



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

JANUARY/FEBRUARY 2016

2016 Annual Meeting Review

What's The Issue ... Trucking!

By SCTPA President, Crad Jaynes

A tremendous attendance highlighted our 17th Annual Membership Meeting at Springmaid Beach Resort & Conference Center, Myrtle Beach, February 5 – 7 for a successful meeting with over four hundred twenty-five members, speakers, sponsors, exhibitors and friends attending to hear informative speakers, attend the SFI TOP Trained Update DVD module session, visit with exhibitors, conduct association business and enjoy the fellowship of industry peers.

After a very challenging 2015 fourth quarter with all the rain, very wet ground conditions, lost work days and road conditions, for so many to attend is a great tribute



to everyone and a great indication of the interests in our association and annual meeting for hearing the speakers, learning about the industry and discussing issues among peers.

THANKS to everyone for making our 17th Annual Meeting successful, informative and pleasurable. Your support was absolutely tremendous.

What's The Issue ... Trucking! was our

theme as trucking unmanufactured forest products is now the 800-pound gorilla in the room. Our trucking segment is so exposed to the motoring public and the public in general as roundwood, logs and wood chips travel the highways to wood receiving facilities. Finding and maintaining safe, qualified drivers is an issue. Safety on the roads is an issue. Accidents and driver behavior are issues. Maintaining safe,



professional vehicles and trailers is an issue. Freight rates and driver pay are issues. And the poor image is an issue. Our industry sector has to do

a better job in the transportation of wood products from the harvest site to the receiving mill.

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

The conference began with the

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Friday afternoon board meeting discussing annual meeting business, and hearing from Todd Martin, Executive Director and Bill Jones of the Southern Loggers Cooperative (SLC) for the pilot program partnership of SCTPA and Southern Loggers Cooperative to locate SLC fuel depots throughout SC. SLC will be constructing two new depots, one in Orangeburg on U.S. 21 south and one at the WestRock mill in Florence. The 2015 association financials were reviewed and approved by the board. Richard Schwab, M. A. Rigoni, Inc., Perry, FL and President of the American Loggers Council was in attendance and provided comments about how things were going with ALC. Randy Hervey of BITCO Insurance Companies, Rick Quagliaroli, Swamp Fox Agency, LLC and Danny Dructor, American Loggers Council also attended the meeting.

Friday evening's Welcome Reception featured Mike Lockaby and the *No Holes Barred* band of Columbia playing a variety of music.

Saturday's General Session speakers were outstanding. Richard Schwab of M. A. Rigoni, Inc., Perry, FL and ALC President opened the session with an update of American Loggers Council national legislative agenda and ALC activities. He urged loggers and our industry to be involved and know the issues facing us on a national, regional and state basis.



Richard Schwab addresses audience

Next up was a three-part presentation titled Log Truck Safety – The TEAM. Jimmie Locklear and Keith Biggs of Forestry Mutual Insurance Company and Randy Hervey of BITCO Insurance Companies teamed up to talk about the issues of log/chip trucking.



They reviewed accident statistics, showed photos of log truck wrecks, discussed driver behavior and errors made by drivers making poor decisions, issues of how insurance markets for auto liability look at our trucking sector, the shrinking auto liability markets and the liability and litigation issues associated with our trucking sector.

Jimmie stated, "While many loggers and log truck-

ers do a commendable job on the highway – the nation's most dangerous work zone – the industry's trucking segment overall is performing poorly, resulting in increasing mishaps and multiple forms of disruptive, traumatic, costly fallout. In addition to injuries and occasional fatalities, such fallout includes property damage, loss of income, legal entanglements, negative public perception and higher insurance premiums. All this is forcing some truckers to the side of the road and causing some insurance providers to abandon the market."

Keith stated that new drivers tend to have the most accidents, then it levels out for a few years and starts trending back up as experienced drivers become complacent. He noted many employers pay drivers by the load which tempts drivers to speed and the majority of truck accidents are related to speed. He noted 23% of Forestry Mutual's claims involve truck drivers and that not all claims were traffic accident related.



Keith Biggs talks trucking

Randy encouraged employers to be diligent in hiring drivers. "Don't hire your next workers comp or truck accident claim," he said. Employers need to do their due diligence by asking questions, contacting previous



Randy Hervey talks trucking

employers, do a careful MVR review, do a background check be selective in choosing drivers. He said there is a need for continuous training, reducing speed in relation to existing road conditions and improving visibility of both the tractor and trailer.

The three man team discussed the TEAM Safe Trucking coalition formed to bring together insurance representatives, loggers, wood/paper products manufacturers, truck manufacturers and logger/forestry association reps to develop awareness, training, education and promotional steps to improve the trucking segment. The program will focus on driver training and continuing education for hauling logs and chips. Jimmie said, "The TEAM Safe Trucking program will be designed to help make the industry's log and chip trucking segment safer and more efficient. But every

party that has an interest in trucking will need to 'buy into it' for it to be successful. It will take some time, but TEAM Safe Trucking is off to a good start."

A long break was taken so everyone could visit with the twenty-nine exhibitors inside the center and visit the trucks, trailers, chippers and skidder located outside.

Next up was Mike Lucas of The Lucas Group, a trucking safety company in Lancaster, SC. He reviewed the state and federal trucking regulations regarding driver regulations, Federal Motor Carriers Safety Administration regulations and the Compliance Safety Accountability (CSA) program and documentation requirements. Mike is a former SC Public Service Commission and SC State Transport Police officer so his knowledge was very valuable.



Mike Lucas talks trucking regulations

The Saturday luncheon featured Kathy Abusow, President of the Sustainable Forestry Initiative as she presented "SFI – Then and Now." She reviewed the



Kathy Abusow, SFI, Inc.

twenty years of SFI and how SFI had grown and developed relationships throughout the industry and the improvements made to the wood supply chain with SFI as a partner. SFI is how we do business now and the benefits

are showing up. She also indicated a logger representative would be added to the SFI governing board.

The Business Session opened with the 2015 financial report by CPA Larry Godwin of Sheheen, Hancock & Godwin, LLP. Members were provided the statement as he reviewed the association's financial status. He talked about the financial improvement of the association due to the revenues from the Forestry Mutual Insurance Company endorsement and the Swamp Fox Agency, LLC insurance program assisting over the year. The association ended the year with a positive financial balance.

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

Secretary-Treasurer Robby Crowder reported no by-laws changes were on the table. Billy Walker, Walker & Walker Logging, LLC, Laurens and Donnie Lambert, Leo Lambert Logging, Inc., Georgetown were re-elected to the board for seats 4 and 5.

The luncheon awards session began with Philip Sligh of Forestry Mutual Insurance Company presenting their company's SC Logger of the Year award to McKittrick Timber, LLC of Heath Springs for their safety, operational performance and business practices as a Forestry Mutual policy holder.

Next, Greg Hutson, Swamp Fox Agency, Inc. presented their Timber Industry Leadership Award to Frampton Ferguson of Ferguson Forest Products, Inc., Luray.

SCTPA President Crad Jaynes presented the President's Awards to Cam Crawford, SC Forestry Association and Michael Rushton, retired from Norbord South Carolina for their support of the association and work in the industry.

Crad proudly presented the 2015 Gene Collins Logger Activist Award to Austin Logging, Inc., Gaston for their outstanding work in professional timber harvesting operations, positive advocacy, community activity, professional business practices, association and industry leadership and positively representing the logging profession and sustainable forestry.

Annual meeting sponsors were recognized and thanked for their tremendous financial support as well as the exhibitors for displaying their services and products. Twenty-eight exhibitors were on hand with inside display tables and trucks, trailers and logging equipment outside.

Outside exhibitors were: Shealy's Truck Center, Triple T Truck Centers, Blanchard Machinery Company & Pioneer SC, Diamondback Trailers, Pinnacle Trailer Sales, Inc., Flint Equipment Company, CRTS, Inc., Bandit Industries, Worldwide Equipment Kenworth of SC, Carolina International Trucks, Vermeer Mid-Atlantic and Fogmaker North America.

Thanks to Delaine, Mary, Erin and Brenda for their sales work for the shotgun, Honda Pioneer 700 Utility Vehicle, Honda Generator and Springmaid Beach Resort stay drawings. Thanks to Nichols Store in Rock Hill for furnishing the Stoege M3500 Camo 12 Gauge Shotgun and a case of ammo won by Tommy Bailey of Chester. Thanks to everyone for buying those shotgun tickets.

Our Silent Auction was successful again raising funds to assist the association's operating budget. There were 53 items on hand for the silent auction. Thanks to all

(Continued on page 4)

(Continued from page 3)

the wonderful members, allied suppliers and friends for your donations.

Thanks to everyone for purchasing the Big Drawing tickets for the Honda Pioneer 700 Utility Vehicle, the Honda EU2000i Quiet Portable Generator and the four days / three nights at Springmaid Beach Resort. Winners were drawn after the business session with Tommy Barnes, Ideal Logging, Inc., winning the Springmaid Beach Resort gift certificate, Rick McKinney, R. M. Timber Co., winning the Honda Generator and David Cox, Ideal Logging, Inc. winning the Big Prize of the Honda Pioneer 700 Side by Side Utility Vehicle. Thanks to everyone who participated for making this a successful fund raising event to support the association.



David Cox & his new Honda Pioneer 700

Saturday afternoon's workshop featured SC Forestry Commission's BMP Foresters Holly Welch, Eric West, Clay Chaplin and BMP Chief Herb Nicholson leading the SFI Trained TOP DVD Module. Loggers and foresters attended fulfilling their annual SFI Trained status continuing education requirement.

Sunday's prayer breakfast was outstanding featuring the spirit filled southern gospel singer Steven Crapps of Lexington, SC. This talented singer provided an inspirational message through song and testimonies to make this a blessed event. As he said, "I love the Lord and want to share His love, mercy and grace in song and praise." Thanks Steven... you did a great job.



Sunday Prayer Breakfast

A big grateful hug and heartfelt thanks to my sister-in-law Delaine

Peake, her cousin Mary Rawl, my daughter Erin and my wife Brenda for their tireless and tremendous efforts in making our annual meeting successful. Couldn't do it without yall. Thanks... you are the best.

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

And THANKS again to everyone for attending and making our 17th Annual Meeting GREAT!

PRESIDENT'S AWARDS

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

Selected by the association president this award honors a business or individual for their support of the association, sustainable forestry, commitment to professional business practices, dedication to the advancement of timber harvesting and timber producing and are positive influences in South Carolina's forestry industry.

We are proud to present the President's Awards to two outstanding supporting individuals that are and have been supporters of SCTPA to accomplish its mission and serve the professional timber harvesting and wood supplying businesses of South Carolina.

SCTPA is proud to have the partnership with Cam Crawford and the SC Forestry Association to advance the Palmetto State's forest products industry. Likewise, SCTPA is proud Michael Rushton, now retired from Norbord South Carolina, has been a proponent of sustainable forestry for his entire forestry career and a supporter of SCTPA.

It is because of these two individual's commitment to our association and our industry, their sincere efforts are being recognized. SCTPA is honored to present our 2016 President's Awards to:



Cam Crawford & Michael Rushton

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MICHAEL RUSHTON
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Relationships

People crave relationships. After the necessities of life are attained (air, food, and drink) good relationships come into focus. We were created for relationships. Working on relationships consumes much of our lives. Even though loggers work in the woods away from most people we still spend a lot of time working on relationships. We all know that if we have relationship problems especially with the opposite sex it can consume our thoughts and energy. During safety training we are encouraged to leave our personal issues off the job but we all know that is impossible. That's how much relationships affect our lives. Even if we have a hard time relating to people, we still end up having relationships with our pets. I think that's why I have two dogs that go to work with me every day.

What I want to discuss today is our professional relationships and how they've changed over the years. Today we are experiencing three to four different generations of loggers and other professionals in our industry working together. It's interesting how the different generations relate to one another and how our culture has changed the way we treat each other and the value we place on each other. The way we view relationships depends on what generation we are in and what we expect from one another.

My grandfather's generation that built our industry into a mechanized work place "The builder generation". Their relationships were strictly business. Most of their generation acted honorably because it was the right thing to do. They operated out of a sense of duty. Not that they didn't value people or relationships, but they had a job to do and a moral code they operated on for the betterment of the company or industry. This has made the work environment as stable and predictable as it could be.

As the years went by my dad's generation took the reins of the industry and took it to the next level "The baby boom generation". In a lot of ways this generation has made our industry what it is today. We see the relation-

ships turning into a more self serving roll. How can I get ahead? I don't care who I need to step on to get to where I want to be. This has made our work place and industry unpredictable. Not that the boomers don't care about people, but it is a different set of values based on a focus on self rather than the betterment of the company or industry.

Now as my dad's generation is getting ready to retire my generation is in our forties and ready to take the reins of the industry "generation X". We, because of experiencing the two generations before us and seeing the benefits and downsides to both, crave something different. We value the personal side of relationships more than just the strictly business or what is best for me. We want to win, but experience a win for both parties.

Think about it. What would our relationships and our industry look like if we did what Jesus and our moms told us to do? Could our business and our industry be better? Could we get a win/ win not just because it was the right thing to do or because it would be best for my personal interests? There is no one right way to evaluate relationships. You see things through a lens of your personal experiences and from how and when you were raised. I think we would all do better if we applied "Do to others as you would like them to do to you." Luke 6:31.

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

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



AS LEGISLATIVE SESSION BEGINS, FIXING ROADS REMAINS TOP PRIORITY

colanews@scbiznews.com

Jan. 12, 2016

The General Assembly is set to find funding remedies to fix the state's crumbling roads, which a recent study found costs drivers statewide \$3 billion annually due to their deficiencies.

That money is typically spent on higher vehicle operating costs, traffic crashes and congestion-related delays, according to analysis of data from a pair of national reports. The data suggests Columbia and Lexington residents lose about 38 hours per year due to traffic congestion and each spend about \$1,545 annually in road-related vehicle issues.

"Neglected maintenance and erosion across the state, and particularly in the urban areas, combined to create a real crisis – and that was before a thousand-year rain event flooded South Carolina, causing the closure of more than 500 roads and bridges," said Bill Ross of the S.C. Alliance To Fix Our Roads.

"We already faced an almost \$43 billion shortfall in funds needed for highway, bridge and transit systems over the next 25 years and now our citizens and public

infrastructure suffered unprecedented damages from the recent storm."

The Road Information Program's "Bumpy Roads Ahead: America's Roughest

Rides and Strategies to Make our Roads Smoother," and the INRIX/Texas A&M's 2015 Urban Mobility Scorecard were used to assess South Carolina's road issues. Fixing crumbling bridges and roads is one of the Legislature's top priorities as its latest session gets underway today.

The analysis classified 13% of road pavements in the Columbia and Lexington areas as poor, with another 22% of them as mediocre. That costs Midlands motorists \$369 annually in vehicle operating costs and another \$225 in safety related-charges, the study found.

"The decades of deferred road and bridge maintenance, and the refusal to adopt a long-term funding solution has left our state's infrastructure in disrepair," Ross said.

The House passed a bill last year and the Senate is scheduled to start debate on a bill of its own as the first order of business.



Interfor Resumes SC Sawmill Operations Closed From Flooding



Photo by Interfor Corp.

GEORGETOWN, SC – Interfor resumed operations in December at its Georgetown, SC, sawmill that had been shuttered two months due to extensive flooding.

The Vancouver, BC-based Interfor Corp. (TSX: IFP) said record rain-falls in October had softened the ground, making it difficult for logging the forestland. The Georgetown mill is one of nine sawmills in the southern United States owned by the lumber conglomerate. In total, Interfor has 18 mills throughout the U.S. and Canada, with an annual production capacity of more than 3 billion board feet.

The Georgetown mill was one of four sawmills acquired by Interfor from Simpson Lumber Co. in March 2015 for \$94.7 million.

A number of employee homes in the Georgetown area were also damaged and destroyed from the flooding. Interfor said a company-wide effort in partnership with the American Red Cross helped raise \$47,766 to assist the affected employees. "I am deeply appreciative of the commitment of our employees whose personal lives were impacted along with their jobs," said Joe Rodgers, Interfor's senior vice president, US South Operations. "We are doing everything possible to support our employees and the local communities through this challenging time."

A message from the SC Chamber of Commerce President on Infrastructure

Ted Pitts
President & CEO
SC Chamber of Commerce
March 10, 2016



As you all know, the Chamber, on behalf of the South Carolina business community, has been pushing for our state's policy makers to address the state of our roads and bridges. The Chamber has called for the DOT to be accountable to the Governor, for STIB to be reformed, and for \$600 million in additional funding annually from a recurring and sustainable revenue stream.

An important hurdle was cleared this week with the Senate finally adopting a plan after having the House's proposal for almost a year. The Senate's action is an important milestone but there is still work that needs to be done to get to an agreement.

Though slightly different, both the House and Senate plans reform DOT and STIB as the Chamber has called for. Both plans call for \$400 million additional dollars each year, but they use different revenue streams to get there. The House plan includes allocating gas tax and vehicle tax revenue to roads and the Senate plan proposes using only existing streams of revenue from the General Fund.

Progress is important and getting governance reform at the DOT and STIB as well as \$400 million in additional recurring revenue annually is a win. It does not mean that the roads issue has been adequately addressed though. With only \$400 million a year, the DOT cannot fully address the safety and congestion concerns that are brought about by South Carolina's roads.

The Chamber will continue to be active in this debate that is critical to the future of our state. We appreciate our members being engaged on this issue, your voice as part of the voice of the business community has made an impact.

BREAKING: Today, the Senate gave third reading to a bill that will reform the DOT and STIB to increase accountability and provide our roads with \$400 million additional recurring dollars. After third reading today, it's headed back to the House. This debate is long from over.....President Ted Pitts released the following statement on the Senate's vote:

"The business community appreciates the South Carolina Senate advancing a roads plan that reforms DOT, addresses STIB, and provides recurring revenue for our state's infrastructure needs. This plan is a step in the right direction, but the Chamber will continue to push for \$600 million in recurring, sustainable funding to make our roads safer and to help our businesses succeed."

Lay of the land... Now the bill gets sent back to the House. An anticipated lack of support for the Senate plan appears to have the bill headed to a conference committee where the two Chambers will each appoint three conferees to work out their differences.

The Chamber is proud of our efforts to bring about governance reform and make the DOT and STIB more transparent and accountable. While we still believe that \$600 million is the additional amount needed annually to increase safety and decrease congestion on our roads, we do believe that \$400 million in recurring, annual funding is a step in the right direction. We will continue to be engaged in this debate as the bill moves over to the House next week.

SCTPA Comments: SCTPA is proud to be a member and supporter of the SC Chamber of Commerce.

SC Senate passes SC roads bill; House criticizes plan

Associated Press, March 10, 2016
Columbia, S.C.



The South Carolina Senate has given final approval to a bill that offers an additional \$400 million to state roads and changes the structure of the board that runs the Department of Transportation.

Senators passed the bill without debate Thursday, sending it back to the House.

The House passed its own bill last April that raises a tax on fuel. The Senate version takes the \$400 million out of the general budget and allows the governor to name all eight members of the DOT's board.

House Ways and Means Committee Chairman Brian White said in a statement that the Senate bill is a plea for the House to use the budget to help the Senate avoid its inability to pass a comprehensive roads bill with a stable source of revenue.

SCTPA Comments: The Senate bill did not include a fuel tax increase as did the House bill passed last year. The \$ 400 million funding is a mere bandaid for what

really is needed to repair our roads and bridges. There are 321 posted bridges in SC and these posted bridges create very real logistical challenges to the unmanufactured forest products trucking sector and regular freight carriers. Bridge and road improvements should be our legislature's number one priority for funding rather than focusing on the "political game." Our state's entire economy suffers because of our poor and getting poorer infrastructure. Three hundred 322 days had passed since the House approved their roads bill last year until the Senate passed their bill version. Band-aids are not going to heal the problems. Adequate road and bridge funding is necessary for SC's infrastructure improvements to keep our state moving forward. A press conference held at the statehouse on March 1st brought together business leaders to tell the Senate to act on a roads bill. SC Timber Producers Association's president Crad Jaynes and SC Forestry Association's president Cam Crawford were there. Cam spoke on behalf of the forest products industry noting the disruption the weight posted bridges and deteriorating roads caused the forest products industry. While the Senate bill is not what is needed, maybe it's a start to something that hopefully will prove to be worthy and get SC on track for infrastructure improvements.

TRUCKING GROUP CEO: ROADS NEED MORE THAN QUICK FIX

By Bill Poovey
bpoovey@scbiznews.com
Published Jan. 26, 2016

S.C. Trucking Association President and CEO Rick Todd says state lawmakers need to commit at least \$800 million a year to pay for road maintenance and expansion. That's a 12-cent-a-gallon increase in the state gas tax. Todd said one-time money is not a solution.

Gov. Nikki Haley has recommended spending \$345 million, which includes \$231 million in one-time money and \$49 million from the first phase of increasing the state's 16.75-cent-a-gallon gas tax by 10 cents.

The state Transportation Department has said another \$1.5 billion a year is needed to repair and expand the road system.

Todd said executives of the S.C. Chamber of Commerce and other chambers agreed at a Monday (Jan.

25) meeting that their members want to see "substantial improvement." He said that means committing another \$800 to \$1 billion a year.

"Otherwise they are not going to be able to expand," Todd said in a telephone interview. "Add capacity to relieve congestion."

Todd said repairing and upgrading the road system is needed to make them safer and to reduce repair costs.

"I think there is a liability for not doing anything, but the public needs to understand the long-term solution is more than one-time money," Todd said. "It is an election year. I would like them to see them buck conventional wisdom and actually fix our roads in an election year."





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S.C. TRUCKING ASSOCIATION BACKS HIKE IN FUEL TAX, REVIEW OF DOT

Staff Report
colanews@scbiznews.com
Jan. 13, 2016



Rick Todd

The South Carolina Trucking Association, which represents truck fleets and drivers, announced today support for an increase in the state's portion of the gasoline and diesel tax to improve the condition and safety of the state's roads and bridges.

A long-term funding solution "is easy, right in front of our policy makers, and the time is ripe," said Rick Todd, the group's president and CEO, who has tracked the transportation infrastructure issue for more than 37 years.

"Our road system is aging and strained to the point of crisis due to negligent under-funding, and our industrial, tourism and population growth has made much of it inadequate and unsafe," Todd said. "It takes years before we can enjoy roadway improvements, because of the legal, regulatory and construction processes involved.

"The longer we wait to act, literally, the longer we'll have to deal with today's traffic conditions."

The association said South Carolina's neighbors are ahead in terms of investment in highway infrastructure.

"Just look at what's happening right across our borders. Georgia and North Carolina both have fuel taxes which are effectively double ours. You get what you pay for," Todd said.

Other states have found the will to get it done, accepting the fact that they have had to raise taxes, Todd added.

Trucking operations support a fuel tax hike because systems are in place to efficiently collect user-fees from commercial fleets, Todd said. Truck fleets pay each state through which they operate a fair-share of both fuel taxes and registration fees, and increasingly, some form of property tax to pay for the use of roadways. "There is no free ride for medium and large truckers coming through South Carolina," he said.

"The current fuel tax collection system works, it just simply needs adjustment to restore lost buying power and to provide the money to fix and improve what we've got," Todd said.

Todd said he understands the political challenges, but firmly asserts the opposition is a vocal minority, most of whom are inspired by out-of-state-funded groups that use misleading rhetoric, demagogue the gas tax and champion dubious reforms in order to slow the process.

"If they really cared about South Carolina's economic competitiveness and quality of life, they'd get very specific about what they say needs to be done, then join-in to be a positive force for better government. Right now they're just disoriented, negative noise," Todd said.

A number of legislators have indicated that they might support a bill to better fund state roads providing that there's reform of the S.C. Department of Transportation and the State Infrastructure Bank.

Reforming state agencies is something that should be routinely considered by any legislature, Todd said. "We should expect good governing and prudent management to make routine review and appropriate restructuring a permanent part of the oversight process. But because they need regular review doesn't mean that wholesale restructuring every few years is necessarily a good thing," he said.

Todd said he supports having the governor ultimately being held accountable for the agency's operations, but also believes there needs to be some way for regional input from citizens.

"The DOT and we all benefit from the agency having some balance of power, influence and perspective," Todd said. But he added that ultimately one person must be held responsible. "If a group's in charge, then nobody is in charge."





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Let Spring Rejuvenation Begin!

As we move closer to spring, we expect the brown tones of winter to give way to the vibrant colors of spring. While it's not always apparent when looking at cut-over forest land, in reality, it represents the rejuvenation process soon to come.

We all value trees and a forest that's recently been thinned, clear cut, or managed through a controlled burn is not the prettiest sight. It's only temporary and is important for the long-term health of a forest.

When a forest grows unchecked, it becomes thick and dangerous, crowding out wildlife and creating an environment ripe for fungus and disease. Worst of all, it becomes a tinderbox, susceptible to forest fires. These fires are costly, both in fire-fighting expense and in valuable resources lost.

A well-managed forest is a healthy forest. When trees are thinned or managed with a controlled burn, it creates ideal habitat for wildlife and recreation. With more room to breathe, remaining trees grow thicker and taller. Just as a garden benefits from pruning and weeding so too does a forest thrive when managed for long-term growth and sustainability.

The wood harvested through a thinning or clear-cut is used for hundreds of everyday products, fueling the economy and sustaining thousands of tree-farming families who have managed their land for generations – and hope

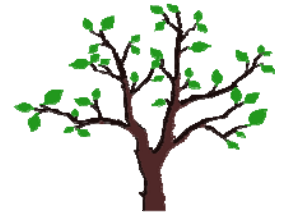
to continue to do so indefinitely.

Even a clear-cut forest represents rejuvenation. Like "The Giving Tree," the beloved 1964 book by Shel Silverstein that featured a tree providing recreation, apples, limbs, and its trunk to a boy as he grew into a man, a forest can provide numerous resources. Unlike The Giving Tree, which ended its life as a stump, forests are replanted and soon become vast swaths of green as saplings grow into the next generation of Giving Trees.

America's most renewable resource continues to give, which is no surprise since the country's vast wood basket was one of the initial attractions for English settlers 400 years ago. What might be a surprise to some is that thanks to improved forest management, we have more trees in America today than nearly 100 years ago.

These days, even clear-cut forests are not the ugly sights they once were. With the growth of the biomass industry, small limbs and stumpage that once would be burned or left on the ground to decompose now are typically chipped and sent to pellet mills, where they are packaged as a clean fuel. There is no waste, the land left behind is clear, and soon the life cycle of the forest begins anew.

That's why a clear-cut forest is anything but unsightly, but rather a testament to what the land has given and will



Maine Loggers Seek Legislative Help to Save Biomass Plants

AUGUSTA, Maine -- The professional logging contractors of Maine, a trade group representing the men and women working in Maine's forests believe the state legislature can and must take action now to save jobs in the state's struggling rural economy. With biomass power plants in West Enfield and Jonesboro closing in March, loggers are running out of places to take their harvested timber.

To save those plants, Dana Doran, the executive director of the Professional Logging Contractors of Maine says lawmakers need to take action.

"I think we're in a tough spot and I think the governor and the legislature appreciate that." Doran said. "They understand what's happened in the past 6 months with the paper mills and this situation and that something has to be done for the long run."

One thing he says the state should do right away is to guarantee power contracts for renewable energy plants so they can compete with cheaper natural gas power.

That could raise costs for electricity ratepayers making it a tough sell to the LePage administration which has been working to lower energy costs.

"That's an expensive prospect and we have to look at economics and public policy and is that the right way to promote logging and is that the right way ensure that we have low energy costs," explained Patrick Woodcock, the Director of the State Energy Office. "Obviously its hard to see power plants closing its also hard to see energy users closing those are balancing acts," he said.

Doran says it would be more expensive to lose the power plants which he says generate four indirect jobs in Maine's forest products industry for every megawatt of power they produce.

"The value that's lost when those plants go away cannot be replaced even with cheaper sources of power like natural gas," he said.

Woodcock did leave the door open to consider all options to help the logging industry. He also suggested that the state will look at the market for renewable energy credits in Maine and New England and see if there's a way to help those power plants that way.



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Maine's Logging Industry Confronts Pulpwood "Crisis"

By Alexander Violo, The Lincoln County News

EDGECOMB, Maine — The forest products industry has played an essential role in the region's economy for more than two centuries, but a shrinking domestic market for by-products of the industry, including wood chips, has taken a heavy toll on the logging industry, pulp mills, sawmills, and local harvesters.

Despite its long ties to the state's economy, the past decade has seen fundamental shifts hit the timber sector, pushing portions of the industry, including pulp and paper mills, close to a breaking point.

"What I see is a real crisis on our step and it's going to get worse if we don't do anything," said Norman Hunt.

Hunt is the proprietor of N.C. Hunt Inc., which operates a sawmill in Jefferson and retail stores in Jefferson and Damariscotta.

Hunt has deep ties to Lincoln County, as he owned mills in Damariscotta and Wiscasset before opening his Jefferson operation, and to the forest products industry as a whole, as he began working with his father and brothers on their mobile sawmill when he was a youth in the 1940s.

In recent years, pulp and paper mills have shut down, directly leading to job losses at the mills themselves, but also impacting other jobs in the forest products sector, notably among loggers.

Recently, the closure of a pulp mill in Old Town and the Verso Paper Mill in Bucksport, the declaration of bankruptcy by Lincoln Paper and Tissue, and layoffs of 300 workers at Verso's Androscoggin Mill in Jay have rocked the industry.

Hunt said he believes small operations are getting hurt. "The real loser is the small guy with a skidder and a chainsaw. Today he can't get rid of pulpwood. It's a very competitive market and the small operator is the one who is going to lose first," Hunt said.

Pulpwood refers to soft wood traditionally used to make pulp for paper production, and more recently employed to fill biomass needs both domestically and internationally.

Many logging operations use high-quality trees for sawlogs to go toward lumber production, while lower-quality trees deemed unsuitable for lumber are harvested for pulpwood.

Hunt said larger companies are better able to spend the money necessary to compete in an ever-shrinking market for pulp and paper products, but the outlook is not overly positive. "Big operations can ground product into biomass and wood pellets, but there are only so many wood pellets you can sell," Hunt said.

Hunt said a drop-off in wood chip sales is a major reason the forest products industry is in trouble. Wood chips, solid material produced in the process of cutting or chipping larger pieces of wood, are used as raw material for producing wood pulp, fibrous material used as the basis in the production of paper.

Wood chips are still a marketable commodity in the creation of biomass solid fuel and organic mulch for use in landscaping and gardening. These new markets, however, are not yet as lucrative as the long-standing pulp mill industry.

In the past, the sale of wood chips, sawdust, and bark have helped sawmills throughout the nation meet their overhead costs and retain their workforces.

There are still new and expanding markets for these stalwarts of paper and pulp. Hunt said the Jefferson mill still sells sawdust to farmers, bark to landscapers, and wood chips to pulpwood companies. However, the economic value of these goods has declined substantially, creating stress on operations throughout the state.

When Hunt purchased an automated mill for his Damariscotta operation in the 1970s, he planned to pay for half through the sale of wood chips produced by the mill. "The chips more than paid for the mill," he said. "I covered the cost because of a strong pulpwood industry."

Currently, Hunt's operation in Jefferson specializes in sawed pine and hemlock chips, less popular than hardwood chips in the growing domestic biomass industry. The biomass industry is centered on the use of organic matter derived from plant-based materials to be used as a source of energy to power utilities.

"Right now we can't sell pine pulpwood. There is no mill locally taking pine and hemlock chips," Hunt said.

Maine Forest Products Council Executive Director Patrick Strauch concurred with Hunt's assessment, saying the current market for low-grade wood is an issue facing Maine's sawmills. He said sawmills are concerned about the market for low-grade wood and often reluctant to harvest, whereas the market for high-quality wood, found in a tree's base, is much stronger. "How do we



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encourage markets to be strong for all parts of the tree?" Strauch said.

Whatever steps sawmills and their counterparts at paper and pulp mills take to operate in the current economic environment, Hunt said the industry cannot afford to remain idle.

"We can't afford to shut down a year and make up our minds. If we lose the pulpwood and sawmill industry, you just can't start it up again," Hunt said.

Hunt reiterated the important role sawmills have played throughout the state's history, saying a continued slump in pulp and paper will have impacts on other portions of Maine's economy. "The crisis is, if mills can't get rid of chips, they are shutting down. It's not just 500 jobs; it's 50,000 jobs. The industry is connected with other jobs. What do we have to do to hold it together?" Hunt said.

Those with ties to pulp and paper in Maine can find some optimism in proposals to export low-grade wood chips to Europe, which could provide a lucrative new market for the products.

Cull, or waste wood, is not used in domestic biomass facilities and is also not used in domestic paper and pulp mills. However, opportunities abound for the waste wood on foreign shores.

Nations in the European Union have set ambitious goals to transform coal-powered utilities to sustainable energy sources. Specifically, the EU's Renewable Energy Directive requires the union to fulfill at least 20 percent of its total energy needs with renewable energy by 2020.

"It's a great place for low-quality wood. The EU is pretty big on replacing coal with wood to meet emissions targets," Strauch said.

Strauch said since the emissions targets are set by elected officials, it can make for a volatile export climate. "It's a tremendous market, but it's based on the policies of foreign governments, so it is very unpredictable," Strauch said.

Entrepreneurs in the state are looking to capitalize on the apparent market potential. Eastport-based Phyto-Charter Inc. has developed a patented system for treating wood to eliminate pathogens and pests, ensuring the product meets the import standards of the member nations in the European Union.

By adhering to the EU's current regulations, which were enacted in 2000, a market closed off for more than a decade could soon be open to the state's pulpwood industry.

The firm's patented Shipboard Heat Treating System efficiently sanitizes export wood fiber to meet the EU's standard. The business hosted a meeting Dec. 22 at the

Eastport Area Chamber of Commerce to present information on its plans to open the new market for the industry.

Eastport Port Authority Executive Director Chris Gardner said the meeting was well-attended, with 60 people, predominantly from the logging industry, pulp mills, and sawmills, in attendance. "We have been working in connection with (Phyto-Charter's) efforts to open up markets for lower-grade wood," Gardner said.

Gardner said the partnership between the company and the port authority dates back to 2009, when the port authority embarked on an expansion project and brought in a bulk cargo conveyor system to enable the loading of wood chips onto ships in the harbor.

He said he is aware of the struggles within the pulp and paper industry and hopes Eastport can help revitalize the long-standing sector of the state's economy. "Forest producers are a long-standing backbone to the state's economy. Many who operate in the industry believe it is reaching a crisis point," Gardner said.

He said the seaport and the forest products industry are at an intersection of opportunity and need. "We recognized the opportunity and built this out in front of the need. You have two choices. You can chase the curve or set the curve. The industry couldn't wait. By building out in front we can be ready," Gardner said.

Hunt, who attended the conference in Eastport, said he went in with an optimistic attitude about the potential for a new market to export wood chips out of Maine. However, he said the lack of a clear timeline for the project, in addition to risks including investments and whether enough ships will take the product to make it worthwhile for harvesters around the state dented his spirit of optimism.

"I came away from Eastport very discouraged. They didn't leave the right message with the logger," Hunt said.

Nonetheless, Hunt said he is aware of the time and effort that Eastport has poured into the project. "Eastport has done a heck of a good job. They've worked hard to build this thing. They are very optimistic and have done a good job," he said.

Looking toward the future, the executive director of the state's forest products council was hopeful. "We are pretty optimistic. It's going to be a new world," Strauch said. "It's not going to be your grandfather's paper industry; it's going to be more like your granddaughter's industry."

GENE COLLINS LOGGER ACTIVIST AWARD



The 2015 Gene Collins Logger Activist Award is proudly presented to Joey and Danny Austin and Austin Logging, Inc. for their sincere commitment to professional timber harvesting, supporting this association, participating in community and industry activities, practicing sustainable timber harvesting, promoting education and positive promotion of professional business practices.

Austin Logging is a conscientious professional business understanding the value of relationships with customers, employees and their industry, environmental stewardship and promoting a positive image as professional loggers.

Austin Logging operates a tree length crew focusing on thinning and logging landowner tracts around the midlands area working with Tommy Laney of Johnson Company, Inc., Sumter, and their foresters for their timber tracts and markets since 2002. Local markets such as International Paper in Eastover, Canfor in Camden, Resolute Forest Products in Catawba, Georgia Pacific in Prosperity and West Fraser in Newberry and other markets are delivered their harvested timber.

Austin Logging is a family business Joey and Danny's grandfather started sixty years ago back in the shortwood days. Shortwood was hand loaded onto short trucks in the woods and delivered to sites and hand loaded into railcars. Their father Frank Austin started Austin Logging in the early 1960's still in the shortwood era and moved to short logs and then to longwood. Frank and Austin Logging was the main logging and timber supplier for M. L. Corley & Sons, Inc. sawmill in Lexington for seventeen years.

Joey and Danny acquired the business from their father in 2000 when "Mr. Frank" decided to retire. Joey, 46, and Danny, 62, have built a professional reputation for operating a professional timber har-

AUSTIN LOGGING, INC. GASTON, SC

vesting business and taking care of their customers. Joey leads the harvesting job and Danny drives to deliver wood to markets.

Operating a lean, efficient business works very well for Austin Logging. Producing 60 to 70 loads weekly they maintain a steady flow matching their crew and equipment spread. Tigercat logging equipment is the preferred brand on their job. Two Tigercat 620 grapple skidders, one Tigercat feller buncher and one Tigercat 234 knuckleboom loader with delimber make up the harvesting equipment spread. Their trucking fleet consist of two Macks and three Western Stars pulling their conventional log trailers. Including Joey and Danny, the total employees is eight. One very positive aspect of Austin Logging is their trucking fleet is well maintained and displays a professional image on the road.

Austin Logging takes an active role as a SCTPA logger member supporting the association and promoting sustainable forestry and professional harvesting education. Joey has presented sustainable



forestry and professional timber harvesting classroom programs at Wood Elementary School and Congaree Elementary School. They regularly attend the SCTPA Newberry district meetings, have never missed an annual meeting and participated in the SC State Transport Police Safety Fair at the State Farmers Market in April 2013 furnishing their truck and loaded trailer as an exhibit for display and truck/trailer safety, inspection and regulation training sessions. The business supports Log A Load For Kids

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and participated in the SCTPA Newberry district members' visit to Palmetto Richland Memorial Children's Hospital and Newberry district Log A Load donation efforts.

Joey is SC SFI Timber Operations Program Trained promoting and practicing SC Best Management Practices and SFI Standards in their timber harvesting operations.

Joey's wife Kay and Danny's wife Cheryl are strong supporters of their business. Kay is a nurse at Lexington Medical Center and Cheryl works in the Columbia American Red Cross's blood donation center and on mobile units traveling the state. Joey serves as the President of Airport High School's Booster Club. Danny and Cheryl attend St. James Lutheran Church and he is active in the Lutheran Men's Group. Joey and Kay attend Calvary Chapel in Lexington.

Danny and Joey strive to educate the public about our sustainable forestry and professional timber harvesting industry. They recognize there is a greater need for the critical public to understand our industry is dedicated to environmental stewardship and maintaining our sustainable, renewable and healthy forest resources for the many products made of wood, wildlife and wildlife habitat, clean water and aesthetic values.

The company emphasizes sustainable harvesting practices, safety, professionalism, SC Timber Harvesting Best Management Practices and works conscientiously to meet landowner expectations through exceptional environmental, harvesting and business practice standards.

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

Both Danny and Joey say, "We appreciate the SC Timber Producers Association and the American Loggers Council for being the professional loggers' representatives. We need their presence for legislative and regulatory issues, to enhance the logging industry and to provide education and guidance for better understanding of what we do as professional

loggers as we harvest our sustainable, renewable forests to provide the wood to manufacture products enhancing our daily lives. And to enhance the industry's image of professionalism and let the public know we truly care about our environment and healthy forests."

As an industry leader with a sincere commitment to professional logging, sustainable forestry, community, family and the principles of outstanding business,



SCTPA is proud Joey and Danny Austin and Austin Logging, Inc. is our 2015 Gene Collins Logger Activist Award recipient.

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

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

February 17, 2016

SFI RECEIVES LAND STEWARDSHIP AWARD FROM NATIONAL WILD TURKEY FEDERATION

WASHINGTON, DC — The National Wild Turkey Federation (NWTf) presented the Sustainable Forestry Initiative (SFI) with its Land Stewardship Award during the 40th annual NWTf National Convention and Sport Show in Nashville, Tennessee on Saturday. SFI was chosen for its commitment to conservation, promoting responsible forest management for the benefit of the nation's forests and wildlife, and for partnering to support the NWTf's important work.

The NWTf created the Land Stewardship Award in 1994 to recognize organizations for excellence in land management, partnerships, and NWTf project support. The award also recognizes those who have done outstanding work to benefit natural resources through land stewardship.

"It is an absolute pleasure to receive the NWTf Land Stewardship Award. SFI, and the natural resource managers that use the SFI Standards, understand the importance of partnering to achieve our shared goals of habitat management and conservation. In fact, this award really goes to these managers who practice responsible forest management across the more than 280 million acres/110 million hectares of forestland certified to the SFI Forest Management Standard," said Kathy Abusow, President and CEO of SFI Inc.



Paul Trianosky, SFI's Chief Conservation Officer, accepts the Land Stewardship Award.

NWTf is a natural partner for SFI because of their tremendous track record of conservation achievements. In the eyes of many, restoration of the wild turkey population, led by the NWTf, is one of the greatest conservation success stories in the history of North American wildlife. From a low 1.5 million birds in 1973, today there are more than 7 million.

"We were pleased to present SFI this award at our 40th annual convention. Our future looks bright and I'm confident that our partnership with SFI will advance our shared interest in conserving forests and wildlife habitat. We are working hard together to build this partnership. It will make a real difference for our current members and for generations to come," said George Thornton, CEO of NWTf.

One of the ways SFI and NWTf are helping each other achieve mutually beneficial goals is the NWTf's work to promote the SFI Forest Partners® Program, which aims to increase certification, and connect the benefits of responsible forest management to stakeholders throughout the supply chain. This enhances sustainability and in turn enables current and future generations to enjoy America's forests for years to come. SFI and the NWTf also share a focus on promoting youth education in conservation through Boy Scouts of America and other leading outdoor youth education programs.

SFI is also pleased that the NWTf will use SFI-labeled materials for NWTf Turkey Transport Boxes and for NWTf publications such as Turkey Country and JAKES Country magazines. SFI on-product labels are recognized globally and provide a visual cue to help customers source products from responsibly managed forests.

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(Continued from page 24)

“Setting a positive example for the use of sustainably produced materials is yet another example of the NWTF’s commitment to conservation in the broadest sense. We are truly fortunate to have them as a partner and privileged to receive the Land Stewardship Award,” Abusow said.

About Sustainable Forestry Initiative® Inc. (SFI)

SFI® Inc. is an independent, nonprofit organization that is solely responsible for maintaining, overseeing and improving the internationally-recognized SFI program. SFI works at the intersection of sustainable forestry, thriving communities and responsible procurement. Across the United States and Canada, more than 280 million acres/110 million hectares are certified to the SFI Forest Management Standard and millions more are positively influenced by SFI Fiber Sourcing. The SFI Standards are based on principles that promote sustainable forest management. The SFI Forest Management Standard includes measures to protect water quality, biodiversity, wildlife habitat, special sites, species at risk, forests with exceptional conservation value, and indigenous people’s rights. SFI Inc. is governed by a three-chamber board of directors representing environmental, social and economic sectors equally. Learn more at sfiprogram.org.

Media Contact:

Elizabeth Woodworth

Vice President, Communications and Community Engagement

Sustainable Forestry Initiative Inc.

Tel: 202-596-3452

Ports Authority to protect 1,100 acres near Francis Marion National Forest

By Liz Segrist

lsegrist@scbiznews.com

Published March 8, 2016

The S.C. State Ports Authority plans to allocate \$4 million to protect 1,100 acres near the Francis Marion National Forest as part of its mitigation plan for the Charleston Harbor deepening project.

The land, known as the Fairlawn tract, will be conserved to compensate for 334 acres of freshwater wetlands that are expected to be harmed or altered by saltwater as the harbor is dredged to 52 feet.

The recommended mitigation was for 665 acres, but the ports authority did not find a site that size that matched the criteria required by environmental groups.

The port instead opted to buy the 1,100-acre parcel, which abuts nearly 4,000 acres protected by the Boeing Co.’s mitigation plan for its Dreamliner campus in North Charleston, said Barbara Melvin, the port’s senior vice president of operations and terminals.

The board discussed the land purchase, which was part of the Environmental Impact Statement from the U.S. Army Corps of Engineers, Charleston District, during a board meeting Friday.

The ports authority and the Open Space Institute, a nonprofit land conservation association that is purchasing the property on behalf of the port, signed the land agreement Monday. Federal dollars will cover \$807,000 of the land cost; the state will pay for the remaining \$3.2 million out of the \$307 million harbor deepening fund.

This 1,100-acre tract was recommended for mitigation with input from the Army Corps, and the tract will be managed by the U.S. Forest Service, Melvin said.

“There could be an 1,800-acre tract that’s out there that doesn’t address the impacts that you need, so it’s the actual specifics of the piece of property and what you can recreate from what you’ve changed ... and this was the property that matched the best,” Melvin said.

The additional 435 acres that will be protected also gives the port additional contingency in case anything changes during the design phase, Melvin said.

Newsome said the hard-bottom habitat mitigation plan still needs to be done.

Opposing groups pressure S.C. Senate on roads bill

Staff Report

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Published March 2, 2016

Calls for the Legislature to do something about South Carolina's crumbling roads and bridges got a bit louder Tuesday as the state's largest business organization pushed senators to pass a bill that would increase funding for roads. Meanwhile, an anti-tax group ramped up demands for government reform.

Following a Statehouse news conference at which business leaders urged the Senate to act on a roads bill, S.C. Chamber of Commerce President Ted Pitts issued a statement saying senators should return their paychecks.

"Senators should refund taxpayers their salaries for a job not done. After no votes on roads last year and no votes on roads this year, it is becoming a waste of tax dollars to pay these senators," Pitts said.

Pitts noted it has been nearly a year since the S.C. House of Representatives passed a bill to fund roads and sent it to the Senate. During that stretch, the Senate — stymied by an anti-tax filibuster — has not taken a vote on the House bill or one of its own.

"In the business world, you don't get paid if you don't do your job," Pitts said. "Gov. (Nikki) Haley and the House have put forth plans and if our senators aren't willing to join them, let's give taxpayers a refund. We shouldn't wait another week; the time to start voting is now."

Pitts offered his remarks as business leaders called on the Senate to take immediate action on a comprehensive road-funding package bill, adding that delay puts lives, jobs and future prosperity at risk.

In a letter sent to legislators, the S.C. Infrastructure Coalition said, "We ask the Senate to end the delay tactics, begin taking votes on amendments and pass a bill that will fix and improve South Carolina's crumbling infrastructure."

Members of the Palmetto AgriBusiness Council have made it clear that their No. 1 business and economic development issue is the need to fix our crumbling roads and bridges, said Cathy Novinger, the organization's executive director.

"The lack of dedicated, recurring money hampers agribusiness and job expansion opportunities, especially in our rural often distressed areas of the state," Novinger said. "Agribusiness is the backbone of rural South Carolina. Senate action is needed and needed now."

Meanwhile, Cam Crawford of the S.C. Forestry Association said South Carolina's hundreds of load-restricted bridges force logging trucks to travel an additional 15-20 miles to deliver their loads.

"This significantly increases the transportation costs for the forest industry," Crawford said. "The General Assembly needs to provide adequate funding for transportation infrastructure including money to replace the state's 363 load restricted bridges."

David Cuda of the S.C. Economic Developers Association and Lewis Gossett of the S.C. Manufacturers Alliance worried that the lack of action on a roads bill could impact on economic development.

"Our success in economic development is dependent of quality roads in South Carolina," Cuda said "The current impasse in the Senate is jeopardizing our ability to attract jobs and capital investment in South Carolina."

Added Gossett: "It's time for the Senate to move this issue forward and to do what's right for South Carolina."

Meanwhile, Americans for Prosperity's S.C. chapter called for the Senate to kill the gas tax hike bill. The group said it opposes the gas tax increase because the Senate has not adopted "meaningful reform in South Carolina's corrupt transportation system."

State director Dave Schwartz said, "Lobbyists and politicians who profit from government contracts have done everything possible to pass a gas tax hike and block efforts to reform our corrupt transportation system. Folks across the state are tired of the political ploys and corruption — they want to see real reforms. But first, they want to see the gas tax hike killed this week. Senators should start over again, play by the rules, and produce a bill that reforms our corrupt transportation system so we can finally fix our roads."

According to the state Department of Transportation, South Carolina faces a \$1.2 billion annual shortfall in highway funding. The legislature is considering raising the state's fuels tax of 16.75 cents per gallon, which is the fourth-lowest in the U.S., by as much as a dime.

"Our success in economic development is dependent of quality roads in South Carolina,"

TEAM Safe Trucking: Elevate the Standard

TEAMing up
to help prevent this:



Unfortunately, log/chip truck accidents are increasing. Statistics reveal that driver behavior is a major factor. Add the acute driver shortage, subcontractor issues, long haul distances, increased traffic, low freight rates, high insurance costs, regulations, posted roads and bridges, negative public image, and more. All of which is threatening the sustainability of the crucial trucking component.

TEAM Safe Trucking (TST), a new, non-profit organization, is developing a program designed to help turn the transportation dilemma around. The goal: a higher, safer standard through better training and greater accountability.

Join TST on Facebook for more information and updates. Get behind the wheel and support/promote the TST initiative. There is lots of work to do.

Contact Rick Quagliaroli: rick@swampfoxagency.com, 843-761-3999; or Jimmie Locklear: jlocklear@forestrymutual.com, 910-733-3300

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

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

Now regional in scope, TST expects to expand its program nationwide as it secures additional funding through donations from stakeholders and from grants. Virginia

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

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

TST guided by Rick Quagliaroli, owner of Swamp Fox Agency, Inc., an established South Carolina-based business that interfaces with forest industry interests in three states. According to him, many loggers and log truckers now do a commendable job but the industry's trucking segment overall is performing poorly, resulting in increasing mishaps and multiple forms of costly, disruptive, traumatic fallout. This is forcing some truckers to the side of the road and causing some insurance providers to abandon the market.

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

For more information, email or call Rick Quagliaroli: rick@swampfoxagencyinc.net, 843-761-3999; or Jimmie Locklear: jlocklear@forestrymutual.com, 910-733-3300.

Senate OKs \$400M for roads without raising gas tax

Staff Report

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Published March 10, 2016

The S.C. Senate on Wednesday passed legislation bill that commits spending \$400 million per year to repair the state's crumbling roads and bridges without raising the gas tax.

The measure, which carried 30-15 without Democratic support, is an amended version of a bill (H.3579) approved last year by the S.C. House of Representatives.

The S.C. Senate has passed a measure allocating \$400 million for roads. The S.C. Senate has passed a measure allocating \$400 million for roads. The bill faces a bumpy path in the House. The

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

"The Senate has made it clear that addressing our state's roads needs is a priority," said Majority Leader Harvey Peeler, R-Gaffney. "We are dedicating a stable funding source of \$400 million in state revenue every year to the state highway fund to ensure that our roads issues are addressed."

The \$400 million dedicated by the Senate-passed bill is in addition to \$481 million the state currently receives per year in fuel tax.

The measure now heads to the House of Representatives where it faces a bumpy future. Last year the House passed its own infrastructure funding plan, which reduced the state's 16.75-cent-per-gallon gasoline tax while reinstating a 6% sales tax on gas.

Estimated to raise about \$430 million, the House bill enables the governor to appoint the S.C. DOT Commission, provides a funding mechanism to return some roads to counties, and includes \$50 million in income tax relief.

House leaders criticized the Senate's solution, saying it falls short of providing a long-term solution to fix the state's roads and bridges.

Speaker Jay Lucas, R-Hartsville, labeled the Senate's bill a "deceptive plan to fix our crumbling roads system

is irresponsible and prioritizes politics over a sound solution. Not only does their plan mislead the people of South Carolina into thinking that a large pot of general fund money will be available every year for roads, it also practices reckless budgeting that jeopardizes the prosperity of our economy. While I acknowledge the Senate's governance reform efforts, kicking the can further down the road and into a giant pothole defies the test of real leadership."

Ways and Means Chairman Brian White, R-Anderson, also criticized the Senate plan. "The Senate's plan is not a fix for our chronic roads problem, it's a plea for the House to budget them out of their inability to pass a comprehensive roads bill," White said. "The House has budgeted hundreds of millions of dollars for roads in the last several years and will continue to do so while we wait on the Senate to get serious about a long-term fix for our roads."

Rep. Gary Simrill, R-Rock Hill, original sponsor of the House plan and a member of the Ways and Means Committee, has been involved in the roads debate since the House began working on its proposal in September 2014.

"As additional money was made available, the House eagerly fought to set aside resources to improve the condition of our crumbling infrastructure rather than grow the size of government," Simrill said. "Over \$1 billion in general fund money has been appropriated for road repair over the last three years.

These short-term solutions proved to be a step in the right direction, but much like the Senate plan, do not provide for South Carolina's long-term infrastructure needs."

However, the Senate measure is a "step in the right direction," said Ted Pitts, president of the S.C. Chamber of Commerce.

"The business community appreciates the South Carolina Senate advancing a roads plan that reforms DOT, addresses STIB, and provides recurring revenue for our state's infrastructure needs," Pitts said. "This plan is a step in the right direction, but the Chamber will continue to push for \$600 million in recurring, sustainable funding to make our roads safer and to help our businesses succeed."

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The Senate passed its roads bill after three weeks of filibustering by conservative Republicans who opposed a proposed 12-cent-per-gallon gas tax increase was shut down ending eight weeks of impasse in the state Senate.

Both House and Senate road bills, though, fall short of the state's highway needs. According to SCDOT, the state faces an annual funding shortfall of \$1.2 billion.

According to Trip, a national transportation research group, S.C. drivers are spending about \$3 billion annually as a result of extra operation costs, lost time and wasted fuel from traffic congestion and crashes.

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

HALEY TAKES SHOT AT SENATE FOR BLOCKING ROAD BILL

By Matthew Clark
mclark@scbiznews.com
Published Feb. 26, 2016

Members of the S.C. Senate continued to block a House-approved measure to add money to fix state roads. It continued this week following Senate adjournment with Spartanburg state Sen. Lee Bright continuing the filibuster for Beaufort Republican state Sen. Tom Davis, who started the filibuster.

But, S.C. Gov. Nikki Haley did not hold back when she was asked about the current state of the bill and the need for permanent funding for road maintenance. She discussed the funding during the S.C. Automotive Council's annual Auto Summit in Greenville.

Haley said that a primary reason for the Senate filibuster is a provision in the bill that reforms the S.C. Department of Transportation. That provision would make the department a cabinet-level post, doing away with the current process of lawmakers appointing district leadership, creating what she called a "political fight" for road improvements. That provision was taken out of the bill by the Senate Finance Committee.

Another issue in the Senate is the gas tax provision of the bill. The bill would raise the state's motor fuels tax by \$0.12 over the next five years while cutting other taxes by two percentage points, a point Haley told lawmakers would force a veto if a tax increase was not accompanied by a subsequent decrease in other taxes.

Haley took a direct shot at Senate President Hugh Leatherman when talking about the DOT reform component of the funding package. She started by telling

the crowd that if they drove around Florence they would see "some of the best roads in the state." The shot is because Leatherman is from Florence and is the Senate Finance Committee chairman.

"Where is the economic development?" Haley said. "It is in the Lowcountry, the Upstate and the Midlands, but we have the best roads in Florence because that is where the Senate president lives.

"We have to get our priorities straight."

Leatherman was unavailable for comment.

The S.C. Chamber of Commerce has also jumped into the fray, calling on the Senate to end its filibuster and take action on the roads bill as soon as possible. Ted Pitts, president of the state chamber, said there needs to be a plan to both fund road maintenance and reform DOT.

"Senators who continue this inaction are essentially telling voters they would rather waste hard earned tax dollars on paying for pothole claims and car damage than funding a measure to fix our roads," Pitts said in a statement. "Reform at the DOT is necessary and should be included in this bill. There is no reason why bringing accountability to the DOT cannot be part of dedicating funds for much needed infrastructure improvements."

Haley continued her offensive in front of hundreds of auto manufacturers and supply chain representatives when she said that she knew something would be done regarding roads this year.

"Roads will get fixed ... because it is an election year," Haley said.

Wood Fiber – What's New?

Low oil prices soften the wood fiber market.

By Lisa Monroe
March 1, 2016
Pallet Enterprise

Back in 2009, an article in the Engineered Wood Journal predicted that the competition for certain types of wood fiber would reshape the wood fiber markets due to the increasing demand of wood fiber to produce electricity.

At that time, around 10 billion kilowatt hours of electricity were being generated in industrial settings across the United States. Then and since that time, there have been many announcements about biomass plants being planned or built, including several massive plants in Europe.

The trend is largely driven by global initiatives to reduce carbon emissions by replacing fossil fuels like coal with a sustainable and more environmentally friendly fuel source like wood pellets that can be burned to produce power.

Besides the wood to power trend, there have been several companies in the United States working to use the already existing technology to convert wood fiber into biofuels. These include ethanol and crude oil that can be processed into gasoline for automobiles and other vehicles.

In the past few years, there's also been a lot more research into all kinds of new innovative uses for wood fibers. As reported in the Pallet Enterprise's September edition by writer Rick LeBlanc, "Researchers are unlocking many uses for wood beyond the traditional markets...Wood fiber is being used creatively in the development of soon-to-be-affordable microchips, beer bottles, wood foam packaging material, super strong paper that can replace metal, 3D printing, multi-story buildings and more."

Many of the products being developed or researched are taking advantage of cellulose nanofiber technology, which basically uses the minute fibers in wood combined with other materials, to make an even stronger material. While there hasn't been much of a commercial impact yet, one or two products

made with this technology are starting to trickle into the marketplace. The Mitsubishi Pencil Co., for example, now sells a \$2 pen in North America, which is one of the first commercial products made in Japan with this technology.

Japan, like many other countries, is starting to take a closer look at cellulose nanofiber technology because of the country's limited resources. Japan imports almost all the metal it uses in manufacturing, but with the new technology, organic substances like wood, and even food waste like orange peels, can be converted into materials that can be just as strong as steel.

While you would think that all these different uses for wood fiber – what used to be considered a wood waste by-product – would be driving up both the demand and the price of it, that's not the case.

The reason is that recent drops in oil prices has basically thrown a monkey wrench into the whole market. Oil prices have dropped more than 70% since the middle of 2014 and are expected to stay low due to a global supply glut that doesn't appear to be going away any time soon.

"The value of oil has thrown a huge amount of uncertainty into the market," according to Tim Gammell, the editor of the North American Wood Fiber Review, a publication of Wood Resources International that has been tracking pulpwood and biomass markets in the United States and Canada since 1983.

Gammell, like many others, believes oil prices will to continue to run low at least for the foreseeable future. And as a result, wood fiber prices are also soft right now due to an overall fall in demand.

"With the prices of oil dropping, a lot of biomass plants are not running, and the whole market in Europe where a lot of the exports go is slowing as well," he commented on the wood pellet market.

The weather is another player, Gammell explained. Depending on the severity of the winter in different geographic areas, the demand for wood pellets can rise or fall. In the U.S. Northeast, there's a more solid, consistent demand for residential heating that will most likely continue, though at a slow pace until something happens that drives the market back up.



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It's also been "a terrible winter for forest access and supply" due to flooding in South Carolina, Arkansas and East Texas, which has had some impact on supply and demand, said Neil Ward of the Forest Resources Association (FRA).

Another factor to consider with the wood pellet market, according to Gammell, is that the profit margin is already low because of production, packaging and export costs, especially when shipping overseas, so there isn't a lot of money to be made anyway.

As far as biofuels are concerned, there's been a lot of government interest in that, Gammell said, but "again it's hard to make a case right now when oil is so cheap. The oil prices have really taken the wind out of that sail."

He pointed out that two of the largest biofuels startups in the United States in the past several years, KiOR, which opened a commercial scale cellulosic fuel facility in Columbus, Mississippi, in 2012, and Range Fuels in Soperton, Georgia, have both ended up filing bankruptcy. So while companies like this show that the technology can work, they are also examples of how difficult it is to make them profitable enough to keep them going.

KiOR developed a proprietary technology platform to convert biomass into renewable crude oil that is processed into gasoline, diesel and fuel oil blendstocks, according to the company's website. Range Fuels was a company that shut down in 2011, after trying to develop technology for the conversion of bio-mass into ethanol.

Looking at the much newer technologies evolving around wood nanofibers, Gammell said, "I think that's promising, but we're way down the road yet until there's a commercial impact."

The impact might be big someday though, at least according to one prediction. In a recent Chicago Tribune article, the Japanese government estimated that domestic sales of products made with the cellulose nanofiber technology could reach as high as \$1 trillion yen or \$8.3 billion dollars by 2030.

Wood Pellet Industry & Concerns

And while you'd think that coming up with new ways to utilize something that used to be discarded would be a good thing, it's also raised all kind of concerns, especially the wood pellet industry. These range from worries about where all the

wood material is going to come from to how that affects competing markets for wood fiber, employment and even communities.

A recent study conducted by global forest products industry analyst RISI for the American Forest & Paper Association indicates that subsidies provided by the United Kingdom for burning wood pellets in power plants can have a significant impact on U.S. paper and wood products manufacturers' ability to compete globally by raising the cost of wood fiber.

"The study clearly shows that U.K. pellet subsidies are market-distorting and significantly increase the ability of pellet producers and U.K. biomass utilities to pay for biomass feedstock here in the United States – from double to five times the going rate," said American Forest & Paper Association president and CEO Donna Harman. "Without these large subsidies, it would be uneconomic for industrial wood pellets to be shipped from the United States to U.K. power plants. They would lose money if they had to compete in an unsubsidized market."

This is a point of contention, according to Neil Ward of the FRA, because some feel that those producing wood pellets, especially the large capacity mills exporting to Europe, are "unfairly supported by subsidies...that are coming from off-shore...price supports that are imposed by European Union countries to meet supply goals."

The FRA represents and promotes the interests of forest products industry members that support the wood fiber supply chain, such as pellet mills, including larger operations like Enviva and Drax as well as some smaller ones.

It's important to note though, according to Ward, that the "pellet market helps to balance out" the decline in fine papers and newsprint demand, which has dropped significantly in the past decade. The dissolving pulp grade, used for products like adult diapers, is really the only pulp and paper segment where the fiber demand is steady and even picking up, Ward commented.

New pellet mills are typically locating in areas where a paper mill has shut down, because these areas are usually strategically located near forest product mills. There is a bit of a difference in the actual raw material that is most suitable for each purpose though, he said; pulp mills prefer live green material while pellet mills prefer drier wood to start out.

(Continued on page 32)

This is good for communities because the pellet mills offer jobs that were lost when paper mills closed; however, “a pellet mill doesn’t employ as many people so it doesn’t create as much employment wealth,” said Ward, who pointed out that this is an issue often raised by opponents of wood pellets.

But even though pellet mills don’t employ as many workers, “the landowner value and logging is about the same,” he explained.

A major concern raised by environmentalists and some others is that U.S. forests, especially in the South, may be depleted to produce wood pellets for export to other countries to power energy plants. That’s because the majority of wood pellets produced domestically are shipped to other countries. In 2014, for example, 73% of the pellets produced in the U.S., around 4 million metric tons of pellets, were shipped to the U.K., according to U.S. Energy Information Administration (EIA) data.

Since the introduction of the European Union’s Renewable Energy Directive in 2009, demand for wood pellets has greatly increased, but since forestry is heavily controlled there, countries in the EU have turned to outside sources like the United States to furnish the fuel it needs to keep their biomass plants running.

Almost all of the pellets being exported to Europe from the United States are shipped from southeastern ports, with the bulk of these pellets produced in Georgia, Florida, Alabama and Virginia, which explains the environmentalists concerns about the increase in wood pellet demand impacting southeastern forests.

However, despite the fact that the majority of wood pellets being produced in the U.S. are coming from southeastern forests and eventually ending up in power plants in Europe, a report released late last year indicates there is no real threat to southeastern forests because of wood pellet demand.

That’s because only a small portion of the available inventory is being touched for pellet production, according to the report, which was created by independent forest analysts and economists using U.S. government and marketplace data, and commissioned by the U.S. Endowment for Forestry and Communities, the National Alliance of Forest Owners (NAFO) and the U.S. Industrial Pellet Association (USIPA).

“This study demonstrates in an independent, data driven manner that the industrial wood pellet industry

is using an extremely small portion of the available inventory of sustainable low grade wood fiber in the U.S. Southeast,” said Seth Ginther, executive director of the U.S. Industrial Pellet Association.

“It also demonstrates that the industrial wood pellet industry is taking the lowest value sustainable wood fiber for use as feedstock, and that the industry is a complement to some of the more traditional forest product industries.”

According to the study, the total removal of wood in the U.S. South for all markets only accounted for 3.3% of the total forest inventory, with pellet exports representing 0.08% of the total inventory.

In 2014, pine removals for industrial pellet produc-

tion totaled 3.7 million tons or 0.3% of the pine pulpwood inventory and 0.09% of the total pine inventory; while hardwood re-

movals for industrial pellet production totaled approximately 2.4 million tons or 0.2% of the hardwood pulpwood and 0.06% of the total hardwood inventory.

Realistic demand and market share outlooks suggest that U.S. industrial exports of biomass pellets to Europe could eventually rise to 10.8 million metric tons. Annual removals to meet this demand would total 25 million tons, which represents 1.0% of pulpwood inventory and 0.3% of total forest inventory in the South.

“This report should put any concerns about the fate of our southern forests to rest and allow landowners to continue doing what they do best – stewarding our forests to provide forest products and renewable energy while contributing to cleaner air and water and more abundant wildlife habitat,” said Dave Tenny, NAFO president and CEO.

“The value society has placed on goods and services from our forests is the reason the volume of growing trees in our forests has increased by 50% since the early 1950s,” he said.

Tim Gammell agreed that the argument by those concerned with deforestation in the U.S. Southeast is at best weak because most of the wood material for pellets is coming from pine plantations, not old-growth native forests. Pine grows in quick rotations, maturing in 20-30 years, and they are almost always replanted, he explained.

Ward said that some of the wood does come from hardwood forests, which is managed differently than pine because it stump sprouts and grows spontaneously after a harvest. So hardwood forests are not

“The value society has placed on goods and services from our forests is the reason the volume of growing trees in our forests has

(Continued from page 32)

replanted, but will regenerate if the land is left as forests. So forests which weren't previously managed may come under management, and "that's an issue for some environmentalists," he said.

Both types of forests, pine and hardwood, will grow again whether they've been replanted or are regenerating if they're left as forests. "We're more concerned about pressure on forests from development," to convert forest land to shopping malls, apartment buildings, and golf courses, for example; because once the land is converted, it is typically never converted back to forests.

Gammell pointed out that while the economics right now don't support heavier biomass usage, due to the low oil prices, the policies still do support it, meaning that many government initiatives around the word in-

clude increased use of wood to produce energy because it is a sustainable source that is widely considered carbon-neutral, although this is another point of contention with environmentalists.

For example, 115 groups recently made a declaration to the European Union demanding that wood biomass be removed from the next Renewable Energy Directive.

Carbon emissions from burning biomass for energy are often greater than the emissions from the fossil fuels they are supposed to replace, said a press release from the Center for Biological Diversity.

While arguments can be made on both sides, one thing that is for certain is that biomass-to-power conversion is a topic that is around to stay, and one which we'll hear a lot more about in the future, hopefully in addition to some more interesting and new uses for wood fiber.

Haley vows to veto roads plan that doesn't cut income tax, reform S.C. DOT

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Jan. 21, 2016

Gov. Nikki Haley offered an all-or-nothing proposition to legislators mulling remedies to fix the state's crumbling transportation infrastructure.

In her State of the State speech Wednesday night (Jan. 20) to a joint session of the House and Senate, Haley said any legislation aimed at investing in roads and bridges must include reform of the S.C. Department of Transportation and a cut in the state income tax.

"Pass legislation that cuts our taxes, reforms our flawed transportation system, and invests in our roads, and I will sign it," Haley said. "Pass legislation that does not do all three of those things, and I will veto it. The choice is clear, and it's all yours."

Haley's spending plan for the next fiscal year includes some \$350 million to shore up the state's roads and bridges. To help pay for the road work, the governor has pro-

posed increasing the state fuels tax by 10 cents from its current level of 16.75 cents per gallon. The gas tax increase would be phased in over three years, offsetting a portion of the income tax savings with a priority on infrastructure spending.

Meanwhile, the state income tax would be trimmed "at all levels" by 30% over the next 10 years, according to Haley.

Haley's transportation plan is at the low end of estimates of how much money is needed.

The House last year passed a bill that would add more than \$400 million in state spending toward roads. It features a gas tax increase of 10 cents per gallon and a \$200 hike in vehicle sales taxes, which currently max out at \$300. The plan would reduce the fuels tax while reinstating a 6% sales tax on gasoline. It also would enable Haley to appoint the S.C. DOT Commission, provide a funding mechanism to return some roads to counties and include \$50 million in income tax relief.

The Senate Finance Committee offered a bill to raise \$800 million by increasing the gas tax by 12 cents per gallon over a three-year window. The measure was filibustered at the end of last summer's session

and will be taken up again this year.

The S.C. Chamber of Commerce has proposed that the legislature invest \$600 million a year in roads and bridges.

All proposals, though, fall short of a Transportation Department estimate that South Carolina is facing an annual funding shortfall of \$1.5 billion.

Responding to the governor's speech, Jaime Harrison, chairman of the S.C. Democratic Party, said the lack of action of road funding is the fault of Republicans, who control both the House and Senate, as well as the governor's office.

"Lately, you've heard Gov. Haley call for unity. I agree. We need to start working together to get things done," Harrison said. "But what she hasn't told you is that the fighting is within her own party. Republicans in the Senate actually filibustered their own roads bill last summer until it was dead for the year, and while Republicans are fighting amongst themselves, our citizens continue to suffer with tattered roads and dangerous bridges."

March 1, 2016

Community Cornerstone Quilakwa Center Wins SFI Award

VANCOUVER, BC — Using wood in innovative and beautiful ways to bring new life to a BC community hub has earned KH Designs an award from the Sustainable Forestry Initiative (SFI). The award is part of the 2015/16 Wood Design Awards program. It was presented last night at the annual Wood WORKS! British Columbia awards event.

The Quilakwa Center, in Enderby in the southern interior of BC, is home to the Splat-sin boardroom and development corporation offices, a First Nation's arts shop, gas bar, convenience store, and a Tim Hortons restaurant and drive-thru. The winning partnership includes KH Designs, Splat-sin, Omega & Associates Engineering and Sperlich Log Construction.



Quilakwa Center — Featuring huge cedar columns and crooked Douglas Fir collar beam. Photographer, Peter Sperlich. Photo courtesy of Wood Design & Building Awards.

"We are pleased to be recognized with this award from SFI and the Wood Design awards program. The Quilakwa Center is the cornerstone of Splat-sin, as well as the community of Enderby. It embodies the original natural style of handcrafted log construction and also embraces and showcases our local culture," said Wayne Christian, Chief of Splat-sin. The building was designed to replace a gas station and convenience store.

The 13,520 square foot, two-storey structure used heavy timber logs from Downie Timber lands in Revelstoke and the Revelstoke Community Forest Corporation. Both are certified to the SFI Forest Management Standard, which promotes responsible forestry, encourages conservation, supports sustainable communities and recognizes indigenous peoples' rights and traditional knowledge.

Splat-sin members also harvested some of the special character logs from their own lands. These types of logs are typically not used by the forest industry because of their crookedness and character.

"The Quilakwa Center is a showcase for the beauty, versatility and durability of wood from responsibly managed forests that support sustainable communities," said Kathy Abusow, President and CEO of SFI Inc. "This project is also a prime example of how SFI supports efforts to strengthen the vital links between healthy forests, responsible purchasing and sustainable communities."

The entire structural frame of the building was engineered in massive solid-wood components. The log posts and beams, which are up to 40" in diameter, carry all the loads from the walls and roof panels through to the foundation. Using natural logs in a structure has been calculated to have the lowest environmental impact of any type of wall construction.

"When comparing the impacts of wall materials, there really is no other material that comes close to wood as a green building material. When we consider energy efficiency during use and the ability of log walls to store

(Continued on page 35)

(Continued from page 34)

carbon, the environmental advantages are quite significant,” said Kevin Halchuk, President of KH Designs in West Kelowna, BC.

Architects and builders are increasingly choosing wood for construction because it looks great, offers numerous environmental benefits — including renewability and a lower carbon footprint than other materials — and is easy to work with. Trees also absorb carbon dioxide from the atmosphere as they grow, sequestering and storing carbon, which reduces greenhouse gases and improves air quality. Trees turned into wood products continue to store carbon over the long term.

About Sustainable Forestry Initiative® Inc. (SFI)

SFI® Inc. is an independent, nonprofit organization that is solely responsible for maintaining, overseeing and improving the internationally-recognized SFI program. SFI works at the intersection of sustainable forests, thriving communities and responsible procurement. Across the United States and Canada, more than 110 million hectares are certified to the SFI Forest Management Standard, and millions more are positively impacted through SFI Fiber Sourcing. The SFI Standards are based on principles that promote sustainable forest management. The SFI Forest Management Standard includes measures to protect water quality, biodiversity, wildlife habitat, special sites, species at risk, forests with exceptional conservation value, and indigenous people’s rights. SFI Inc. is governed by a three-chamber board of directors representing environmental, social and economic sectors equally. Learn more at sfiprogram.org and the SFI Green Building Fact Sheet.

About the Wood Design & Building Awards

The Wood Design Awards program is the only North American program to award excellence in wood architecture. Prominent architects award winners based on creativity, distinctive and appropriate uses of wood materials, ability to satisfy clients’ building and site requirements, and overall aesthetic appeal.

Prior SFI award winners were Allen + Maurer Architects, in 2015, for the Askew’s Foods Uptown Store in Salmon Arm, BC and NSDA

Architects, in 2014, for Kordyban Lodge, in Prince George, BC.



Quilakwa Center ceiling — Featuring locally sourced wood. Photographer, Peter Sperlich. Photo courtesy of Wood Design & Building Awards.

About Wood WORKS!

Wood WORKS! is a national industry-led initiative of the Canadian Wood Council, with a goal to support innovation and provide leadership on the use of wood, wood products and systems.

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Protecting Your Valuable Assets – Your Eyes

Each day employees working in the wood product industries encounter many hazards. Sometimes the most serious injuries occur to the area that comprises one of the smallest portion of a person's body, the eyes.

Accident data collected in recent years shows that eye injuries in the workplace are very exceedingly common. In the United States, there are more than 2,000 eye injuries each day with over 10 percent of those eye injuries resulting in some temporary or permanent vision loss. Additionally, 1 out of 10 eye injuries require employees to miss one or more missed workdays to heal. In recent cases investigated, safety experts believe that the proper eye protection would have lessened the severity or even prevented more than 90% of all these eye injuries.

What causes eye injuries?

In the workplace eye injuries can occur from many types of sources. Some of the most common we see are:

- Wind-blown particles,
- Flying objects (bits of metal, wood, glass),
- Tools,
- Dust particles,
- Chemicals,
- Harmful radiation or
- Any combination of these or other hazards

What is my best defense against an eye injury?

In the logging and sawmill arenas, there are several things to do that help prevent an eye injury. Each employer must determine the hazard and then provide the proper protection to prevent injuries from those hazards.

First, know the safety hazards - complete an eye hazard assessment of all areas of operations. Then eliminate the hazards before starting work. Secondly engineer the problem out. In a manufacturing operation, machine guarding, screens, or other engineering controls should be the first choice to prevent the flying debris and dust from injuring an employee. And third, when all the controls are in place, make sure employees use proper eye protection.

At the logging site, eye protection is a must for chain-

saw operators. OSHA requirements are for safety glasses to be worn even if you use a mesh screen. Do not trust the mesh screen to protect your eyes. They are flimsy and many saw hands have been injured using only the mesh screen.

One very important tip for your employees - remember, safety glasses go on the eyes and are not a decoration for top of the head. Remember that anyone working in or passing through areas that have eye hazards should wear protective eyewear.

What type of safety eyewear is available and what should I wear?

Each employer has a variety of styles and options for safety eyewear. Some forms of protection includes:

- Non-prescription and prescription safety glasses
- Goggles
- Face shields
- Welding helmets

The hazards in your workplace will determine the eye protection you should wear. If your work area has particles, flying objects, or dust, you must at least wear safety glasses with side protection or side shields. In some cases, face shields may be required. If you work with chemicals, you should wear goggles. If you are working near hazardous radiation, such as welding, lasers, or fiber optics, you need special-purpose safety glasses, goggles, face shields, or helmets designed for that task.

Lens materials are a matter of personal choice. Glass is less scratch resistant but heavier than plastic or polycarbonate lenses. Plastic and polycarbonate lenses offer light weight options but scratch easier. It becomes a personal choice as long as they have the ANSI stamp to show they are safety lenses and are impact resistant.

According to recent changes to OSHA standards, employers are required to provide proper personal protective equipment for their employees. Eye protection definitely falls into this category. Your eyes are a valuable asset and you should take steps to protect them. Do not be one of the thousands of eye injuries reported each year.





Haley budget plan includes \$350M for roads

colanews@scbiznews.com

Jan. 18, 2016

Gov. Nikki Haley's spending plan for the next fiscal year includes some \$350 million for shoring up the state's crumbling transportation infrastructure.

In unveiling her \$7.5 billion executive budget for the 2016-17 fiscal year, Haley also proposed spending \$124 million as the state's share of flood recovery costs, bolstering the dam safety program and trimming the state income tax for military retirees.

During Friday's press briefing, Haley said she plans to help pay for the road work by increasing the state fuel tax by 10 cents from its present level of 16.75 cents per gallon. At the same time, Haley has proposed that lawmakers trim the state income tax.

"I think this will be an active, healthy discussion on roads," Haley said, looking ahead to the coming debate in the General Assembly. Various proposals have been put forward to fix what is projected to be a \$1.5 billion-a-year shortfall in road funding.

"We're showing you how to pay for it, we're showing you how to give money back to the taxpayers, we're showing you how to put money into the roads and we're showing you how to make sure it's a win-win for everybody," Haley said.

Funding for Haley's transportation plan includes \$280 million in nonrecurring funds, \$65 million in motor vehicle sales tax and \$49 million in motor fuel fees. The gas tax increase of 10 cents per gallon would be phased in over three years, offsetting a portion of the income tax savings, with a priority on infrastructure spending, according to Haley's spending plan.

Meanwhile, the income tax would be trimmed "at all levels" by 30% over the next 10 years, according to Haley.

The governor also proposes to restructure the S.C. Department of Transportation and to "refocus the agency on maintaining the roads we have first, in an apolitical way."

Under the current setup, decisions about road funding are made by the DOT Commission and the State Transportation Infrastructure Bank. Although state law requires funding decisions be based on a

priority list crafted by the Transportation Department, critics charge regional politics ultimately determine which projects are funded.

Regarding October's devastating floods, Haley said she plans to restore South Carolina's infrastructure to pre-storm conditions.

Her budget proposal includes \$75 million for the S.C. Emergency Management Division, which would cover the state and local share (25%) of damage costs under the Federal Emergency Management Agency's Public Assistance program.

An additional \$1.5 million has been set aside to pay for repairs to S.C. National Guard armories damaged by the storm.

Haley's proposal includes \$49 million for the Transportation Department to cover the cost of repairs to roads and bridges not eligible for federal reimbursement. The governor also proposes appropriating \$40 million for the S.C. Department of Parks, Recreation, and Tourism to initiate emergency beach nourishment projects prompted by erosion caused by the storm.

Additionally, Haley included \$661,500 to enhance the S.C. Department of Health and Environmental Control's Dams and Reservoirs Safety Program and provide for additional field inspections and dam reclassification inspections.

October's historic rainstorms, which dumped up to 20 inches on some areas of the Midlands, led to a series of dam failures. Follow-up investigations found that the state didn't have enough inspectors to enforce safety standards.

On workforce development, Haley has proposed \$5 million to fund the Pathways Initiative, which will provide workforce scholarships, and \$13.5 million in the ReadySC initiative.

As an incentive for military retirees to settle in South Carolina, Haley proposed a \$33.7 million tax cut for retirement income derived from active-duty military service.

"To get them to retire to South Carolina is a win for us," Haley said of efforts to attract military retirees. "Our companies can't get enough military retirees to work for them," she said.

Former service members are coveted by employers because of their leadership experience, integrity, discipline, loyalty and commitment, and ability to work in teams, advocates say.

ANNUAL MEETING 2016



Danny Dructor, Joe Young D.K. Knight



Richard Schwab accepts speaker's certificate



Prayer Breakfast



General Session



ANNUAL MEETING 2016



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Mark Your Calendar

MARCH 2016

- 22 Newberry District Meeting, Farm Bureau, Newberry, 7 p.m.
- 30 SC Biomass Council Meeting, State Farmers Market, Columbia, 1 p.m.

APRIL 2016

- 13 – 16 American Loggers Council Fly-In & Board Meeting, Washington, DC
- 20 & 21 SFI TOP 2-Day Classes, Saluda Shoals Park, Columbia. Contact Sally Tucker, SC Forestry Association for registration, 803-798-4170.
- 26 Jackson District Meeting, Jackson Community Center, Jackson, 7 p.m.
- 28 SCTPA, Board of Directors Meeting, SC Forestry Commission Headquarters, Columbia, 10 a.m.

MAY 2016

- 4 -7 Wood Supply Research Institute Annual Meeting & Forest Resources Association Annual Meeting, Colorado Springs, CO
- 10 Richburg District Meeting, Front Porch Restaurant, Richburg, 7 p.m.
- 12 Walterboro District Meeting, Old House Café, Walterboro, 7 p.m.
- 16 Union District Meeting, Midway BBQ, Buffalo, 7 p.m.
- 17 Georgetown District Meeting, Bill's Low Country BBQ, Georgetown, 7 p.m.
- 19 Clinton District Meeting, Blue Ocean Restaurant, Clinton, 7 p.m.
- 23 Lugoff District Meeting, Hall's Restaurant, Lugoff, 7 p.m.
- 24 Newberry District Meeting, Farm Bureau, Newberry, 7 p.m.
- 26 Easley District Meeting, Fatz Restaurant, Easley, 7 p.m.

JUNE 2016

- 9 SCTPA Board of Directors Meeting, SC Forestry Commission Headquarters, Columbia, 10 a.m.
- 16 Edgefield District Meeting, Pleasant Lane Baptist Church, Edgefield, 7 p.m.

District meeting dates may be changed. Meeting notices will be mailed prior to scheduled meeting. Meeting dates will be posted on SCTPA website ... www.scloggers.com.

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

Need SFI Trained DVD Class or other training?

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

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

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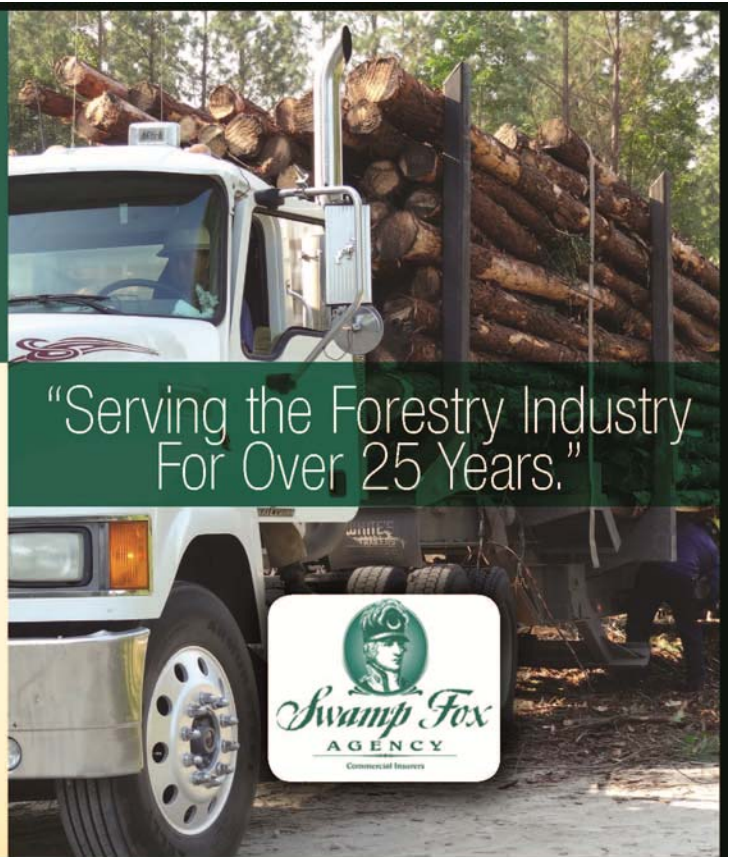
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Our Mission

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