the student to complete the Commercial Driver's License (CDL) training.



*Fig. 1: Timber Harvesting Operations students receive instruction from timber harvesting experts on the use of the feller-buncher. (NOTE: all machines are turned off and grounded in this photo.)*

Students begin in the Basic Timber Harvesting certificate program through the MOWR program while in high school. The certificate is two semesters, with a total of twelve credit hours. Skills obtained in the program include:

- |                                     |  |  |
|-------------------------------------|--|--|
| ▪ First Aid/CPR training            | ▪ Federal/state timber harvesting laws       | ▪ Tree/shrub identification                |
| ▪ Safety                            | ▪ General timber harvesting concepts/ ethics | ▪ Marketing forest products                |
| ▪ Personal protective equipment     | ▪ Forest measurement methods                 | ▪ Standing timber products identification  |
| ▪ OSHA regulations                  | ▪ Surveying techniques                       | ▪ Marketing strategies for forest products |
| ▪ Georgia best management practices |  |  |

The next phase of the program is the Timber Harvesting Operations certificate, which is offered annually in June for three weeks. Classes are held Monday through Thursday, from 7:30 AM until 4:00 PM. In order to

*(Continued on page 6)*

*(Continued from page 5)*

earn the credential, students must have all courses completed in Basic Timber Harvesting as well as the six credit hours for Operations. Skills obtained include:

- Forest equipment preventative maintenance
- Precautions with equipment safety and maintenance
- Timber harvesting equipment daily operations
- Operation of timber harvesting equipment
- Areas of concern with equipment operations

The final portion of the program is the Commercial Driver's License certificate program, which includes additional log truck/trailer specialized training. Students will complete the entire CDL program and obtain a Georgia Commercial Driver's License from the Department of Transportation. Upon receipt of the driver's license, students may complete the Continuing Education Log Truck/Trailer Driver Training Course. This course was created with the assistance of a local insurance company covering timber operations and forestry trucking. The competencies include:

- Log truck safety
- Pre-trip inspection of truck and trailer
- Log truck/trailer driving
- Basic log truck/trailer service



*Fig. 3: Students practice log trailer backing skills.*



*Fig. 2: Students operating harvesting machinery.*

At the conclusion of all training, students will receive three Technical Certificates of Credit (TCCs) and one Continuing Education certificate.

#### **OPERATION:**

In the initial 30 weeks of the program, high school students receive training that includes traditional learning methods, hands-on exercises, and field experience. The extensive safety, first aid, CPR, regulatory, ethics, law, marketing, management, and best practices training takes place in the classroom. Field experience includes surveying, measurement methods, and identification practice. Mr. Hugh Thompson, Pierce Timber Company owner and Timber Harvesting Advisory Board Member, allows unrestricted access to his property for classes to practice surveying, measuring, and identification skills. Students earn the American Heart Association CPR and First Responder certifications, as well as a Georgia Master Timber Harvester certification.

During the three-week operations phase, students are provided additional safety and procedure training, as well as operations training. Yancey Equipment Company and Flint Equipment Company provide new equipment for the students to operate, allowing them to experience the most advanced forestry technology equipment on the market. Pierce Timber Company provides two expert forest equipment operators to assist with instruction. In addition, the Georgia Forestry Commission provides a tract of forest for harvesting at the Dixon Memorial State Forest.

The operations portion of the program exposes students to safety training, procedure training, hands-on equipment operations, and harvesting practice. By the

*(Continued on page 7)*

(Continued from page 6)

end of the operations class, students will have obtained 50 hours of practical experience. The Commercial Truck Driver's program includes 150 hours of truck driving Feld training. The log truck/trailer driver's training offers students approximately 40 hours of specialized driving experience. Competencies include strapping a log trailer, inspecting the truck and trailer, driving on various terrains, and learning the procedures of the mill.

#### **APPLICATION:**

The Timber Harvesting program started with a partnership and advisory committee composed of members from Pierce Timber Company, Langdale Forest Products, The Georgia Forestry Commission, Packaging Corporation of America, AgSouth Farm Credit, Georgia Biomass LLC, Flint Equipment Company, and Coastal Pines Technical College. To date, the following organizations- have provided support to the program through monetary gifts, equipment, land, and personnel: Pierce Timber Company, Flint Equipment Company, Yancey Equipment Company, The Georgia Forestry Commission, Suwannee Timber Company, Georgia Biomass LLC, MAC44 Trucking, and The Langdale Foundation.

The pilot is proving successful due to the overwhelming support from local timber- and forestry-related businesses. Additionally, the supporting companies are proposing employment opportunities to students who complete all facets of the program. Since the program provides traditional instruction with a large portion of hands-on field training through the use of logging equipment, students will graduate with valuable experience and qualifications for immediate employment. The timber industry will gain a highly qualified, skilled workforce, prepared for the required safety regulations, professionalism, and teamwork.

#### **SPECIFICATIONS AND COST:**

As long as the Basic Timber Harvesting program is offered in the high school setting to eligible MOWR high school students, tuition, books, and fees are provided by the State of Georgia's Move On When Ready program. Eligible students must meet the standard diploma/certificate-level entrance requirements established by the Technical College System of Georgia. The Timber Harvesting Operations certificate program is offered to students during the summer term. Funds for tuition, fees, and books for this technical certificate are available through the Georgia HOPE Grant. The Opera-

tions certificate requires regular program admission, as well as diploma/certificate program eligibility.

Students who choose to continue in the Commercial Truck Driver's certificate program must meet regular diploma/certificate admission requirements. Prospective students are advised that the Federal Motor Carrier Safety Administration (FMCSA) regulates commercial driver licensing and requires a DOT physical, drug test, and satisfactory MVR prior to the issuance of a CDL or the learner's permit required prior to beginning the truck driving training. Further random drug testing is required during the course of the CTD program.

The final step for interested students is the Continuing Education Log Truck/Trailer Driver Training course. The course is not covered by any financial assistance programs since it is currently planned as a continuing education option and requires that participants have a valid CDL.

Information may be obtained from Coastal Pines Technical College by visiting our website at <http://www.coastalpines.edu/Catalog/forestry-technology.htm>; contacting the college at 1-877-332-8682; or contacting the author.

Tommy Peagler  
Forestry Program Director  
Coastal Pines Technical College  
1701 Carswell Avenue  
Waycross, Georgia 31503 912-284-2569  
[tpeagler@coastalpines.edu](mailto:tpeagler@coastalpines.edu)

#### **FRA STAFF COMMENT:**

Starting this program in area high schools and using it to direct the most promising and interested students into the hands-on operator training continuation at the technical college is a great idea!

Reviewed by: Rick Meyer Appalachian/Southwide Region Manager







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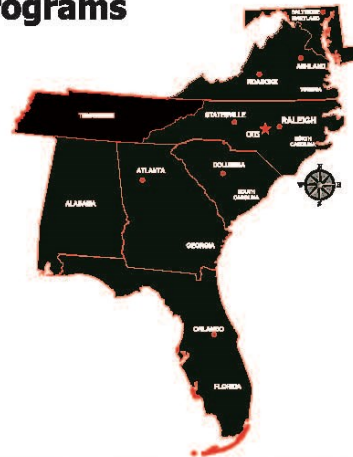
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## AS WE SEE IT ...



AMERICAN LOGGERS COUNCIL

SEPTEMBER 2016

### LOGGERS WORKING FOR LOGGERS



**A**s my time serving you as the President of the American Loggers Council is set to expire at the end of September, I wanted to take some time to reflect on the accomplishments of the American Loggers Council over the past twelve months, but more importantly, give you an idea as to where we are headed today and well into the future.

First let me state that I have been humbled by the opportunity and the experience to serve and represent all of you over the past twelve months. I have been afforded the opportunity to speak at several conventions and venues where I can share the message of unity and working together to get things done. I've literally gone from the East Coast to the West Coast this year doing my best to inspire professional timber harvesters throughout the country to be proud of what we do for a living and to continue to work together to effect change in our industry.

I am especially proud of all of the work that our volunteers have done to continue to promote and advocate for this profession, and the record number of visits that were paid to both House and Senate members as we continued the tradition of taking our issues to the Hill, but what excites me the most is the knowledge that the American Loggers Council will remain in good hands for years to come primarily due to the class of professional loggers who are engaged in the organization, and willing to lead it into the next decade.

We are fresh back from a strategic planning session in Dallas where we not only looked at where we have been, but where we are headed over the next 5 years and longer. There are great things in store for the loggers who remain engaged in the

dialogue. We are ramping up our activities in Washington, we are continually improving our communications and messaging, not only to our peers, but to the general public, and we are going to leverage the tremendous partnerships that we have with all of our sponsors and look for opportunities to work together for the betterment of the industry.

Each and every year we have strived to get better at what we do, and that job is working for you, "Loggers Working For Loggers."

*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](http://www.amloggers.com) or contact their office at 409-625-0206.*





# LOG TRUCK PERFORMANCE DERIVED FROM ON-BOARD GPS



## TECHNICAL RELEASE

16-R-16

*Trucks/Trucking: monitoring*

*August 2016*

### INTRODUCTION:

Trucks/Trucking: monitoring August 2016 INTRODUCTION: The transportation of unprocessed forest products from harvesting sites to mills remains a key area of opportunity for efficiency improvements. While diesel prices have declined significantly over the past 12 months, trucking is still a substantial proportion of the total delivered cost of wood. Unfortunately, reliable data on current log trucking operations are not readily available. The increasing prevalence of GPS in log trucks provides a significant opportunity to gather this information and identify possible areas for improvement. As part of a project to investigate opportunities for improvement in trucking operations, we analyzed four months of data from GPS units mounted on nine logging trucks operating in the coastal plain of the Southeastern U.S.

### METHODS:

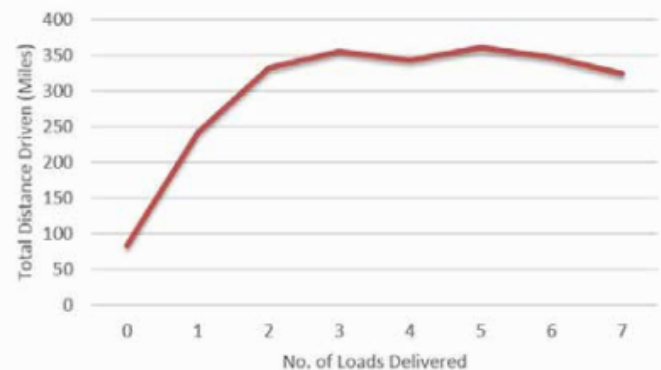
The GPS data were gathered between January and April of 2015. After removing days in which the trucks were not active, we were left with 762 driver-days of data. These data were processed in ArcGIS to identify stops at mill and forest sites, offices, homes, and other general points of interest. We did not have load ticket data, so load deliveries were estimated based on truck travel. Trucks were deemed “loaded” when traveling to a mill location after stopping at a forested site. Arrival at a mill site while loaded signified a delivered load, and all travel after this point was classified as “unloaded” until the vehicle once again exited a forested site.

GPS receivers recorded a new point every five minutes, so there is an uncertainty of  $\pm 5$  minutes on all times reported below. Based on the distance traveled over that interval, the receivers also calculate and store the current speed of travel. The time between recorded points and the speed of travel were used to calculate distances. The length of time between GPS points increased the likelihood that move - movement at a given location (driving onto or out of a loading site, moving under an unloading crane,

etc.) would be recorded with a positive speed. A “stop” event at a given location was therefore considered as the period of time when the truck’s speed dipped below 10 mph. This criterion let us classify the time spent moving around a site as part of the total time spent at that location for a given stop.

### RESULTS:

Trucks averaged 2.2 loads delivered per day, although there were a significant proportion of days on which no loads were delivered. The total mileage driven in a given day increased as the number of loads delivered increased; however, total mileage driven did not exceed 360 miles on average, even on high-production days (Fig. 1). Short hauls to the mills yielded opportunities for trucks to increase their production.



*Fig. 1: Total miles driven each day by number of loads delivered.*

The peak volume of deliveries occurred between 10:00 AM and 2:00 PM, with uniformly fewer deliveries earlier and later in the day. The exception was a spike in deliveries around 5:00 AM (Fig. 2). Interestingly, 5:00 AM also corresponded to the longest waiting times, both in the woods and at mill sites, with both averaging over 50 minutes per trip (Fig. 3). Wait times declined throughout the day, with a slight increase around 12:00 Noon.

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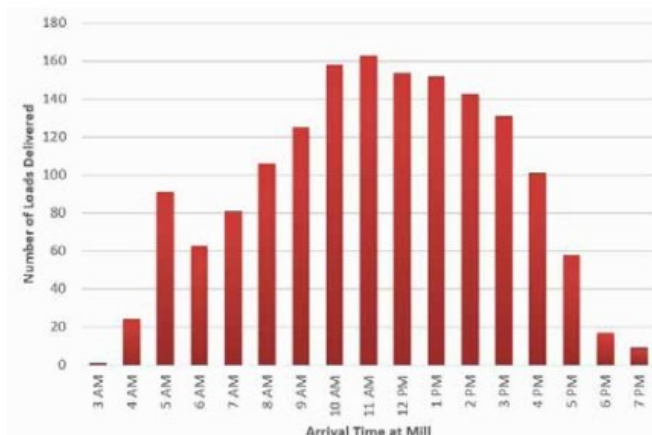


Fig. 2: Total loads delivered, by hour of delivery.

The nine trucks averaged 48% loaded miles. All trucks had the opportunity to haul from multiple harvesting operations, which provided the possibility to increase the percent loaded miles by targeting shorter empty hauls. Unloaded miles driven at the start and end of the day accounted for between 10% and 30% of the total miles driven, depending on the truck. Trucks ended the day unloaded 77% of the time.

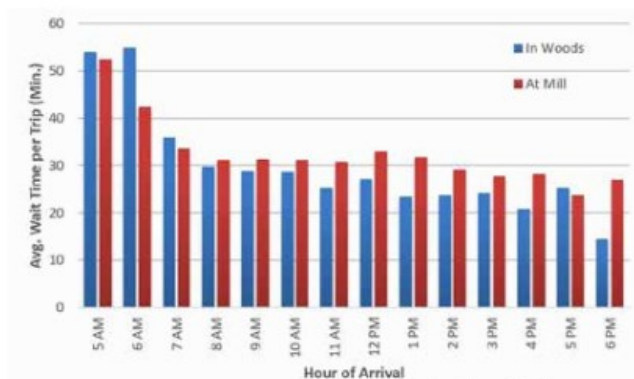


Fig. 3: Average wait time in the woods and at the mill, by hour.

## SUMMARY:

Truck GPS data offer the opportunity to examine log truck performance closely. Using this information as a starting point, it is possible to investigate the potential of scheduling deliveries, optimizing routing, and leaving trucks in centralized locations at the end of the day. It also provides metrics to bench-mark truck performance and identify opportunities for driver training and mill woodyard efficiency improvements. In this project, we did not pair the GPS data with load ticket information; however, these two sources of information together yield the potential to target inefficiencies in hauling and loading/unloading operations in even finer detail than either source could target them separately. As truck GPS units become more prevalent, the industry may benefit from integrating the data they capture into operational management systems.

Shawn Baker, Director of Forest Operations,  
sbaker@forisk.com

Forisk Consulting, Athens, GA

Tripp Lowe, Assistant Professor,  
lowe@warnell.uga.edu

Dale Greene, Dean, wdgreene@uga.edu  
Warnell School of Forestry and Natural Resources  
University of Georgia, Athens, Georgia

Reviewed by:

Rick Meyer Appalachian/Southwide Region Manager



# Timber Talk

*Your Voice for South Carolina  
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- This offer comes directly from Peterbilt Motors Company and is not a dealer rebate. So, make your best deal and get up to \$1,000 cash back!

**Other Requirements:**

- Allow 6 to 8 weeks from receipt of form for check to process.
- This program is limited to three (3) new trucks per ALC member for calendar year 2016.
- This program may not be combined with any other rebate offers from Peterbilt.
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- Limited to Day Cab configurations only for all eligible Class 8 models.
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# COMPANIES PREP FOR OVERHAUL OF OVERTIME RULE

By Liz Segrist @lizsegrist lsegrist@scbiznews.com  
Aug 04, 2016

**B**usiness owners are scrambling to figure out how to deal with new overtime rules that will soon affect millions more salaried workers.

The updated regulation more than doubles the threshold at which certain white-collar, salaried employees are exempt from overtime pay. The new rule means that salaried employees making less than \$47,476 a year, or \$913 a week, must be paid overtime as of Dec. 1.

Previously, salaried employees making less than \$23,660 annually, or \$455 a week, were due overtime for working more than 40 hours.

The U.S. Department of Labor and President Barack Obama said an update was needed to account for changes in cost of living.

"It doesn't matter if you're working 50 or 60 or 70 hours a week — your employer doesn't have to pay you a single extra dime. And I think that's wrong. ... If you're working hard, you're barely making ends meet, you should be paid overtime. Period," Obama said when announcing the plan in 2014.

The new overtime rule significantly increases the number of salaried workers who qualify for time-and-a-half pay. Nationally, the rule affects an estimated 4.2 million workers. In South Carolina, around 67,000 workers will be affected, according to Labor Department data.

The Labor Department released the final plan in May — giving business owners seven months to ready for compliance. That means millions of employees who do not earn salaries above the new threshold will have to track their hours come Dec. 1.

"A salary (threshold) increase is welcome. It absolutely benefits employees and employers, but more than doubling the salary number is dramatic," said Heather Pierce, managing principal at Green Door Co., a human resources and consulting firm in Charleston. "Perhaps incremental changes would

have been better. This really packs a punch."

## Decision time

Companies with employees making less than \$47,476 and working more than 40 hours a week will have to decide whether to:

- Raise employees' salaries so they can continue working more than 40 hours a week without overtime pay.
- Scale employees' hours back to 40 hours a week or less to avoid overtime.
- Keep employees' salaries the same and pay overtime as needed.



Many companies cannot afford a blanket, simultaneous salary increase for much or all of their workforce. Scaling back employees' hours would prevent payroll increases — but fewer hours worked can mean reduced productivity.

Sharon Sellers, president of SLS Consulting, a human resources firm based in Santee, said this option could also slow the career track of employees who rely on long hours to learn a craft or be creative in their jobs — chefs, computer programmers, writers, graphic designers or advertising creatives, for example — making it difficult for them to advance.

"I'm concerned about the haves and the have-nots," Sellers said. "Those employees limited by hours are not going to be able to have as much opportunity to be noticed or to excel. They will no longer have the flexibility to work longer or go to after-hours events if they have to halt work after 40 hours."

Companies could cut employees' base salaries and make up the difference with overtime, or they might split work among several employees to stay within the 40-hour limits.

Such options could hurt worker morale, Sellers said. Employees typically prefer earning a salary to an hourly wage in an office setting, and many would not want their salaries reduced or job responsibilities changed, she said.

## 'Very much a challenge'

Pierce said small to midsize businesses will feel the changes more directly than larger corporations be-

*(Continued on page 22)*



*(Continued from page 21)*

cause their employees typically do multiple jobs and have flexibility in their schedules.

Smaller businesses that do not offer big salaries sometimes compensate with flexibility — allowing employees to take time off for a doctor's appointment, work remotely or leave early one day after working a late night, according to several business owners and HR professionals.

"This rule has such a dramatic impact on that," Pierce said. "If an employer can't pay a salary at that threshold, it all comes down to hours. It becomes so much more about keeping time sheets than getting the job done."

Nonprofits will have a particularly difficult time raising salaries for all employees, Sellers said; so those organizations might be forced to scale back employees' hours, which could take away from the nonprofit's mission.

Stacey Denaux, CEO of Charleston's One 80 Place homeless shelter, said her nonprofit will have to dedicate more money and time to analyzing each position to ensure compliance.

"The new rule is very much a challenge with no benefit to the organization. ... One80 Place pays competitive wages compared to most employers, including for-profit companies, in the Charleston area," Denaux said in an email. "Of our 82 employees, 21 positions fall below the new threshold. Even with those numbers, compliance will take resources away from our core mission of ending homelessness."

Denaux said she has not decided how she will implement the new regulations. She said that the nonprofit is studying its options, but that she is doubtful she can raise base salaries for all 21 employees who are below the threshold.

Using volunteers to take over the unfinished work is also not an option. The Department of Labor views volunteers who perform duties normally performed by staff as employees, meaning wage and overtime rules would apply.

Sellers said she also expects some firms in Charleston's tech sector to feel strain, particularly newer

startups working to grow their workforce or those relying on entry-level programmers.

"IT companies have their own special flavor and culture. Many times, developers will work on projects around the clock and take off several days to recuperate," Sellers said. "This is going to affect the culture of organizations if they have employees that are non-exempt. They are now really going to have to monitor the hours that they work if they are below the salary threshold."

## **Highlights of new overtime law**

### **What is the new overtime pay law?**

The new overtime rule significantly increases the number of salaried workers who qualify for time-and-a-half pay for any hours worked over 40-hour workweeks. Salaried employees making less than \$47,476 a year, or \$913 a week, must be paid overtime under the new law. Previously, salaried workers making less than \$23,660 annually, or \$455 a week, qualified for overtime pay. This is a 101% jump for the salary threshold.



### **When does the law go into effect?**

Pending any congressional action, it will go into effect Dec. 1. A bill has been introduced in the U.S. House and Senate that, if approved, would nullify the proposed rule, require the Labor Department to conduct a comprehensive economic analysis on the impact of mandatory overtime on businesses and prohibit automatic increases to the salary threshold.

Who is affected by the new overtime pay law?

An estimated 4.2 million salaried workers in the U.S. will be affected by the rule. This new law applies to executive, administrative and professional workers, as well as managers — regardless of job title, description or managerial status. If an employee makes less than the \$47,476 threshold and is covered by the Fair Labor and Standards Act, overtime pay is guaranteed.

Are there some employees exempt from overtime?

Yes. Some employees, if they meet

*(Continued on page 23)*

*(Continued from page 22)*

both the salary threshold and other job duties' requirements, are exempt from overtime. Neither job title nor salary alone determines exempt status. These roles tend to be executive, administrative, professional, outside sales or computer jobs.

The Labor Department said millions of salaried employees do not qualify for such exemptions.

### **How will this affect employers and employees?**

Companies with employees making less than the \$47,476 threshold and working more than 40 hours a week have several options:

- Give those employees a raise to meet or exceed the \$47,476 threshold so they can continue working more than 40 hours a week without overtime pay.
- Scale back those employees' hours to 40 hours a week only and pay them their current salary.
- Keep those employees' salaries the same and do not limit their hours; rather, pay them time-and-a-half for hours worked beyond 40 in a week.
- Cut the base salaries of those who typically work more than 40 hours in a week (provided that the employee still earns at least minimum wage), with the expectation that overtime pay will make up the difference.
- Change the pay structure for employees making less than the new salary threshold by converting them to an hourly rate, and then paying overtime as needed.
- Some combination of the above.

### **Why does this law focus on salaried employees rather than hourly?**

Most hourly employees already qualify for overtime pay, so this new law focuses on salaried employees. The idea behind increasing the salary threshold to qualify for overtime was that many salaried workers work well beyond 40 hours a week without being compensated for their overtime, according to the Labor Department and Obama.

### **What are the penalties for employers who do not comply with new OT rules?**

Employers in violation of the law may be responsible for paying any back wages owed to their employees, as well as additional amounts in liquidated damages, civil money penalties and/or attorney fees.

"When Wage and Hour Division investigators encounter violations, they recommend changes in employment practices to bring the employer into compliance, and they request the payment of any back wages due to employees," the department's website said. "Willful violators may be prosecuted criminally and fined up to \$10,000. A second conviction may result in imprisonment. Employers who willfully or repeatedly violate the minimum wage or overtime pay requirements are subject to civil money penalties of up to \$1,100 per violation."

### **What prompted the changes to the overtime law?**

In March 2014, President Barack Obama signed a presidential memorandum directing the Department of Labor to update the Fair Labor Standards Act's salary requirements that determine overtime eligibility for white-collar workers.

"The current salary level is outdated and no longer does its job of helping to separate salaried white-collar employees who should get overtime pay for working extra hours from those who should be exempt," the department said.

Those levels were last updated in 2004.

In July 2015, the Labor Department published its proposed changes to the overtime law. It received 270,000 comments during the public comment period, which closed in September. The Labor Department studied those comments and tweaked the proposal before releasing its Final Rule in May.

### **How was this new salary threshold determined?**

The Department of Labor made the new threshold equal to the 40th percentile of earnings of full-time salaried workers in the South, currently the lowest-wage census region in the United States.

### **Will the salary threshold change in the future?**

Yes. Future automatic updates to the salary threshold will occur every three years, beginning on Jan. 1, 2020.

Source: Department of Labor  
Reach Liz Segrist at 843-849-3119.



## EPA'S ACTIONS UNDERMINE STATE SOVEREIGNTY AND CONSTITUTIONALLY ESTABLISHED FEDERALISM

William Kovacs  
Senior Vice President, Environment, Technology &  
Regulatory Affairs, U.S. Chamber of Commerce  
August 17, 2016



The United States government functions under a system of government known as federalism—a division of power between the federal government and the states, with both having equal status. Over the last several centuries, the principles of federalism have evolved, and the powers of the federal government have greatly expanded at the expense of state sovereignty.

A new study from the U.S. Chamber illustrates the implications of this federal takeover of state-run programs. The Growing Burden of Unfunded EPA Mandates on the States describes how a cooperative federal-state relationship with the Environmental Protection Agency (EPA) evolved into one in which the states are mandated to implement more and more federal environmental programs with less and less money from the feds. And if states do not obey federal mandates, there is a constant threat that EPA will take over state environmental programs.

According to the Environmental Council of the States (ECOS), the states administered 96.5% of all federal delegated environmental programs in 2014. But federal funding to help the states do this job only covered about 28% of what the states actually needed. If EPA continues to impose more and more regulatory burdens on the states, it might force a collapse of co-operative federalism, which would be a disaster for the administration of environmental law.

The clearest illustration of the burdens EPA has imposed on states within the last year is the issuance of three massive new regulatory programs without any additional resources to cover the costs incurred by the states. EPA, using the Clean Power Plan, essentially mandated the rearrangement of the fuel mix for electric power generation in the respective states. Using the Clean Water Act, EPA through its “Waters of the United States” rule imposes water discharge permit conditions on vast areas of the land mass of the states. Finally, EPA issued new Ozone NAAQS regulations that limit development in areas not in attainment with the Clean Air Act.

The alternatives to solve this dilemma are limited and unlikely to be selected:

1. Congress can appropriate more money, which it does not have.
2. EPA could be more reasonable in its mandates by recognizing the limits of state resources.
3. States could return their delegated programs to EPA to administer, an action that could carry devastating consequences to states, citizens and businesses if EPA fails to properly administer the returned programs.

Conversely, even when EPA does not like the way a state is implementing programs for which states are given the lead authority by statute — such as regional haze, a visibility (not health-based) issue — EPA takes over the state program by imposing Federal Implementation Plans (FIPs). Although this type of federal takeover of a state program is supposed to be EPA’s “nuclear option” — rarely, if ever, to actually be used — EPA recently has been imposing FIPs on a routine basis. One study found that EPA has elected to impose 50 FIPs on the states between 2008 and 2014. By comparison, the George H.W. Bush, Bill Clinton, and George W. Bush administrations together finalized just 5 FIPs over twenty years.

Our Constitution set up a system of federalism in which those powers not granted to the federal government are reserved for the states. By failing to follow Congress’ instructions as outlined by the Unfunded Mandates Reform Act, EPA has commandeered state resources and personnel to take over state energy policy, land use management and the location of project expansion and new projects.

The Growing Burden of Unfunded EPA Mandates on the States calls on Congress to take specific steps to preserve federal-state cooperation, which includes redefining the term “mandate” in the Unfunded Mandate Reform Act; requiring agencies to perform an analysis of likely unfunded mandate impacts; and enacting the Regulatory Accountability Act and the Sunshine for Regulatory Decrees and Settlements Act.

It is time to place limits on EPA’s power grab, otherwise the agency will destroy federalism, the very structure that encourages and allows for the achievement of the environmental protection we enjoy today.

## Congress Addressing Technical Education

**O**n July 13, Rep. Virginia Foxx (R-North Carolina), who chairs the House Higher Education and Workforce Training Subcommittee, addressed the House on the importance of career and technical education (CTE) an issue of special interest to FRA members concerned about logging and trucking workforce development.

She spoke in support of HR 5587, The Strengthening Career and Technical Education for the 21st Century Act, introduced by Representatives Glenn GT Thompson (R-Pennsylvania) and Katherine Clark (D-Massachusetts). This legislation supports career and technical education as a means to fill workforce gaps by empowering states and local governments, supporting innovative learning, improving CTE performance measures, and reducing the role of the Department of Education.

Foxx stated that we need to shift our perspective away from the idea that every student must attend an expansive and expensive four-year degree program to succeed in the workforce. Educational success is about more than just a degree. It's about quantifiable skills that employers need in their employees. HR 5587 has passed the House Education and the Workforce committee and is awaiting further action.

### **House Subcommittee Chair Virginia Foxx's Speech on the House Floor: Educational Success Is About More Than Just a Degree**

WASHINGTON, D.C. | July 13, 2016 - Higher Education and Workforce Training Subcommittee Chairwoman Virginia Foxx (R-NC) spoke on the House floor today to emphasize the important role career and technical education, or CTE, plays in preparing students to compete in the workforce. As she explained, the bipartisan Strengthening Career and Technical Education for the 21st Century Act (H.R. 5587) "goes a long way toward ensuring that individuals who pursue a technical education have the knowledge and skills they need to succeed."

[There] is an unnecessary stigma attached to career and technical education. It's too often referred to as the "other" track, with the incorrect implication that it's the path individuals take if they won't be able to handle the rigors of college.

In reality, students who pursue CTE complete a diverse curriculum where they learn important skills for succeeding in the workplace such as problem-solving, research, time management and critical thinking ...

We need to shift our perspective away from the idea that every student must attend an expansive and expensive four-year program to succeed in the workforce. Educational success is about more than just a degree. It's about quantifiable skills that employers need in their employees.

Introduced by Reps. Glenn "GT" Thompson (R-PA) and Katherine Clark (D-MA) the Strengthening Career and Technical Education for the 21st Century Act builds on recent reforms to improve K-12 education and the workforce development system. Approved unanimously by the committee last week, the bipartisan legislation:

Empowers state and local community leaders by simplifying the application process for receiving federal funds and providing more flexibility to use federal resources to respond to changing education and economic needs.

Improves alignment with in-demand jobs by supporting innovative learning opportunities, building better community partnerships, and encouraging stronger engagement with employers.

Increases transparency and accountability by streamlining performance measures to ensure CTE programs deliver results and empowering parents, students, and stakeholders with a voice in setting performance goals and evaluating the effectiveness of local programs.

Ensures a limited federal role by reining in the secretary of education's authority, limiting federal intervention, and preventing political favoritism.

*Articles from Forest Resources Association's FRA Bulletin, August 15, 2016.*





## Fact Sheet #19: The Motor Carrier Exemption under the Fair Labor Standards Act (FLSA)

Section 13(b)(1) of the FLSA provides an overtime exemption for employees who are within the authority of the Secretary of Transportation to establish qualifications and maximum hours of service pursuant to Section 204 of the Motor Carrier Act of 1935, except those employees covered by the small vehicle exception described below.

Thus, the 13(b)(1) overtime exemption applies to employees who are:

1. Employed by a motor carrier or motor private carrier, as defined in 49 U.S.C. Section 13102 (see **Employer** below);
2. Drivers, driver's helpers, loaders, or mechanics whose duties affect the safety of operation of motor vehicles in transportation on public highways in interstate or foreign commerce (see **Employee Duties** below); and
3. Not covered by the small vehicle exception (see **Small Vehicle Exception** below).

### 1. Employer

- Motor Carriers are persons providing motor vehicle transportation for compensation;
- Motor Private Carriers are persons other than motor carriers transporting property by motor vehicle if the person is the owner, lessee, or bailee of the property being transported, and the property is being transported for sale, lease, rent, or bailment, or to further a commercial enterprise.

### 2. Employee Duties

- The employee's duties must include the performance, either regularly or from time to time, of safety-affecting activities on a motor vehicle used in transportation on public highways in interstate or foreign commerce. Employees must perform such duties as a driver, driver's helper, loader, or mechanic. Employees performing such duties meet the duties requirement of the exemption regardless of the proportion of "safety affecting activities" performed, except where the continuing duties have no substantial direct effect on "safety of operation," or where such safety affecting activities are so trivial, casual, and insignificant as to be de minimis (so long as there is no change in the duties).
- Transportation involved in the employee's duties must be in interstate commerce (across State or international lines) or connect with an intrastate terminal (rail, air, water, or land) to continue an interstate journey of goods that have not come to rest at a final destination.
- Safety affecting employees who have not made an actual interstate trip may still meet the duties requirement of the exemption if:
  - a) The employer is shown to have an involvement in interstate commerce; and
  - b) The employee could, in the regular course of employment, reasonably have been expected to make an interstate journey or could have worked on the motor vehicle in such a way as to be safety-affecting.
- The Secretary of Transportation will assert jurisdiction over employees for a four-month period beginning with the date they could have been called upon to, or actually did, engage in the carrier's interstate activities. Thus, such employees would satisfy the duties requirement of the Section 13(b)(1) exemption for the same four-month period, notwithstanding references to the contrary in 29 C.F.R. § 782.2.

(Continued on page 27)

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### 3. Small Vehicle Exception

Notwithstanding the Section 13(b)(1) exemption, the overtime provisions of Section 7 of the FLSA shall apply to an employee of a motor carrier or motor private carrier in any work week that:

1. The employee's work, in whole or in part, is that of a driver, driver's helper, loader or mechanic affecting the safety of operation of motor vehicles weighing 10,000 pounds or less in transportation on public highways in interstate or foreign commerce, except vehicles:
  - (a) Designed or used to transport more than 8 passengers, including the driver, for compensation; or
  - (b) Designed or used to transport more than 15 passengers, including the driver, and not used to transport passengers for compensation; or
  - (c) Used in transporting hazardous material, requiring placarding under regulations prescribed by the Secretary of Transportation;and
2. The employee performs duties on motor vehicles weighing 10,000 pounds or less.

The Section 13(b)(1) exemption does not apply to an employee in such work weeks even though the employee's duties may also affect the safety of operation of motor vehicles weighing greater than 10,000 pounds, or other vehicles listed in subsections (a), (b) and (c) above, in the same work week.

### Typical Problems

The Section 13(b)(1) overtime exemption does not apply to employees not engaged in "safety affecting activities", such as dispatchers, office personnel, those who unload vehicles, or those who load but are not responsible for the proper loading of the vehicle. Only drivers, drivers' helpers, loaders who are responsible for proper loading, and mechanics working directly on motor vehicles that are to be used in transportation of passengers or property in interstate commerce can be exempt from the overtime provisions of the FLSA under Section 13(b)(1).

The Section 13(b)(1) overtime exemption does not apply to employees of non-carriers such as commercial garages, firms engaged in the business of maintaining and repairing motor vehicles owned and operated by carriers, or firms engaged in the leasing and renting of motor vehicles to carriers.

### Where to Obtain Additional Information

For additional information, visit our Wage and Hour Division Website: <http://www.wagehour.dol.gov> and/or call our toll-free information and helpline, available 8 a.m. to 5 p.m. in your time zone, 1-866-4USWAGE (1-866-487-9243).

This publication is for general information and is not to be considered in the same light as official statements of position contained in the regulations.





# New Report Sounds Wakeup Call on Dangers of Drowsy Driving

August 9, 2016

HDT - Heavy Duty Trucking's *Truckinginfo*

By David Cullen

A report issued Aug. 8 by the Governors Highway Safety Association on the “extreme danger posed by tired drivers” includes a new National Highway Traffic Safety Administration estimate that pegs the annual societal cost of fatigue-related fatal and injury crashes at \$109 billion— and that does not include property damage.

That’s why, according to GHSA, NHTSA has expanded its definition of impaired driving to include not only drunk, drugged and distracted drivers, but also those who are drowsy behind the wheel.

NHTSA states on its website that drowsy driving is a form of impaired driving. “Most people associate impaired driving with alcohol or drugs, but in this situation, sleepiness is the primary cause,” per the agency. “Drowsy driving is not just falling asleep at the wheel. Driver alertness, attention, reaction time, judgment and decision-making are all compromised leading to a greater chance of crashing.”

According to NHTSA’s National Motor Vehicle Crash Causation Study, drowsy drivers involved in a crash are twice as likely to make performance errors as compared to drivers who are not fatigued. “In extreme cases, a drowsy driver may fall asleep at the wheel,” the agency said.

The 73-pg. GHSA report, titled *Wake Up Call! Understanding Drowsy Driving and What States Can Do*, was funded through a grant from insurance company State Farm. The report was researched and written by consultant Pam Fischer.

GHSA worked with a panel of experts to develop the report and identify the key takeaways and featured programs. Those experts included GHSA and State Farm executives, a NHTSA research psychologist, and medical directors and other professionals engaged in the study of or the practice of sleep medicine.

The report examines the cause and effect of drowsy driving as well as how states and others can best address it. It discusses legislative, enforcement, education, and engineering countermeasures being employed as well as in-vehicle technologies that are available today or seen as on the horizon.

Also provided are examples of state best practices to address the issue, including efforts in Iowa, New York, Texas and Utah.

Author Fischer found that “nearly 83.6 million sleep-deprived Americans are driving every day” and they are responsible for the estimated 5,000 lives that were lost in drowsy driving-related crashes last year.

In press release, GHSA stated that while estimates of deaths caused by drowsy drivers range from 2% to 20% of all traffic fatalities, safety officials agree that the extent of the problem is not fully known.

“There are challenges associated with both measuring and combating drowsy driving,” said GHSA Executive Director Jonathan Adkins. “Law enforcement lack protocols and training to help officers recognize drowsy driving at roadside. And if a crash occurs, the drowsy driver may not report the cause due to concerns about monetary and other penalties.”

Chris Mullen, State Farm’s director of technology research, characterized drowsy driving as a serious highway-safety issue. “We encourage drivers to remember the role that rest plays in safe driving, and to prioritize getting enough sleep before getting behind the wheel. As this report highlights, learning to recognize the warning signs of drowsiness can also help us take appropriate action if we become a drowsy driver.”

To help state highway- safety departments address the behavioral side of drowsy driving and develop strategies to combat it, the report delves into the crash characteristics and drivers who are most at risk.

“Teens and young adults are involved in more

*(Continued on page 29)*



*(Continued from page 28)*

than half of all drowsy-driving crashes annually,” said Adkins. “People who work nights or long or irregular shifts are also more likely to get behind the wheel when they are too tired to drive, along with the estimated 40 million Americans who suffer from a sleep disorder.”

Fischer said recognizing that reality merits a change in how sleep is viewed. “Sleep is a restorative and life-sustaining activity that is just as important as eating right and exercising,” she said. “When we skimp on sleep, we’re less able to react quickly— a critical element of safe driving. Our mental and physical health also suffers.”

The report recommends that states partner with other sectors, including public health, business, academia, and nonprofits, to change the culture.

As regards truck drivers specifically, the report states that “Long work hours, irregular

schedules and the economic pressures associated with moving goods and people, put commercial motor vehicle operators at risk for not getting sufficient sleep and for developing health issues.”

The report contends that while federal Hours of Service rules establish the maximum number of hours in a day and a week that a CMV operator can drive, as well as rules on breaks and restarts, “repeated efforts to modify HOS regulations have resulted in the suspension of some provisions. Additionally, HOS rules impact CMV drivers differently depending on how they are employed and what they drive. The need to ensure that drivers are well rested and alert before getting behind the wheel remains problematic.”

“Just like drunk driving and seat belts, it’s going to take all of us to get the public to recognize the seriousness of drowsy driving,” said Fischer.







# WOOD SUPPLY RESEARCH INSTITUTE **UPDATE**

## *“Projects Underway, Projects Under Review, and WSRI in Transition”*

Wow! Jim Fendig is now enjoying a life of true retirement, and I am officially carrying the WSRI Executive Director's torch.

In early June, I began phoning our Board members with the goal of speaking one-on-one with all 27 by the end of the month. As of this writing, I have had informative discussions with about half, and I look forward to my conversations with the rest. In every conversation so far, the members of our WSRI Board have shared interesting personal and professional histories, detailed information about the companies they represent, insights about their reasons for participating in WSRI, and perspectives on how WSRI might become an even better organization in the future. I appreciate all that has been and will be shared. This is very helpful to me, and I believe the comments I am gathering will help guide WSRI as we go forward.

The two projects currently commissioned by WSRI are making progress.

Project One, led by Dr. Tom Gallagher of Auburn University, is testing the potential to use phone application technology to record log truck movements in the Southeast. This project grew out of WSRI's desire to build on the body of information about truck utilization and delays. It is widely recognized that trucking in our industry is facing a lot of challenges. In an effort to address, at low cost, the data collection challenges associated with quantifying truck utilization and qualifying delays, Auburn proposed exploring the potential to use smart phones—an item on board most trucks moving product in our industry today—to gather data. As of this writing, the phone application has been built, and it is being tested in three states: Alabama, South Carolina, and Ohio. (I have it installed on my phone, too, so I can also test drive it.) This project has the potential to dovetail with other important trucking-related initiatives, including one being sponsored by the U.S. Endowment for Forestry and Communities and others by TEAM Safe Trucking.

Project Two, led by Dr. Shawn Baker with Forisk Consulting, is entitled Logger and Trucker Compensation Indices. This project will compare the *total compensation* paid to logging and trucking employees with that of employees in jobs from different industries that compete for the same labor pool. The study will combine publicly available data and wood supplier survey data to evaluate both wages and benefits. Dr. Baker gave a progress report at the WSRI annual meeting in May. A final report is expected later this summer.

In addition, after reviewing eight pre-proposals in March, the WSRI Technical Team has received three final research proposals and is in the process of reviewing those. The Team will present details about these potential research projects and recommendations to the Board later this summer, and the Board will then decide to fund, or not to fund, any or all of them.

I will close this, my first *WSRI Update*, by stating something that I believe is at the core of why WSRI exists. Information through research is our product, but fostering dialog across the wood supply chain is the reason why we do the research. The implementation of any opportunity exposed by the work WSRI funds is ultimately the responsibility of each individual member working within that member's own sphere of influence to facilitate change, adapt, etc. A key goal for me will be to keep all of you informed regarding all the activities of the Institute, encourage you to participate and be engaged, and do my best to foster communications across all our categories of membership.

Steve Carruth  
Executive Director, WSRI  
stevecarruth@yahoo.com  
843-209-0765

# Verizon Acquiring Fleetmatics



August 2, 2016

Verizon Communications will acquire leading telematics provider Fleetmatics Group for \$2.4 billion in a cash deal that will create a powerhouse telematics provider, the telecommunications giant has announced.

Verizon's planned acquisition of Fleetmatics comes about a month after the company announced it would acquire privately held Telogis in a deal one expert pegged at nearly \$400 million. Verizon is acquiring Fleetmatics for \$60 a share. In morning trading, Fleetmatics shares increased more than 38% to over \$59.55.

"Fleetmatics is a market leader in North America — and increasingly internationally — and they've developed a wide-range of compelling SaaS-based products and solutions for small- and medium-sized businesses," said Andrés Irlando, CEO of Verizon Telematics. The deal is expected to close in the fourth quarter.

In late June, Verizon announced it would acquire Telogis, which is ranked in the top 10 of U.S. telematics providers. Fleetmatics is the largest such provider globally and in the U.S. Both companies primarily offer telematics as Software-as-a-Service (SaaS).

"Verizon and Fleetmatics share a vision that the SaaS-based fleet management solution market is extraordinarily large, lightly penetrated, global and fragmented which can best be attacked together with a world class product offering and the largest distribution channel in the industry," said Jim Travers, Fleetmatics' chairman and CEO.

Fleetmatics is headquartered in Dublin, Ireland, with North American headquarters in Waltham, Mass. The company's Web-based solutions provide fleet operators with data around vehicle location, fuel usage, speed and mileage, and other insights into their mobile workforce.

Verizon Telematics, a subsidiary of Verizon Communications, operates in more than 40 markets worldwide and offers wireless, software and hardware solutions to consumers, enterprises, automakers and dealers to power connected-vehicle products around the world.

The acquisition is subject to customary regulatory approvals and closing conditions, including the approval of Fleetmatics' shareholders and the sanction of the Irish scheme of arrangement by which Verizon will acquire Fleetmatics by the Irish High Court.





## SAFETY IN STRAPPING LOADS

### JJ LEMIRE

Safety is a key factor in our daily lives. As we get older, sometimes simple acts of movement can create a situation that can lead to injuries. Such is the case with several drivers across the Southeastern states. We have experienced a larger number of claims involving truck drivers injuring their shoulders while throwing straps across their loads.

There is a huge amount of responsibility and liability based upon the driver's decisions and actions. So when it comes to a simple task of throwing a strap, why has there been an increase in injuries? And why are the folks suffering these injuries in their 40's, 50's and 60's?

One thing that we need to understand is that what we did in our youth is not always simple anymore. So let us look at the dynamics of throwing a strap and why so many of the drivers are experiencing rotator cuff tears.

Once the load of logs, lumber, machinery, or equipment is completed, the next step is to secure the load. If you are chaining equipment, one of the most important issues is the weight of the chains and binders. Chain weight for grade 8 and higher chain can be between 1 and 7 pounds per foot based on the link diameter. For example, 3/8" Grade 80 Alloy Chain weighs in at a hefty 3.0 pounds per linear foot and 5/8" Grade 80 Alloy Chain weighs in at 3.5 pounds per square foot. Similarly, a 20-foot chain will weigh 60 and 70 pounds respectively. While we have some injuries when chain is used to secure logging equipment to low bow trailers it is rare since most drivers do not throw the heavy chain overhanded like a pitcher. Most often they drag it across the equipment or have the loader operator pick up the chain and place it over the load.

However, we have seen increasing numbers of shoulder injuries when it comes to strapping log loads. Straps normally weigh around 3 to 6 pounds

each depending on the attachment provided. Straps with buckles weigh in at 4.5 pounds for a 27-foot strap compared to 6 pounds with a strap with a chain end. This weight if you try to throw it high over the logs, contributes to tearing your rotator cuff.

The majority of injuries involving rotator cuff tears require surgery. For some it is the only option to correcting the tear. Besides the surgery, you must factor in 6 to eight months of therapy as well. The recovery is long and tedious with physical therapy required to return you to a place where you will not reinjure your shoulder.

The costs are large and can cost your employer and insurance carrier over 90 thousand dollars.

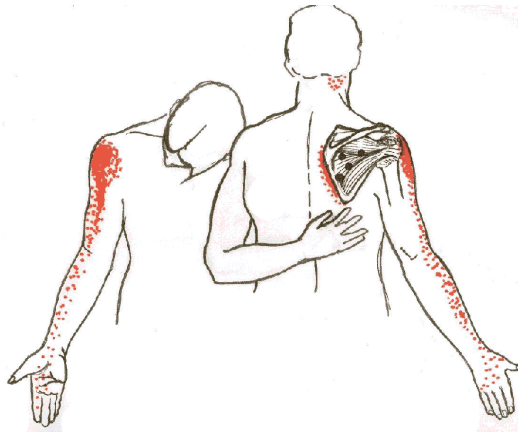
When investigating these claims, we discovered that the majority of the claims were drivers throwing the straps overhanded. You add in their

age and the risk for an injury increased.

One of the recommendations we make is to swing it and throw it underhanded like a soft ball pitcher. Another recommendation is that the loader operator can pick up the strap and place it across the load of logs similar to how they do it when you have a heavy chain.

**So throw the straps underhanded to reduce your chance of an injury.**

**Accidents can be prevented.** Lowering risk through safety awareness reduces the chance of an accident. Taking the time to hold safety briefings with your trucking employees will demonstrate your concern for them.





August 24, 2016

**1. Issue: A shortage of tree planters has led to difficulty reforesting harvested sites.**

Forestry in South Carolina has an \$18.6 billion annual economic impact. Tree planting to produce new crops after timber harvesting is critical to this industry and its 200,000+ private forest landowners that produce 95% of the timber supply needed by the industry. Reforestation companies rely on temporary laborers with temporary work visas from Central and South America through the H2B visa process due to a lack of domestic interest in these jobs primarily because the positions are seasonal and mobile. Recent policy changes to the H2B visa process and delays in processing applications by the Department of Labor have made it nearly impossible to adequately staff reforestation needs here in South Carolina, to the detriment of forest landowners, forest health, and our forest-based economy. The US House recently passed legislation to be included in a Homeland Security bill that would help with this problem and needs support as it moves to a conference committee. **Would you please assist South Carolina and its forestry community by helping to remove ongoing federal regulatory hurdles to having adequate tree planting labor to accomplish its reforestation needs?**

**2. Issue: Escalating US Forest Service firefighting costs are depleting their traditional funding for state and private landowner assistance programs.**

Federal funding provided to South Carolina forestry through the US Forest Service for forest management programs that help its citizens take care of the state's forests has been on a downward trend. Active forest management by private landowners is critical to the environmental and economic health of the forests and its owners. 88% of the state's forests are owned privately and produce about 95% of the timber that makes forestry the #1 manufacturing segment regarding job numbers and payroll. A primary reason for this downward federal funding trend is the increasing share of the budget which the US Forest Service spends on wildfire suppression. In 1995, fire costs were 16% of the USFS budget. Now, over 50% is being used for firefighting at the expense of other forestry programs including USFS support of state private landowners like forest management assistance, wildfire assistance, and insect and disease control. Total firefighting costs have reached \$2 billion! Funding for non-fire programs has decreased 100 million dollars per year over the past two years. For example, the US Senate is currently proposing an additional 15% cut in the Forest Stewardship Program for 2017. This is a program that has been an outstanding tool for assisting and incentivizing private landowners to grow timber and support jobs but is dwindling away. **Would you please assist South Carolina and its forestry Community by helping to create a USFS firefighting funding mechanism as the federal government does to fund other natural disasters that will not require the Service to deplete funding from other valuable programs?**



## SFI LAUNCHES CONSERVATION IMPACT PROJECT TO DELIVER METRICS FOR WELL-MANAGED FORESTS



**HONOLULU, HI** — The Sustainable Forestry Initiative (SFI) will announce today the launch of its large-scale effort to quantify the conservation benefits associated with well-managed forests stretching across North America from British Columbia to Florida. Forests certified to the SFI Forest Management Standard cover more than 280 million acres/113 million hectares. Millions more acres/hectares benefit from the SFI Fiber Sourcing Standard.

The SFI Conservation Impact Project focuses on developing metrics for climate change mitigation, water quality and biodiversity, to encourage forest health, conservation and sound management. Quantifying these environmental benefits will also enable the SFI community to understand and promote the conservation values associated with sustainably managed forests.

“Having robust conservation data directly linked to sustainable forestry will help people take pride in the environmental benefits, like clean water and carbon storage, that we all enjoy from well-managed forests,” said Kathy Abusow, President and CEO of SFI Inc. “We firmly believe that the future of forests and the environment depends on understanding the contributions of sustainable forest management.”

The SFI Conservation Impact Project will be launched at the International Union for Conservation of Nature (IUCN) World Conservation Congress to reflect the importance SFI places on building networks with the world’s leading conservationists. The IUCN’s collaborative, community-based approach to conservation is consistent with SFI’s conservation work. SFI became a member of IUCN in April.

“SFI is well-positioned to make a contribution to our alliance of key scientists and decision-makers. We are looking forward to the results of SFI’s work on measuring conservation values in working forests and how it will help deliver global conservation and nature-based solutions,” said Stewart Maginnis, Global Director of IUCN’s Nature-based Solutions Group.

A large part of these conservation efforts are driven by SFI Program Participants. SFI certification standards require them to collaborate to support research to improve forest health, conservation understanding, productivity and sustainable management of forest resources. SFI is the only forest certification program in North America with a research requirement — resulting in \$1.6 billion of investments from SFI Program Participants since 1995. In 2015 alone, 400 different conservation and research projects were reported by SFI Program Participants.

“By working closely with SFI Program Participants that are linked to millions of acres of forestland, we are helping to document how responsibly managed forests provide habitat for at-risk bird species, and to identify means of jointly enhancing this management to benefit birds still further,” said Mike Parr, Vice President and Chief Conservation Officer at the American Bird Conservancy (ABC), an SFI partner.

Parr will be present at the IUCN conference for the launch of SFI’s Conservation Impact Project. He will be joined by Healy Hamilton, Chief Scientist and Vice President for Conservation Science at NatureServe, another SFI partner. SFI’s partnerships with ABC and NatureServe are just two important examples of how SFI is collaborating with scientists to help quantify conservation impact. SFI is also formally engaging with the wider scientific community in other ways.

“To guide the SFI Conservation Impact Project, we have brought together a diverse group of scientists and leaders from academia, public agencies, the non-profit conservation community, SFI Program Participants and

*(Continued on page 35)*

*(Continued from page 34)*

the SFI leadership. This diverse group of individuals will act as a sounding board to help ensure credibility and transparency, and will provide direct input into how the project develops,” said Paul Trianosky, Chief Conservation Officer at SFI. “SFI’s Conservation Impact Project will ultimately facilitate continual improvement in forest management practices, help ensure that these forests contribute meaningfully to conservation goals, and help build confidence in the users of sustainably sourced forest products about their connection to conservation outcomes.”

### **About the Sustainable Forestry Initiative® Inc. (SFI)**

The Sustainable Forestry Initiative® (SFI) stands for future forests. SFI is an independent, non-profit organization dedicated to promoting forest sustainability and supporting the links between sustainable forests and communities through grant programs, carefully targeted research, direct leadership of critical initiatives, and partnerships that effectively contribute to multiple conservation objectives. SFI’s Forest Management, Fiber Sourcing and Chain of Custody Standards work to ensure the health and future of forests. Through application of these certification standards, SFI’s on-product labels help consumers make responsible purchasing decisions. SFI Inc. is governed by an independent, three-chamber board of directors representing environmental, social and economic sectors equally. Learn more about SFI’s conservation work at [sfiprogram.org/conservation](http://sfiprogram.org/conservation) and download a printable factsheet.

### **Media Contact**

Elizabeth Woodworth Vice President, Communications and Community Engagement  
Sustainable Forestry Initiative Inc.  
Tel: 202-596-3452  
[media@sfiprogram.org](mailto:media@sfiprogram.org)

### **Conservation Contacts**

Paul Trianosky  
Chief Conservation Officer  
Sustainable Forestry Initiative Inc.  
Tel: 423-571-2562  
[paul.trianosky@sfiprogram.org](mailto:paul.trianosky@sfiprogram.org)

Andrew de Vries  
Vice President, Conservation & Indigenous Relations  
Sustainable Forestry Initiative Inc.  
Tel: 613-424-8734  
[andrew.devries@sfiprogram.org](mailto:andrew.devries@sfiprogram.org)



SFI-00001



# When Loggers Take an Interest in Politics, We Win

By Nick Smith,  
Healthy Forests, Healthy Communities

It's important as ever for professional timber harvesters to stay engaged in ever-changing developments in Washington DC. As the saying goes, "Just because you don't take an interest in politics doesn't mean politics won't take an interest in you. "When loggers take an interest, we win. Here's an example:

The US House recently inserted a 3,000-acre "categorical exclusion" (CE) in its Interior Appropriations bill that would also allow the Forest Service to quickly move forward on forest projects intended to address an insect or disease infestation; reduce hazardous fuel loads; protect a municipal water source; maintain, enhance, or modify critical habitat to protect it from catastrophic disturbances; or increase water yield.

A liberal Michigan House Democrat filed a "hostile" anti-forestry amendment to strip this provision out of the bill. Healthy Forests, Healthy Communities worked with the American Loggers Council, Federal Forest Resource Coalition (FFRC) and other partners to rally opposition to this amendment.

In less than 24 hours we sent hundreds of letters to congressional offices. Others made countless phone calls. The amendment was defeated with a surprising number of Democratic "no" votes, demonstrating what we can do when we take the time to advocate for our issues.

There's another opportunity where we need your help.

A few months ago House leaders inserted the ALC-supported Resilient Federal Forests Act in its comprehensive energy legislation. The provision gives the Forest Service a range of policy and legal tools, including expanded CEs, to do more work on the ground. After passing the U.S. House in the summer of 2015, the bill has languished in the Senate. Now efforts are underway to get the Senate to act before this Congress finally adjourns.

The Senate, having passed its own energy legislation, recently voted to form a conference committee to negotiate with their counterparts in the lower chamber. This development could pave the way for a bipartisan agreement on a fire funding fix and several forest management reforms this year.

We need to make sure the conferees hear a simple, consistent message over the summer recess. American Loggers Council Executive Vice President Danny Dructor

sent a letter to the Texas delegation.

Bill Imbergamo from Federal Forest Resource Coalition also offers these talking points:

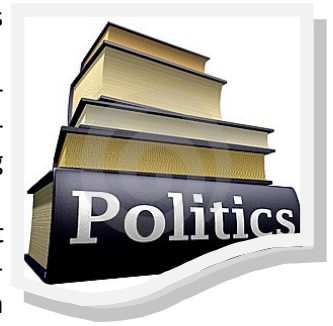
- My business depends at least in part on sustainable timber supplies from the National Forests. The Forest Service struggles with staggering wildfire suppression costs and bureaucratic red tape that prevents them from managing the National Forests in my area.
- Growing suppression costs take money away from forest management projects, meaning less timber gets to the market, and my business and community suffer.
- Congress can address the challenges facing the Forest Service by enacting a comprehensive forest management and fire funding reform provision in the Energy Bill, which is currently in a House-Senate conference committee.

The Conference Committee should adopt a package of reforms which:

- Prevent fire borrowing and stop further erosion of the Forest Service budget in the future;
- Streamline NEPA for collaboratively developed forest management projects;
- Provide additional categorical exclusions to expedite forest management projects; and
- Delay implementation of a hasty transition to a low value timber program on the Tongass National Forest.

There is broad support for a comprehensive solution to these problems. Please don't let the Energy Bill conference be another missed opportunity to address these challenges.

Even if a particular conferee doesn't represent a district with a single stick of federal timber, he or she needs to hear how important these reforms are to you, your business, your community and state. With enough effort in the right places, we can win the tough policy battles in the nation's capital. Once again, when you're involved, we win.



## Fighting Illegal Logging for Sustainable Forestry

July 26, 2016

By Jake Handelsman

Senior Director, International Trade



The Better Practices, Better Planet 2020 sustainable forestry goal contains several parts. In 2014, AF&PA members had increased the wood fiber they source from third party certified forestlands to 29 percent, and the wood fiber they procure from certified sourcing programs to 98 percent. The goal also has a component to reduce illegal logging worldwide.

The U.S. forest products industry is a global leader in the fight against illegal logging. Our industry is a strong advocate for the 2008 Lacey Act amendments that make it illegal to trade in illegally obtained wood and wood products, and AF&PA considers the Trans-Pacific Partnership Agreement (TPP) an important step in the fight against illegal logging and associated trade.

The TPP provides a unique opportunity for key timber consuming and exporting countries to work together to reduce deforestation, protect endangered species, promote sustainable forestry and combat

illegal logging and associated trade. Illegal logging is a significant environmental challenge in several TPP countries – Malaysia, Peru and Vietnam – as global demand grows for agricultural products, furniture and other wood products.

The agreement elevates the other TPP countries' commitments and brings them closer to those in the U.S. by ensuring measures are taken to prevent illegal logging and associated trade. The TPP's Environment Chapter includes commitments to combat trade in illegally harvested timber, including species protected under the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), as well as any other species taken or harvested illegally, regardless of its source country. These commitments will be fully enforceable and subject to dispute settlement, including trade sanctions. Other TPP provisions establish commitments to fighting corruption, which is often a key factor in the failure of countries' forest governance schemes.

For these reasons, in addition to the market opening benefits the agreement is expected to provide as a result of the total elimination of tariffs on forest products, AF&PA is working with the broader business coalition for the congressional approval of the TPP agreement.



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## FOR IMMEDIATE RELEASE

September 6, 2016

### MIDDLE SCHOOLERS FLOCK TOGETHER TO BUILD A BETTER FUTURE FOR BIRDS

**ITHACA, NY and WASHINGTON, DC** — A chance to learn scientific and technical skills while helping conserve birds was all the motivation middle-school students needed to participate in a Cornell University afterschool program this summer. The students are now flocking back to school full of new ideas to help birds and the habitats they depend on.

Through a series of free workshops and a curriculum focused on youth, family and community, the summer program included lessons in biology, ecology, habitat, mapping and data exploration. The program is supported in part by funding from the Conservation and Community Partnerships Grant Program of the Sustainable Forestry Initiative, Inc. (SFI).



*Middle school kids build nest boxes using wood certified to the SFI Standard. Photos by The Cornell Lab of Ornithology.*

“One of our priorities is to connect youth to forests. We look for ways to instill a lifelong appreciation for the value forests represent for biodiversity, the wider environment and for people. This program is a perfect fit because it focuses on bird habitats, on conservation and on youth as future forest leaders,” said Kathy Abusow, President and CEO of SFI Inc.

The curriculum is part of the Cornell Lab of Ornithology’s NestWatch citizen-science project, adapted for after-school and 4-H audiences. NestWatch is a nationwide monitoring program designed to track status and trends in the reproductive biology of birds, including when nesting occurs, number of eggs laid, how many eggs hatch, and how many hatchlings survive. Wood products certified to the SFI Forest Management Standard were used to build nest boxes.

“It has been fun seeing the kids’ reactions to the nests and birds and how much they have learned in the process. I really hope some of them are able to channel their passion into lifelong support for conservation and perhaps for some even into a career in forestry or biology,” said Robyn Bailey, NestWatch Project Leader.

The boxes have so far provided homes for black-capped chickadees, eastern bluebirds, house wrens and tree swallows. The last two species are in decline in the northeastern U.S. “About 80 eggs were laid in the boxes in this first year, and we’re hoping to exceed that in 2017. Students are being exposed to all stages of the nesting cycle, from nest-building, to egg-laying, to young nestlings,” Bailey said.

The students helped install nest boxes on the grounds of a school in Watertown, NY, and on a land trust property in Athens, NY. Students who participated in the building project were also able to take a nest box home. “I love the scalability of this project. Imagine if we could get bird nest boxes into the hands of just a fraction of the 60 million birdwatchers in America,” Abusow said.

In addition to SFI and Cornell University, partners include the Cornell Lab of Ornithology, Cornell University Cooperative Extension of Columbia, Greene, and Jefferson Counties, and New York State 4-H.

“The kids were so excited to take the boxes home. I heard one girl tell her mother: ‘Look what we built today! This is a nest box and this hole makes it so only certain birds can get into the box. Can we put it in our backyard?’,” said Mitch McCormick, afterschool program director for Cornell Cooperative Extension of Jefferson County.

*(Continued from page 38)*

This project is also part of a larger effort to support bird-related conservation efforts. Since 2010, SFI has provided 10 grants for bird conservation totaling more than \$875,000. SFI is also partnering with The American Bird Conservancy, The National Wild Turkey Federation and Ducks Unlimited Canada on important conservation programs. Read an article about six SFI-funded projects that are for the birds.

“Working with our bird conservation partners across the more than 280 million acres of forestland certified to SFI means we offer the scale to make a difference when it comes to research that will help birds and the habitat they depend on,” said Andrew de Vries, Vice President, Conservation and Indigenous Relations, SFI Inc.

### **About the Cornell Lab of Ornithology**

The Cornell Lab of Ornithology is a world leader in the study, appreciation, and conservation of birds. Its hallmarks are scientific excellence and technological innovation to advance the understanding of nature and to engage people of all ages in learning about birds and protecting the planet. The Cornell Lab is a membership institution dedicated to interpreting and conserving the earth’s biological diversity through research, education, and citizen science focused on birds. Learn more at [birds.cornell.edu](http://birds.cornell.edu).

### **About the Sustainable Forestry Initiative Conservation and Community Partnerships Grant Program**

The SFI Conservation and Community Partnerships Grant Program fosters partnerships between organizations interested in advancing understanding of the conservation-related benefits of well managed forests, and helping to create vital links between communities and the forests we all depend on. Conservation projects address topics of current importance such as developing understanding of biodiversity and wildlife habitat needs, the contributions of sustainably managed forests to water quality, and quantifying the value of these forests toward mitigating climate change. Community grants help link forests and people by assisting local communities through forest education programs, and supporting green building projects for low-income families, and other activities that underscore the links between people and their environment.

Since the program began in 2010, SFI has awarded 50 Conservation and 35 Community Partnership grants totaling more than \$3 million to foster conservation and community-building projects. When leveraged with project partner contributions, that total investment exceeds \$9.5 million. SFI is now accepting proposals for next year’s grants. Applications will be accepted through Monday, October 10, 2016. SFI grants are available to academic institutions, non-profit organizations and Indigenous groups. Download this year’s RFP.

### **About the Sustainable Forestry Initiative® Inc. (SFI)**

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### **Media Contacts**

Elizabeth Woodworth  
Vice President, Communications and Community Engagement  
Sustainable Forestry Initiative Inc.  
Tel: 202-596-3452  
[media@sfiprogram.org](mailto:media@sfiprogram.org)

Robyn Bailey  
NestWatch Project Leader  
Cornell Lab of Ornithology  
Tel: 607-254-2426  
[nestwatch@cornell.edu](mailto:nestwatch@cornell.edu)



## Jim Carey: How I See It

By Jim Carey – J. Carey Logging, Inc.

**W**ith all the complaints heard over the years about the un-level playing field in the logging ranks, and how some loggers have an economic advantage, I thought I would express my opinion on the subject. This is a problem we all talk about, but nothing has ever been done to address the problem let alone correct it for good. The topic of not enough, or too many, loggers comes up each time the wood pile gets too big or too small. It is obvious that in the Lake States, for the present time anyway, there is more than enough logging capacity to satisfy demand. The wood inventories are currently full, so many loggers are home unable to sell their wood and truckers are calling everyone they know looking for a load to haul.

A few months ago there was talk suggesting we had a severe shortage of loggers and truckers. The conversation also centered on the perception no young people were coming in to the forest, the theme was common at nearly every meeting I attended.

The perceived shortages of wood and suppliers all came to an end when the purse strings were opened a short time ago. It is amazing what a crew of hardworking loggers and truckers can do when they are given the chance to make a reasonable return on their substantial investment in people and equipment.

The up and down times associated with high and low used to happen every few years with economic changes. Now they seem to change in 18-24 months. When the prices go too high who profits? I don't think the mills do by what they tell us or by looking at their financial reports. Do loggers profit by the high prices? I think any logger who can control his cost or at least knows what his cost are do very well in times of high delivered prices. One mill representative told me they raised the prices during the last shortage just to help the loggers get financially stronger. I am not sure but I think it had more to do with the size of the wood pile But I'll let you be the judge of that one.

It seems that some loggers make money regardless of

the financial peaks and valleys. I think that's in part because not all loggers share the same operational costs. Some loggers are just inefficient so their costs may be too high. Others may have a significant advantage because they may not play by the same rules as others. Either way I will try to explain what I would consider the model of a good logger and the model of a logger that we might consider a little less than sterling, and how that impacts the wood procurement system.

I am going to list just a few ways some loggers cut corners or whatever term you may want to use, to explain the less than stellar activities. One way is for the logging company to call their employees "independent contractors" or "subs". There are other terms and they

**When the  
prices go  
too high  
who profits?**

all allow the company to avoid paying all the labor related expenses that go with employing people. Payroll taxes, social security, work comp, safety meeting costs, training as required by law just to name a few. The same goes for overtime pay. Some logger and trucker employers do not pay overtime for over 40 hours worked in a week. Some pay cash at

the straight time rate and an uninformed employee may think he is getting a good deal only to find out later in life they have no, or reduced social security or other benefits. The items previously listed are a list of bare minimum labor costs which should be paid by a good employer. The short cuts listed above are a very popular scenario used in the Lake States to cut or eliminate some costs.

Another way used a lot is weight conversions. Some loggers and even mills convert tons to cords using factors which are not standard published conversion numbers. By doing this the landowner, sub-contractor, and trucker may not be getting full compensation for all the wood produced, and the logger using this practice has the opportunity to make a substantially higher profit at the expense of everyone else involved.

*(Continued on page 41)*



*(Continued from page 40)*

Short term ways to be more profitable in trucking are to haul grossly overweight loads, cut corners on maintenance, and maybe claim longer zones on short zone wood. As offensive as this may sound it does happen on a regular basis by some less than sterling loggers and truckers.

Another way to increase profits would be to purchase timberland and to cut it in a way that gives the new owner the most money per acre today. This is maybe not what we would preach as the best way to manage timber for the future, but if the wood inventories are low it can and often does go un noticed. I would never want to see laws that tell me how to manage my own timberland but we should have some principles to follow regardless how low pulp inventories are.

Now that I made it look like we have a terrible industry, we don't, we just need to make it better and maybe convince the bad actors to raise their bar a bit. The items above are what I would call a list of things that show the model of what a logger should not be.

Now let's look at what a model of a good logger might be. Some of the comments we've heard multiple times are: there are no new people coming to look for logging jobs, we can't find help, we train someone to work and they go somewhere else.

A good logger employer would pay a living wage, provide a good benefit plan that would include some sort of health and life insurance and provide a pension or 401K plan. They would also provide a real work/comp insurance plan which provides coverage and helps create a safer work environment. They would provide training in all aspects of the job in which an employee might become engaged and provide a work schedule that ensures for enough time to spend with family. A good logger may take some time to teach proper forestry to a young class at the local school. There are enough people telling the other side of the story and it is better to teach the young folks before they get the wrong message. He may even get involved in his logging association to help make things better for all involved. I could list a bunch of loggers that not only work hard at their every day job but they also work in local, state, and national logging issues for the benefit of ALL loggers.

Now that we have made a distinction between the good and the bad, we didn't judge anyone because that is not our job. We just made a list of criteria for the best and the worst.

If you were in the position of picking your logger from one group or another which group would you chose? I know today the second group would cost you more than the first group, at least in the short term. I also know when you deal with the second group you have a lot less public outcry about what we do, as a stable workforce, with less turnover, provides more consistent and reliable results.

If loggers were rewarded by living up to these higher standards and not so much by desperation purchases I do believe our future and the future of our industry would be a lot stronger, and brighter, for future generation of loggers young and old. There would be plenty of room for new firms that are willing to play by the rules.

I will end with a couple of quotes from some old seasoned loggers - when I asked Keith Olson in Montana if there was room for new loggers there he said "yes there is, for good ones" Charles Johns from Florida "If you continue to do what you always did, you continue to get what you always got" and last but not least, from Tom Clisch, the logger not the salesman, "at least all loggers are born honest" We have a fantastic industry if we just make some needed improvements it will be even better, let's not be judged by our lowest common denominator. God Bless.

*Jim Carey is the owner of J. Carey Logging, Inc., based out of Channing, Michigan. Jim is a member of the Michigan Association of Timbermen and a past Board member to the American Loggers Council.*



# Government Leaders Recognize the Value of SFI Program for Sustainable Forest Management and Responsible Procurement

**E**lected leaders and federal administrators issued statements – in one case a decision by a federal agency, in another a letter from a bipartisan group of U. S. Senators to a federal agency – that both point to the important role of the Sustainable Forestry Initiative (SFI) Program in advancing sustainable forestry and providing pathways for responsible procurement.

## Recognizing the value of forest certification in protecting water quality

On June 27, the Environmental Protection Agency (EPA) issued a decision that no additional regulations are needed to address storm water discharges from forest roads under the Clean Water Act. In its decision, the EPA recognizes the success of state best management practices (BMP's), which are proven to be effective in protecting water quality. The EPA also recognizes the role of forest certification programs, including SFI, which "have made important contributions to improved BMP implementation through logger training, landowner outreach and water quality requirements."

The EPA decision specifically points to the SFI Logger Training and Education Program, which "ensures loggers are educated about using and maintaining appropriate forest roads BMP's. "Thanks to the logger training requirements in the SFI Standards and the dedication of the SFI community, training was provided for more than 10,000 resource and harvesting professionals in 2015 and more than 170,000 total since 1995 (this total may include individuals who have completed training programs more than once). Ninety-five percent of the fiber delivered to SFI Program Participant mills was delivered by harvesting professionals who have been trained in sustainable forestry practices.

"The SFI community is a leader in protecting and enhancing water quality through its standard requirements and training harvesting professionals. We are pleased that the EPA has recognized it can rely on this robust framework to achieve water quality goals," said Kathy Abusow, President and CEO of SFI, Inc.

The EPA decision is also supported by the National Association of State Foresters. Its 2015 report on BMP's for water quality, stated... "SFI [has] made important contributions to improved BMP implementation through logger training, landowner outreach and

water quality requirements."

## Calling for fairness in federal lumber purchasing

Also on June 27, a bipartisan group of 11 Senators, led by U.S. Senators Angus King of Maine and Bill Cassidy of Louisiana, sent a letter to Energy Secretary Ernest Moniz urging the agency to revise its current position that excludes SFI and American Tree Farm System (ATFS) from its list of priority products for agency programs.

The letter states: "ATFS and SFI certified forests provide a renewable timber resource, clean water, wildlife habitat and thousands of jobs in the forest sector and related industries... There is no basis – scientific or otherwise – for excluding products from these forests for federal use." The Department of Energy's (DOE's) position formed the basis for the Interim Recommendation by the EPA in September 2015, which excluded SFI and ATFS from federal procurement of lumber.

The Senators also cite the recent recognition of SFI and ATFS under the Leadership in Energy and Environmental Design (LEED) program as a reason for the Department to reconsider its position. One of the DOE's criteria for recognizing priority products is that they contribute to LEED points for existing buildings and new construction.

The letter follows letters sent earlier this spring, from bipartisan groups of U.S. House and Senate Members to the EPA urging the agency to recognize wood products certified to SFI and ATFS in its federal wood procurement recommendations. These letters criticized the agency for excluding "many responsibly-resourced, American-grown forest products." The letters included one on March 2 signed by 28 members of the U.S. House, led by Congressman Kurt Schrader of Oregon and Gregg Harper of Mississippi, and one on March 29 signed by 10 Senators, led by U.S. Senators Roger Wicker of Mississippi and Amy Klobuchar of Minnesota.

"The strong bipartisan support SFI receives from our elected representatives is truly gratifying. We are confident that federal procurement policies will continue to evolve to recognize the important contributions of the SFI community," said Abusow.



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## Study: Most Southern forests privately owned

Will Isern, wisern@pnj.com September 13, 2016

**H**uge swaths of Southern forests are held by private owners, many of whom could do more to protect wildlife on their property if given the proper support, according to the results of a newly released survey and land study.

The American Forest Foundation, a Washington, D.C.-based nonprofit, commissioned a survey of more than 1,400 landowners in 13 Southern states to identify attitudes toward wildlife, harvesting and forest management.

Landowners overwhelmingly said they want to improve wildlife habitat in their woods, but more than half in the survey responded that they could do more. Cost and uncertainty about land-management practices are the main barriers that keep landowners from taking steps that would benefit wildlife, surveyors found.

Unlike the West, where the federal government owns massive forested areas, forests in the South are largely owned by families or individuals. A 2013 study found that nearly nine out of every 10 acres of Southern forests are held privately, with 134 million acres owned by an estimated 1.8 million families or individuals.

In Florida, forests cover 16 million of the state's 42 million acres, with 4.9 million acres, or 31 percent, owned by roughly 404,000 families or individuals. The vast majority of the privately held forests are in the northern part of the state, especially the Panhandle along the Alabama and Georgia borders. Ownership numbers vary from county to county. In Leon County, for example, 27 percent of forests are family owned while forests in Escambia County are 53 percent family owned. Santa Rosa County forests are 29 percent family owned.

The woods belong to people like Jon and Carol Gould. The Goulds own 655 acres in Washington County where they grow pine trees and lease to deer hunters. Jon Gould is a certified tree farmer and prescribed burner. He takes an active management role in his family's land, battling invasive species and thinning the forest between harvests.

"We have a real problem with Cogongrass and Japa-

nese climbing fern," Gould said.

Gould said wildlife teems in his forests, thanks in large part to his management of the land.

"We got deer and turkey, fox, bobcat, coyotes, raccoons and possums," he said. "A lot of it is in sandy soil, so we have a lot of gopher tortoises too."

The American Forest Foundation hopes that more landowners can become like Gould. Active management, including harvesting, they say, ends up helping wildlife.



"A lot of people get very nervous and think that industry is part of the problem, that it's the reason some forests are going away," said Elizabeth Greener, director of communications and policy at the American Forest Foundation. "Our analysis shows that landowners who harvest are actually helping wildlife, because landowners who harvest are more plugged in, they're working with a forester who is giving them advice, they're privy to more information."

"One of the biggest barriers (to active land management) is cost, so if people can earn an income from their land, they're more likely to reinvest in their forest," she said.

The study identified 183 "priority counties" with a high proportion of family forest owners, at-risk wildlife, active wood products industry and projected growth in demand for their wood supplies. In Florida, 19 counties were identified, stretching from Escambia County at the state's western border to Marion County in the Big Bend.

The study used the county data to form three

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"opportunity areas" where outreach to family forest owners would have the greatest potential to protect at-risk wildlife while helping to meet global demand for sustainably produced wood products. The study grouped the Panhandle and upper third of Florida with southwestern Georgia, lower Alabama and southeastern Mississippi in the Gulf Coastal Plains Opportunity Area.

The study found that 90 species in the Gulf Coastal Plains Opportunity Area, including the gopher tortoise and black pine snake, are already listed as endangered or threatened and that another 120 are at risk of being listed in the future.

The Gulf Coastal Plains opportunity area as identified by the American Forest Foundation. The study's authors made three recommendations they said would help Southern forest owners improve wildlife habitat and provide sustainable wood supplies:

Develop and invest in outreach focused in the three "opportunity areas" to provide support for practices that improve wildlife habitat and provide sustainable wood supplies.

Promote forest-product-purchasing policies and practices that support sustainable management of family forests.

Provide funding and policy tools that support family forest landowner engagement, promote markets for sustainably produced wood products, and encourage voluntary wildlife conservation efforts.

"While there is no silver bullet solution to the twin challenges of protecting and improving habitat for at-risk wildlife species and meeting the growing demand for wood products," the study's authors wrote, "Southern family landowners can — and must — play a role in that effort through active, sustainable management."



American Forest Foundation





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# Mark Your Calendar

## SEPTEMBER 2016

20 TEAM Safe Trucking Meeting, 8 a.m., Raleigh, NC  
29 – Oct 1 American Loggers Council Annual Meeting, Bay Point Golf Resort & Spa, Panama City, FL. For info, go to ALC website, [www.amloggers.com](http://www.amloggers.com)

## OCTOBER 2016

19-20 TOP 2-Day Classes, Columbia. Contact Guy Sabin at SC Forestry Association for Registration, 803-798-4170  
27 SCTPA Board of Directors Meeting, SC Forestry Commission Headquarters, 10 a.m., Columbia

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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](http://www.scloggers.com).

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

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

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

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

## *Timber Talk*

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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 statewide legislative activities, and aggressively promoting, supporting and conducting programs of state, regional and national advocacy.