



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

MARCH/APRIL 2017



AMERICAN LOGGERS COUNCIL MEMBERS MEET IN WASHINGTON, DC

On March 30 – April 1, members of the American Loggers Council met in Washington, DC with coordinated efforts to present issues important to the timber harvesting industry to lawmakers up on Capitol Hill. Approximately 80 members were in attendance, including representatives from ALC sponsors Forestry Mutual and the Southern Loggers Cooperative.

A record setting 155 hill visits included discussion on major issues such as the recently introduced Future Logging Careers Act, Truck Weight reform, comprehensive U.S. Forest Service wildland fire suppression funding and land management reform, biogenic carbon neutrality and regulatory reform.

On Thursday morning, ALC members were briefed on these issues by ALC staff and were joined by Forest Resources Association President Deb Hawkinson and Director of Government Affairs Ryan Rhodes.

Thursday visits included many face-to-face meetings with Senators, House of Representative members and key committees where currently introduced legislation on ALC priorities is pending and other legislation is currently under development.

Following Friday morning visits, members gathered at a Friday afternoon de-briefing session and also heard presentations from Bob Cleaves, President of the Biomass Power Asso-

ciation; Bill Imbergamo, Director of the Federal Forest Resource Coalition; Erica Rhoad, Staff Director for the House Natural Resources Subcommittee on Federal Lands, and were given an update on the Team Safe Trucking program by Forestry Mutual member Jimmie Locklear.



On Saturday morning, the ALC Board of Directors held their spring board meeting where committee reports were given and strategies were discussed to pursue further action on all legislative priorities. A resolution supporting sustainable forest management of the national forests to produce timber for the purpose of manufacturing cross laminated timber for building a border wall, as well as providing for forest health and economic well-being in rural communities was introduced and will be voted on during the next Board meeting to be held in July.

ALC President Ken Martin remarked that “this is the largest gathering of members in Washington, DC in our 23 year history. The ALC continues to grow in membership and representation, and it is very rewarding to see the traction and credibility that we are gaining here in Washington.” ALC Executive Vice President Danny Dructor stated that he was “very pleased with the efforts of all that attended,” and that “once again we have shown that we are “loggers working for loggers.””

Inside ...

ALC Members Meet in DC	Cover
SCTPA Attends ALC Spring Visit to DC	2
Promoting Agriculture & Rural Prosperity in America	3
TEAM Safe Trucking Effort Moves Forward	4
Skilled-Trade Workforce Development Initiative	5
Support Letter to US House & Senate	7
Thunderbolt Biomass to build SC Wood Pellet Plant	7
SCTPA Letter to US House & Senate	11
Treat the Disease Support Forest Management in a Wildlife Funding Fix	12
Youth Careers in Logging	13
Welcome New Members	17
Future Logging Careers Act	20
ALC Position Paper - Federal Regulatory Reform	22
As We See It ... May 2017	24
Don't Become a Statistic	25
ALC Quarterly Repot to the States	26
Computer Programs for Relationships	27
SCTPA 2016 Annual Report to ALC	28
ALC Council News	30
Carbon Beneficial Biomass	32
Business Leaders, Legislators Celebrate Passing of Roads Bill	34
SC Legislature Overrides McMaster's Veto on Roads Bill	35
Solar Farms or Tree Farms	36
McNair Lawyer Explains SC Gas Tax	37
MLC Committee Update	38
Be Pro Be Proud SC	39
Daddy's Poem	40
Mark Your Calendar	43



SCTPA Attends American Loggers Council Spring Visit to DC

SCTPA board members Danny McKittrick, Billy McKinney, Tommy Barnes and president Crad Jaynes attended the American Loggers Council Spring board



meeting on April 1st and visited with South Carolina U.S. House of Representatives and Senate offices on March 30th to promote issues affecting SC and the nation for the timber harvesting industry.

On the evening of Wednesday March 29th, the

SCTPA group had dinner with SC Third District Congressman Jeff Duncan. This was a pleasant evening and provided a chance to talk with Congressman Duncan. Jeff is a big supporter of our timber harvesting segment and the forest products industry overall.

It was still hectic on The Hill as the New Congress was still busy getting settled and taking up bills. Visits were made to the House and Senate offices with discussions held with staffers. Overall the visits were productive and assisted in promoting the ALC legislative items as well as presenting concerns from the Palmetto State.



Congressman Jeff Duncan
receives SCTPA President's
Award



Trey Gowdy staffer
Anna Raymond Bartlett



Mark Sanford Staffer, Jay Fields



Bill Imbergamo, Federal Forest
Resource Coalition



ALC Friday speaker session



Tom Rice Staffer, Walker Barrett



Senator Tim Scott staffer
Spencer Pederson



Erica Rhoad, USDA Undersecretary of
Agriculture appointment candidate

Promoting Agriculture and Rural Prosperity in America



Shortly after Sec. Perdue took office, the White House announced the signing of an Executive Order entitled "PROMOTING AGRICULTURE AND RURAL PROSPERITY IN AMERICA", which among other things creates an Interagency Task Force on Agriculture and Rural Prosperity that Sec. Perdue will lead.

The main purpose of the Task Force is to "identify legislative, regulatory, and policy changes to promote in rural America agriculture, economic development, job growth, infrastructure improvements, technological innovation, energy security, and quality of life." Some elements which are of particular interest to **state forestry** are:

(iv) empower the State, local, and tribal agencies that implement rural economic development, agricultural, and environmental programs to tailor those programs to relevant regional circumstances

(viii) promote the preservation of family farms and other agribusiness operations as they are passed from one generation to the next, including changes to the estate tax and the tax valuation of family or cooperatively held businesses;

(xiii) address hurdles associated with access to resources on public lands for the rural communities that rely on cattle grazing, timber harvests, mining, recreation, and other multiple uses.

Task Force is due to report back on its findings within 180 days, which is late October. We will be working to ensure our priorities and concerns are captured within the Task Force's work.

Trump Agriculture Task Force to Examine Public Land Use

By Ellyn Ferguson, CQ Roll Call, April 25, 2017

An executive order signed Tuesday (April 25) directs a newly created task force to look into regulations and laws that limit rural communities' use of public lands, create tax hurdles for heirs of farms and

agribusinesses or block rural employers' access to a reliable workforce.

President Donald Trump's order gives the Task Force on Agriculture and Rural Prosperity instructions to target areas the administration believes are priorities for rural and farm voters who voted for him.

Agriculture Secretary Sonny Perdue, who took the oath of office Tuesday from a fellow Georgian, Supreme Court Justice Clarence Thomas, is the task force's chairman. Perdue and task force members are left to fill in many of the details, although the order touches on the estate tax, a target of many agriculture groups that want it eliminated — although most farms are exempt. The groups also want greater access to public lands for rural communities with economies tied to logging, cattle grazing, mining and recreational activities.

The workforce language seems to allow leeway for the task force to delve into possible changes to the H-2A seasonal agricultural guest worker program. On Monday, the National Economic Council's agriculture special assistant, Ray Starling, told reporters that the administration wants to explore changes to the program.

The signing of the executive order came during a roundtable Trump had with 15 farmers, representatives of farm groups and state agriculture departments.

"Our farmers deserve a government that serves their interest and empowers them to do the hard work that they love to do so much," Trump said during the meeting.

Under the order, Perdue will assemble an interagency task force that includes representatives from all Cabinet-level agencies plus White House officials. The task force is expected to review and suggest changes to policies, regulations and statutes. The group has 180 days to send a report to presidential assistants for economic policy and domestic policy.



TEAM Safe Trucking Effort Moves Forward

TEAM Safe Trucking, a volunteer alliance committed to elevating the safety, performance, and professional level of the forest industry's transportation sector, is moving forward with its ambitious program. The group consists of key integral facets of the forest products industry: production (logging), consumption, insurance, associations and other advocates.

TST's revamped web site—teamsafetrucking.com—was launched in early March.

Ultimately, it will be loaded with tools to help advance the strength and standing of log/chip trucking. Resources will include tips for recruiting and retaining drivers; items to help owners move from reactive to proactive fleet management; suggestions for improving trucking efficiency; and ideas for enhancing the sector's public image.

The final draft of TST's comprehensive driver training module is nearing completion and soon will be available on the web site. According to TST officials, the intent is for this module to be used at the state level, as it can easily be modified to incorporate state-specific criteria.

The group now has restructured and refocused key committees, has new leadership, and its 501(c)3 non-profit status has been approved by the IRS, meaning that financial donations are tax deductible.

"More and more organizations are participating in TST and are 'buying in' to what TST is committed to achieve," says Jeremiah O'Donovan, the group's new president. "We're on track to make important strides this year and invite additional participation."

Donations to TEAM Safe Trucking, Inc. are welcomed and should be mailed to TST treasurer Joanne Reese at P.O. Box 785, Henderson, NC 27536.



SCTPA Comments: SCTPA is proud to be one of the founding logger association partners of TEAM Safe Trucking. As TST moves forward, the goal is to provide meaningful information for business owners and drivers to utilize in improving the log truck driver population to maintain, attract and train safe, qualified drivers.



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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

Skilled-Trade Workforce Development Initiative

25.8. (TEC: Workforce Pathways Funding Distribution)

\$950,000 Allocation

State funding is allocated to **State's Technical College System** to be used in collaboration with the **Associated Industries of South Carolina Foundation (501-C-3)**, the **SC Departments of Commerce** and the **SC Department of Employment and Workforce**.

Funding would be used to build and deploy a **mobile skilled professional jobs promotion workshop to promote careers in skilled trades**. The mobile workshop would be bolstered by an **interactive website and social media** marketing. *(Mirrored after Arkansas' BE PRO BE PROUD.)*

Emphasis would be placed on careers in various industries, including: Construction; Agriculture/Natural Resources/Forestry; Technology Services; and Transportation & Heavy Equipment.

This **funding** would be **accompanied by support from partnering agencies and the private sectors** that need these workers.

The mobile unit would travel the state and focus on **building interest in Middle School students**, and **directing High School students, at-risk students, and adults into skilled trades training** provided by the state technical colleges.

State-Funded and Administered, Private-Sector Driven & Supported

WE HOPE WE CAN COUNT ON YOUR SUPPORT TO HELP SOUTH CAROLINA GENERATE THE NECESSARY WORKFORCE TO MAINTAIN AND GROW THE STATE'S ECONOMY.





SCTPA Support Letter to SC U.S. House of Representatives and Senate Members

Letter was presented during SCTPA's visits to SC's House & Senate Offices

March 30, 2017

REQUEST FOR YOUR SUPPORT

The Honorable Lindsey Graham
U.S. Senate
290 Russell House Office Building
Washington, DC

Dear Senator Graham,

On behalf of the members of the SC Timber Producers Association, our board of directors and South Carolina's professional timber harvesters and wood suppliers, we are requesting your honorable support of two important issues vital to the sustainability of the Palmetto State's forest products industry.

Right to Haul Act

For many years, the American Loggers Council has been pursuing a revision to federal law to allow the state legal gross vehicle weight to utilize the interstate system within the individual state for the transportation of agricultural products including forestry products from timber harvesting sites to wood consuming markets. A two sentence revision can make this happen via Congressional action.

Federal interstates only allow 80,000 pounds GVW for a 5-axle truck and trailer. SC is blessed with an interstate system traversing the entire state. In SC, unmanufactured forest products (treelength roundwood, random log lengths and wood chips) are allowed to be trucked from timber harvesting sites to first market "on state roads only" with a state legal GVW of 84,272 pounds.

With SC's road and bridge infrastructure needing much maintenance, repair and replacement, being able to utilize the interstate system would allow our unmanufactured forest product loads to get off rural and state roads, get out of small towns, school zones, congested traffic areas, improve trucking efficiencies and most of all, improve the overall safety for all motorists and our drivers.

One of the greatest issues in SC for our industry's trucking is the over 400 weight posted bridges located mainly on state and rural roads. This creates logistical problems for routing trucks from timber harvesting sites to wood receiving mills. Any extra miles traveled to bypass a posted bridge or even a posted road is additional costs incurred by the truck owner. Traditionally, freight rates are based on the shortest distance to the wood receiving facility regardless of posted weight restricted

bridges and/or roads. Our timber harvesting segment is the most impacted sector of our state's forest products industry because of this issue.

Your support is requested to support a bill with the language proposed in the Right to Haul Act of 2014, H.R. 5201 introduced in the 113th Congress and even be a sponsor or co-sponsor to allow the SC legal GVW for unmanufactured forest products trucking to utilize the SC interstate system within SC.

Youth Careers in Logging

Timber harvesting for the most part are generational family owned and operated businesses similar to farming and ranching businesses. In order to sustain our logging businesses there is a need to bring more young people to the businesses due to an aging workforce. Timber harvesting equipment is technically sophisticated and logging practices are now safer than ever due to mechanized harvesting.

Via OSHA regulations an individual must be eighteen years of age to be on a logging site regardless of relationship to the business owner. Yet sixteen and seventeen year old children of farming and ranching business owners are allowed to work on the ground in their parent's business.

By allowing sons and daughters of logging business owners under their parents supervision to be trained from the ground up on mechanized operations to carry on the business is needed to sustain the business and industry.

On March 9 representatives Labrador (ID-01) and Poliquin (ME-02) re-introduced the Future Logging Careers Act. H.R. 1215 and S. 694 were introduced in the 114th Congress. This legislation would amend the Fair Labor Standards Act of 1938 so sixteen and seventeen year olds would be allowed to work in mechanized logging operations under parental supervision.

Your support of this legislation is requested, and even your consideration of being a co-sponsor to the legislation is appreciated. Senator, we appreciate your consideration of our requests to support of these issues. Our industry is vitally important to South Carolina and our country.

Sincerely,
Crad Jaynes
President & CEO

Tommy Barnes
SCTPA Board of Directors
Ideal Logging, Inc.
Edgemoor, SC

Danny McKittrick
SCTPA Board of Directors
McKittrick Timber, LLC
Heath Springs, SC

Billy McKinney
SCTPA Board of Directors
Highland Timber Co., LLC
Union, SC

THUNDERBOLT BIOMASS TO BUILD SOUTH CAROLINA WOOD PELLET PLANT



By South Carolina Regional Development Alliance | March 31, 2017

Thunderbolt Biomass Inc., a manufacturer of wood pellets from sawmill residuals, is launching new processing operations in Allendale County, South Carolina. The company is planning to invest \$6 million in the project, creating 35 new jobs.

At the new facility, Thunderbolt Biomass will produce industrial renewable fuel from biomass sourced from the area adjacent to the plant. Additionally, the plant will produce a variety of raw materials, such as sawmill residuals, forestry residuals, thinnings and in-woods chip operations. The facility will also produce horse and animal beddings, domestic fuel and more.

Located on an eight-acre site at 1624 Bluff Road in Allendale, South Carolina, the company's Allendale County operations will be housed in a 14,550-square-foot metal building. A wood pellet mill, with a capacity of 60,000 tons per annum, will also be installed on the site. Adjacent to the building will be raw material reception equipment, a dryer, storage silos, sieves, hammermills and environmental equipment.

Hiring for the new positions is pro-

jected to begin in the second quarter of 2017, and interested applicants should apply through SC Works.

The Coordinating Council for Economic Development has approved job development credits related to this project. Allendale County was also awarded a \$100,000 Rural Infrastructure Fund grant to assist with costs related to this project.

"Thunderbolt Biomass is very pleased to announce its plans for a new pellet mill in Allendale, S.C.," said Thunderbolt Biomass President Knox Grant. "We are very happy to be building this plant in an area of abundant forestry resources, infrastructure and with the active support of the S.C. Department of Commerce and the Southern Carolina Economic Alliance, whose personnel and expertise were critical in bringing this project to Allendale. We intend to be good partners in developing our business here, to hire locally as much as we can and look forward to many profitable years in this community." - Thunderbolt Biomass President Knox Grant

"Companies come to our state and invest in our people because of all our state has to offer, and we're excited to see what the future holds for Thunderbolt Biomass in Allendale County." - Gov. Henry McMaster

"South Carolina continues to see its manufacturing and forestry sectors grow and create jobs. Today's announcement from Thunderbolt Biomass builds on our state's success in these sectors, and I'm proud to welcome this terrific company to Team South Carolina." -Secretary of Commerce Bobby Hitt

"Thunderbolt's investment reflects its confidence in our state's abundant forest resource and the many landown-

ers who sustainably manage their woodlands. This facility will join the hundreds of other mills in South Carolina that contribute to forestry's rank as one of the leading manufacturing sectors in terms of jobs and labor income." -South Carolina State Forester Gene Kodama

"Allendale County welcomes Thunderbolt Biomass to our industrial community. The company will be providing 35 jobs with good salaries, and every one of those jobs represents a family whose future will be improved by a good job with a nice income. That's how we will improve the quality of life for the people of our area." -Allendale County Council Chairman Bill Robinson

"Thunderbolt Biomass will be an outstanding addition to our region's forest products industry sector, and we look forward to having this green industry locating in our region. Southern Carolina Alliance will continue to work with Thunderbolt Biomass to create the best conditions possible for a profitable bottom line, providing job creation in our communities." - Southern Carolina Alliance Chairman Buddy Phillips

"The people of Allendale County are proud that Thunderbolt Biomass has selected Allendale County for their biomass pellet manufacturing operation. We believe it speaks to the quality of our workforce and the strength of our resources in wood products. We are grateful for their \$6 million investment and the creation of 35 high-paying jobs." -Allendale Aeronautics and Economic Development Commission Chairwoman Barbara Lewis



LOGGING MATS

**Double-Bolted Ends
Full
2-Inch x 8-Inch x 16-Foot
Oak Mats**

**Contact
MAC's Farm Supply
7051 Cottageville Hwy
Round O, SC 29474
843-835-5050
Mac McClendon**



Mats in shown photos are not actual MAC's Farm Supply products
& shown for viewing purposes only.

MOVE MORE WOOD FOR LESS.

Looking to move the most wood at the lowest cost? Choose a John Deere grapple skidder, which combines faster ground speed and load gathering with superior fuel efficiency. What really sets them apart is their ability to keep wood moving in any type of terrain — from steep slopes to swamp conditions to fat land. For performance that will move your operators to do their best — and move a whole lot of wood.

— THE FLINTCO FAMILY OF COMPANIES —



Albany, GA Cuthbert, GA
Americus, GA Pelham, GA
Colquitt, GA Sycamore, GA
Cordele, GA Sylvester, GA

229-432-7468



Albany, GA Brunswick, GA Macon, GA
Adairsville, GA Columbus, GA Savannah, GA
Andrews, SC Cuthbert, GA Simpsonville, SC
Atlanta, GA Dothan, AL Troy, AL
Aynor, SC Grovetown, GA Walterboro, SC
Brashton, GA Ladson, SC West Columbia, SC

229-888-1212



Albany, GA North Carolina
Alabama South Carolina
Florida Tennessee
Georgia The Caribbean

229-888-1900

WORKING TOGETHER TO MEET THE TRANSPORTATION NEEDS OF THE TIMBER INDUSTRY



Offering Trailer Sales, Finance, Service and Parts

CRTS is proud to be the authorized dealer for Utility, Peerless, MAC, Wilson, Trailstar, Stoughton and Kentucky. We offer one of the largest inventories in the Southeast with new and used trailers of all makes and models. Also, customized spec's are our specialty. Our design engineers can assist you in creating a unit to meet your specific needs.

Utility - Reefers, Dry Vans, Flatbeds, Tautliners
Peerless - Open Tops, Chip Trailers, Live Floors
MAC - Dumps, Refuse Trailers, Flatbeds
Wilson - Hopper Bottom and Conveyor Belt Trailers
Stoughton - Dry Vans
Kentucky - Moving Vans
Trailstar - Dump Trailers

**Call CRTS 800-662-7026
or 919-773-4000
www.crtsinc.com**

"Locations in North Carolina, South Carolina and Virginia"



Commonwealth Trailer Rentals



Offering Trailer Leasing and Rental Programs

CTR offers a wide variety of leasing programs as well as short term rentals for peak season. CTR boasts one of the newest live-floor fleets in the southeast. We also offer late model refrigerated trailers.

**Call CTR 866-839-3495
www.rentctr.com**

CTR LOCATIONS

**MARYLAND - VIRGINIA
NORTH CAROLINA - SOUTH CAROLINA
GEORGIA - ALABAMA - TENNESSEE - FLORIDA**

(Baltimore and Orlando pick up and drop off available)



Timber Talk *Your Voice for South Carolina Timber Harvesting*

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



SCTPA Letter to U.S. House & Senate Members

Letter was cover to information package presented during SCTPA March 30th visits.

March 30, 2017

The Honorable Tim Scott
U.S. Senate
717 Hart House Office Building
Washington, DC

Dear Senator Scott,

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

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

Our overall forest industry ranks first in employment including our professional timber harvesting, supplying and trucking businesses with an overall payroll over \$2 billion and over 90,000 employed workers.

Our nation and state's forest products industries compete in the global marketplace. Our economies of scale within our own segment of professional timber harvesting, supplying and trucking have witnessed changes in our markets. The economic upturn has been helpful to timber harvesting businesses and our rural communities supported by the forestry industry.

Yet there are challenges threatening our timber harvesting segment such as the availability of auto liability insurance for unmanufactured forest products trucks and the extremely high costs for this coverage even for good operators with favorable accident histories and safe drivers. Coupled with the insurance crisis is the shortage of safe, qualified drivers to operate timber hauling units.

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

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

Alternative markets for the utilization of wood and woody biomass for the production of renewable energy, wood pellets and bio-fuels and other bio-related products has increased. These markets are needed and would improve availability of wood markets.

These alternative markets not only help the timber supply and timber harvesting segments, but also helps forest landowners and rural communities for economic enhancement via jobs, local boost to their economy and overall contributions to our state and nation's economy.

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

Technology is becoming available to utilize woody biomass for the processes to convert woody mate-

(Continued on page 11)

(Continued from page 10)

rial to various products. These processes are environmentally safe, efficient, “green in nature,” improve our air and climate, sequester carbon, create jobs and are good for the utilization of our sustainable and renewable forest resources.

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

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

- Support the **Right to Haul Act, H.R. 5201**, introduced in the 113th Congress to allow State Legal Gross Vehicle Weights for Agricultural Commodity Loads including Unmanufactured Forest Products to be trucked on the Interstate Systems **within** each state to improve highway safety, transportation logistics, reduce costs, improve motorists and truckers safety and reduce truck loads on rural and state highways by amending the United States Code, Title 23, Chapter 1, Subchapter 1, Section 127(a) by adding the following paragraph:
“Notwithstanding subsection (a), individual State weight limitations for an agricultural commodity that are applicable to State highways shall be applicable to the Interstate System within the State’s borders for vehicles carrying an agricultural commodity.”
American Loggers Council Position Paper Included.
- Support the **Youth Careers in Logging Acts** introduced in the 114th Congress as **H.R. 1215 and S. 694** to extend the agricultural exemption now enjoyed by farmers and ranchers to professional loggers with fully mechanized operations to train their sixteen and seventeen year old sons and daughters to carry on the family logging business and sustain the profession.
American Loggers Council Position Paper Included.
- Support Federal Regulatory Reform via the **Regulatory Accountability Act H.R. 5**. This Act directs the executive branch to fulfill its statutory goals in the least costly fashion and look for more public input to find the most efficient regulatory solutions possible by amending the Administrative Procedures Act. The key to the Regulatory Reform Act is that it does not dismantle the regulatory state. Rather, the legislation divides it between general restrictions that are needed to keep society functioning and the high-impact or transformative regulations that cost billions of dollars each year impacting jobs and the economy.
American Loggers Council Position Paper Included.
- Support **Forest Management in a Wildfire Funding Fix, H.R. 2647** to reform and stop the practice of fire-borrowing” where the U.S. Forest Service “borrows from one line item in their budget to meet the need of escalating fire suppression activities. This practice often times takes critical dollars from forest management projects such as fuels treatment, stewardship contracting and the federal timber sale programs that could help to prevent catastrophic fire events. Even more importantly generate funds to do more work in fuels treatment projects, stewardship contracting and forest timber sale programs that would make our nation’s forests more fire resilient, healthier and create jobs in the rural communities that are depending on a stable source of wood fiber for their economic vitality. H.R. 2647 provides a bipartisan path forward, and should be a framework for any potential forest management and fire-borrowing fix legislation.
American Loggers Council Position Paper Included.
- Support actions and legislation to recognize **Carbon Beneficial Biomass**, Renewable Biomass, as a carbon beneficial fuel for utilizing the forests’ energy and climate benefits to displace traditional fossil fuels, promote economic growth and act as a stimulus to rural economies and biomass utilization reduces greenhouse gases and improve forests. Congress should take actions to

(Continued from page 11)

have the EPA recognize biomass as carbon beneficial throughout federal agencies to create regulatory stability, change existing tax law to allow biomass to receive the same tax benefits as wind for example and create a National Renewable Fuels Portfolio treating biomass equally amongst all renewables and provide sustainability.

American Loggers Council Position Paper Included.

- Support increased funding for road and bridge improvements to better serve our wood supply chain and businesses nationwide. Our infrastructure is in dire need of improvements to allow for more efficiencies in transportation logistics.
- Support legislation to reduce the tax burdens placed on small businesses to help stimulate economic recovery and growth.

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

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

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

Sincerely,

Crad

Crad Jaynes
President & CEO

Treat the Disease Support Forest Management in a Wildfire Funding Fix

Our national forests have been in a continuous state of declining health for at least two decades. Not only are more wildfires burning federal lands, but they burn hotter, faster, and destroy more acres. This year alone, over 57,000 wildfires burned over 5.1 million acres of land. These fires choked our air with smoke, and polluted our waterways with ash and debris.

In years past, federal land management agencies have been forced to borrow from land management and other important activities to fight wildfires. Agencies are then left with fewer resources to conduct thinning, timber harvests, and controlled burns, which can reduce the severity of wildfires. This fire-borrowing cycle negatively impacts fiscal and forest health.

However, solving the fire-borrowing problem alone is the equivalent of treating symptoms but not the underlying disease. Even if Congress fixes fire-borrowing, land management agencies are subject to constant red



tape and legal threats that hinder their ability to carry out the needed operations to protect and improve federal landscapes.

In July 2015, the House acted on this principle in a bipartisan manner, when it passed HR 2647, the Resilient Federal Forests Act. This legislation would end fire-borrowing in a fiscally responsible manner, and also make necessary changes to forest management practices by building on the 2014 Farm Bill's categorical exclusions, expediting the removal of dead trees after a wildfire, and timber harvesting in areas impacted by pine beetle infestation. Better management of our forests will help to reduce the severity of wildfires, improve environmental quality, and save taxpayers money in the long run. **HR 2647 provides a bipartisan path forward, and should be a framework for any potential forest management and fireborrowing fix legislation.**

We urge members of Congress to fix both of these problems simultaneously. It is the best way to ensure that our forests stay healthy and resilient, while also protecting agency budgets.



Youth Careers in Logging

The American Loggers Council (ALC) is a non-profit organization representing professional timber harvesters in 32 states. It is our goal to ensure the health of the industry and in so doing support entrance of youth into this important economic sector of our country, opening up opportunity that is already afforded to farmers and ranchers to professional timber harvesters. Like farming and ranching, the timber harvesting profession is often a family run business where the practice and techniques of harvesting and transporting forest products from the forest to receiving mills is passed down from one generation to the next.



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

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

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

Other agricultural businesses, including farmers and ranchers, enjoy exemptions to existing child labor laws that permit family members between the ages of sixteen and seventeen to participate in and learn the operations of the family businesses under the direction and supervision of their parents. However, young men and women under the age of eighteen who are members of families that own and operate timber harvesting companies are denied the opportunity to work and learn the family business because of current child labor laws.

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



AN EXPERIENCE-DRIVEN UNDERSTANDING OF THE FOREST INDUSTRY

We understand your business. We deliver quality service. We would love to serve you.



FM: Workers' compensation specialist serving logging, sawmill and wood products manufacturing businesses since 1971.

FM: Loss control, specialized training, other value-added services

FM: Workers' Comp Program endorsed by:

- ◆ Carolina Logger's Assn.
- ◆ NC Forestry Assn.
- ◆ Tennessee Forestry Assn.
- ◆ Virginia Loggers Assn.
- ◆ SC Timber Producers Assn.

Forestry Insurance Specialists:

Eddie Campbell—919-770-6132
 Jimmie Locklear—910-733-3300
 Nick Carter—803-669-1003
 Chris Huff—919-810-9485
 Alan Schaefer—912-414-9778



801 Jones Franklin Rd. ◆ Raleigh NC 27606
www.forestrymutual.com
 Toll-free: 800-849-7788

Proudly serving NC, SC, VA, TN & GA



Serving South Carolina for
over 65 years
with quality forestry
equipment, parts & service

CONWAY, SC
(843) 397-9400

WALTERBORO, SC
(843) 538-3122

NEWBERRY, SC
(803) 276-8030

POLKTON, NC
(704) 272-7685

ELIZABETHTOWN, NC
(910) 247-6391

TIDEWATER EQUIPMENT COMPANY

featuring:

Tigercat®
Tough • Reliable • Productive



MORBARK®



PROUD SUPPORTERS OF THE
SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION



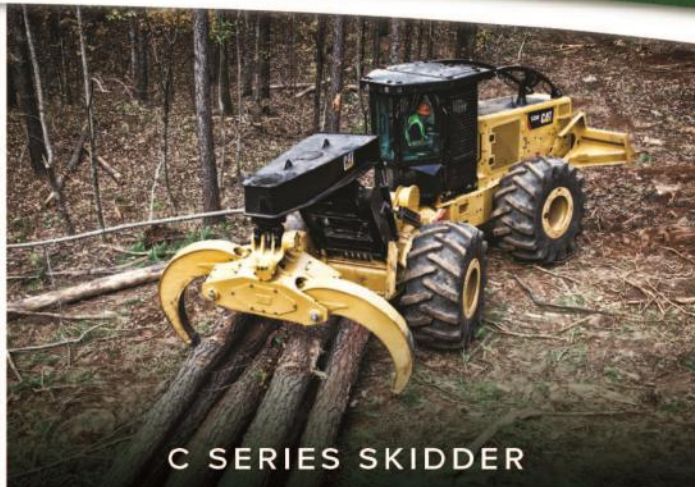
Blanchard 

YOUR SOURCES FOR NEW AND USED FORESTRY EQUIPMENT

With locations in Columbia, Florence, Georgetown, Simpsonville and Walterboro,
your dependable Parts, Service and Sales partners are just a phone call away.



553C FELLERBUNCHER



C SERIES SKIDDER



5900 PETERSON



4750 GRINDER



Peterson
an Astec Industries Co.



COLUMBIA • FLORENCE • GEORGETOWN • SIMPSONVILLE • WALTERBORO



CHAT WITH US AT BLANCHARDMACHINERY.COM
OR CALL 1-844-BLANCHARD (1-844-252-6242)



Interstate

TIRE SERVICE

Pelzer,

South Carolina

888-641-6058



K516 Model,

11R22.5 30/32nds - \$237 Ea*

K516 Model,

11R24.5 30/32nds - \$253 Ea*

**All Tires Are
Smart Way Approved** →

ah13rn



ag57dh



K216 Model

295/75R22.5 • 19/32nds

← **All Tires Are
Smart Way Approved.
\$215 Each***

***While Supplies Last**

WELCOME NEW MEMBERS

SCTPA welcomes our New Members & Restart Members.
Your support is appreciated.

Timber Products, Inc., *Tillman*
Nole Boys Logging, LLC, *Moncks Corner*
Southern Pines Land & Timber, LLC, *Charleston*
Snider Fleet Solutions, *Greenville*
Elliott Sawmilling, *Estill*
Chuck Burton Grading, *York*
Pemberton, Inc., *Longwood, FL*

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

IS YOUR INSURANCE COMPANY WILLING TO GET ITS BOOTS MUDDY?



Our team knows what it takes to work in the logging business. They've been in your shoes and have used their experience to design products specific to the logging industry... Products to keep you and your business protected.

For more information
contact Art Laney today!

Office: (803) 451-5831

Cell: (803) 530-9010

alaney@hrinsurance.com

- **Guaranteed Cost**
- **Casualty Lines Include:**
WC/GL/CA/Umbrella
- **Inland Marine/Equipment**
- **Local Branch Office**



Proud Sponsor Of The
American Loggers Council

Hawkins Rawlinson

INSURING THE FOREST PRODUCTS INDUSTRY

140 Stoneridge Drive, Suite 255 Columbia, SC 29210



ENGINEERED TO DOMINATE THE HARSHTEST CONDITIONS.

You need to get the most out of every acre. That means you need to get the most out of your machines in the most extreme conditions every season has to offer. Our specially formulated engine oils and greases are engineered for extreme performance, wear protection and extended equipment life. To experience all that Lubrication Domination® yields, count on Mystik® Lubricants.



Visit MYSTIKLUBES.COM to discover our full line of products and order today from



Brewer-Hendley Oil Company
North and South Carolina • 844-245-8237



Mystik Lubricants warrants that its lubricants (the "Product") meet the standards and specifications set forth on the Product, the packaging of the Product and the Product Information Sheets. For more information, please visit <https://www.mystiklubes.com/warranty.jsp>.



Future Logging Careers Act: *Training the Next Generation, Safely and Legally*



By Danny Dructor

The American Loggers Council has made passing the Future Logging Careers Act a top priority in the 115th United States Congress. We're very pleased with the bipartisan support it is receiving in both the U.S. House and Senate. This is a credit to the hundreds of loggers who have contacted their representatives in support of the legislation. We need to keep up the calls and emails to Congress. In a moment I'll tell you how you can get involved.

It's become clear over the past several weeks that some in the news media, and some who follow ALC's Facebook page, don't have a clear understanding of what the Future Logging Careers Act actually does, and what it doesn't do. For example, a Washington D.C. reporter wrote a story last month attempting to link our bill to a very tragic accident involving an 18-year-old logger in Washington State.

Simply put, the Future Logging Careers Act is intended to give 16- and 17-year-olds hands-on training in mechanized timber harvesting in a safe and legal setting, under parental supervision. The bill is aimed at helping family-owned logging companies that wish to keep their sons and daughters in the profession. The Future Logging Careers Act, as its name suggests, is all about recruiting and retaining the next generation and to help families continue to run professional logging businesses.

The text of the legislation is straightforward. It extends an existing agricultural exemption-- now enjoyed by family farmers and ranchers-- specifically to family-owned logging companies.

For the purpose of amending the Fair Labor Standards Act, the bill defines logging as "the felling, skidding, yarding, loading and processing of timber by equipment other than manually operated chainsaws and cable skidders; the felling of timber in mechanized operations; the bucking or converting of timber into logs, poles, ties, bolts, pulpwood, chemical wood, excelsior wood, cordwood, fence posts, or similar products; the collecting, skidding, yarding, loading, transporting and

unloading of such products in connection with logging; the constructing, repairing and maintaining of roads or camps used in connection with logging; the constructing, repairing, and maintenance of machinery or equipment used in logging; and other work performed in connection with logging."

Now for what the bill doesn't do: the Future Logging Careers Act does not permit 16- and 17-year-olds "the manual use of chain saws to fell and process timber and the use of cable skidders to bring the timber to the landing." Unfortunately, this important point was missed in the news story that misinterpreted our bill.

Safety is an issue that should unite all professional timber harvesters. ALC is deeply committed to promoting safety in the woods, and on the roads, in the hope that someday logging is not included in the annual list of "America's Most Dangerous Professions." Nobody wants to put young and inexperienced loggers in dangerous situations. The Future Logging Careers Act is one solution to promote safety for the future, and help young loggers learn the trade in a supervised setting.

The Future Logging Careers Act is gaining support as more members of Congress learn about the bill, and understand why supporting family-owned logging businesses and recruiting and retaining the next generation of loggers are so important. If you haven't already, contact your House and Senate members and ask them to sponsor and support the bill. You can do this in just two minutes by visiting <https://www.votervoice.net/iframes/HFHC/Campaigns/48964/Respond>. Together, we can pass this simple measure as one way to strengthen our profession for the future.

Danny Dructor is the Executive Vice President for the American Loggers Council with offices near Hemphill, Texas. The American Loggers Council is a 501 (c)(6) not for profit trade organization representing professional timber harvesters in 32 states across the United States. If you would like to learn more about the ALC, please visit their web site at www.amloggers.com, or contact their office at 409-625-0206.

PALMETTO STATE INSURANCE AGENCY, LLC

- Workers Compensation
- General Liability
- Business Auto
- Equipment
- Property Umbrella
- "Distressed Auto"
- And more...

Programs for:
Logging, Trucking, Foresters, Sawmills,
Construction, Farms & Agribusiness



Circle of Excellence Partner
BITCO INSURANCE COMPANIES

BEST COVERAGE IN THE WOODS
803-785-7742

P.O. Box 967, 141 Charter Oak Rd.
Lexington, SC 29071 www.PSIAgency.com





American Loggers Council Position Paper Federal Regulatory Reform

The American Loggers Council supports sensible laws and regulations that are necessary to protect the public. Our members are committed to the wise and sustainable use of our natural resources.

Professional timber harvesters in the United States are subject to the most rigorous environmental laws in the world. Though well-intentioned, many laws affecting our industry have become misapplied and misinterpreted through administrative rule-making and litigation. Today's federal regulatory structure has become counterproductive and costly to our small, predominately family-owned businesses. It no longer serves the needs of our forests, natural resources, communities and national economy.

That's why the American Loggers Council has joined the U.S. Chamber of Commerce and an additional 614 other organizations in all 50 states in supporting swift action on the Regulatory Accountability Act (RAA), H.R. 5, that directs the executive branch to fulfill its statutory goals in the least costly fashion and look for more public input to find the most efficient regulatory solutions possible.

The RAA is the first attempt to substantively amend the Administrative Procedure Act, the guidebook of the federal regulatory state, since its enactment in 1946. The key to the RAA is that it does not dismantle the regulatory state. Rather, the legislation divides it between general regulations that are needed to keep society functioning and high-impact or transformative regulations that cost billions of dollars each year and that have a nationwide impact on jobs and the economy.

The U.S. Chamber of Commerce's analysis of the regulatory state found that of the approximately 4,000 regulations published annually only a few—under 25 regulations—would be deemed transformative. By focusing only on high-impact, transformative regulations, Congress can control overreaching regulations while allowing the day-to-day operations of agencies to function. Under the RAA, the public would get an earlier opportunity to participate in shaping the most costly and transformative regulations.

When an agency first decides to write a high-impact rule, it would be required explain to the public why the regulation is necessary, how it will affect business, jobs and the economy, and why the rule is the best available alternative. After evaluating the impacts of the proposed rule, agencies should select the least costly regulatory alternative that achieves congressional intent. Independent federal agencies would be held to the same standards of transparency and accountability as executive agencies.

The RAA would also allow the American people the right to verify that high-impact proposed rules are feasible, cost-effective, and well-supported by good scientific and economic data. Finally, before awarding deference to agency decisions, a court must find that the agency addressed all standards mandated on the agency by Congress.

It is time for Congress to present a regulatory package to the president that restores its ability to place limits on agency rulemaking. If regulatory reform cannot happen when Congress and the president are of the same party, it is unlikely to ever happen and the ability of Congress to control agency overreach will continue to diminish. It is time for impactful regulatory reform, which the American Loggers Council supports and that the Regulatory Accountability Act, H.R. 5 can deliver.



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

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

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

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

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

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

“(j) State Agricultural Exemptions. –

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

“(2) AGRICULTURAL COMMODITY DEFINED.—The term ‘agricultural commodity’ means any agricultural commodity (including horticulture, aquaculture, and floriculture), food, feed, fiber, forestry products, livestock (including elk, reindeer, bison, horses, or deer), or insects, and any other product thereof.”.

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



OPPORTUNITY KNOCKS

Ken Martin – President, American Loggers Council

It is said that opportunity knocks. We have new leadership in Washington with the election of President Trump. As this new, pro-business administration moves forward putting appointments in place, we are very hopeful that many of the issues we have talked about and lobbied for, may finally be heard and acted upon.

We see the opportunity for improving the management of our forests, including setting new policy that directs timber harvest, reducing hazardous fuels, and thinning to keep our forests healthy and vigorous for those who enjoy hiking, fishing, hunting and other forms of recreation. We have seen, for far too long, the effects of not having active management of our National Forests and other Public Lands. The result is the astronomical cost of fighting wildfires which has skyrocketed the last few years. The U.S. Forest Service is forced to spend much needed forest management funds on fighting wildfires. It is actually pretty simple – the lack of forest management is contributing to increase in wildfires and the cost of fighting them. As President Trump's choices unfold, we are mostly encouraged by a change in philosophy from preservation and setting aside to conservation. We all want to enjoy the beauty of our vast natural resources, fully expecting that our forests be managed. For many years we have seen how inter-connected our industry is with transportation. We now have the opportunity to address an aging and crumbling infrastructure system. We must continue to fight for funding for rural roads and bridges that are so vital to the transportation of our forest products. We need a safe, reliable highway system on the Federal, State and Local level. We need reasonable trucking regulations as they pertain to logging transportation issues. Our interstate system as built to a higher standard to transport heavier loads for a better flow of traffic through congested areas. We need a federal standard for the transportation of forest products on our

interstate system that takes out local politics. Everyone is seeking revenue. We must step up and speak of the impact that the neglect of rural roads and bridges is having on the forest products industry.

With the change in administration, opportunity will hopefully come with leadership understanding the consequences of overregulation. It has been said that government regulations are the biggest obstacle and cost to business growth and expansion. Put simply, regulations cost businesses millions of dollars each year.

Take advantage of this new opportunity to let your thoughts be heard. America was once a world leader in technology, manufacturing, and military strength. Today we stand at the threshold of a new day with an opportunity to step forward and renew our leadership in the world. This is our chance to stand up and be heard. Opportunity has knocked. Become proactive for issues affecting our forest products industry. Do not let opportunity pass you by.



Ken Martin is the President of the American Loggers Council. Ken, his wife Sandy and sons Brent and Brad own and operate Mar-Cal, Inc. with headquarters in Mendenhall, Mississippi. Brent and Brad having much of the day-to-day management of the family-owned timber management/harvesting operations.

The American Loggers Council is a 501 (c)(6) not for profit trade association representing professional timber harvesters and log truckers in 32 states across the United States with headquarters near Hemphill, Texas.



Don't Become a Statistic

JJ Lemire

One item released from the US Federal Highway Administration each year tells a chilling story about driver safety.

- **EVERY 21 MINUTES: A road departure fatality occurs.**

Each day across America millions of truck drivers haul products to support our economy. Trucking plays a huge role in the wood products industry from logs to finished furniture. Trucking is the way our industry moves its products to market. Once the truck leaves the logging job, warehouse, plant or mill, drivers are on their own and away from direct supervision. There is a huge amount of responsibility and liability based upon the driver's decisions and actions.

Recently a number of truck wrecks, some proving fatal, have occurred. Each driver that was killed was a family member that did not go home at the end of the workday. The most common causes of accidents involve driver distractions such as talking on a cell phone or CB radio, becoming sleepy from long hauls, and boredom.

In order to reduce the number of road departure fatalities, we recommend that you hold regularly scheduled safety meetings to help keep safety awareness at a high level. Some topics to discuss include:

- Make sure all medical requirements are met for drivers with commercial licenses.
- Do a thorough pre-trip inspection of the truck and trailer.
- Has scheduled maintenance been completed?
- Are the brakes and tires serviceable?
- Check the load often. Tighten binders and chains frequently.
- Know your load. A double bunk load of cut logs pulls and handles differently than a load of tree-length wood. Pallets and finished furniture handle differently than wet or dried packs of lumber or chips.
- Use your seat belt.
- Drive alert and avoid distractions - Do not use cell phones while driving.
- Constantly scan your mirrors. Be aware of blind spots.
- Adjust your speed for the driving conditions you encounter.
- Do not do anything that can impair judgment before or during your trips.
- Be aware of following distances, your truck doesn't stop on a dime.



Accidents can be prevented. Lowering risk through safety awareness reduces the chance of an accident. Taking the time to hold safety briefings with your trucking employees will demonstrate your concern for them. Let's get everyone home safe each day. Drive safely - make safe driving a lifelong habit

\$AFETY PAYS



American Loggers Council Quarterly Report to the States January 1, 2017 –April 1, 2017

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

Legislative Committee

The ALC Legislative Committee, chaired by Jim Geisinger, held a conference call on February 21 to develop a strategy for this session of Congress and to plan for the Spring Board meeting in Washington, DC. The top priorities identified for 2017 include:

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

Communications

The ALC Communications Committee, chaired by Brian Nelson reported that the ALC developed a new ALC brochure explaining what the ALC does on behalf of loggers, and why loggers should support the ALC as Individual Logger Members. The brochure is being distributed at various trade shows and the ALC has participated in several trade shows and state logging association annual meetings to date.

The ALC has also developed a new bumper sticker with the message “Loggers Working for Loggers” that is being distributed at the trade shows as well as copies of the 2016 Annual report that was completed in early March.

The ALC has distributed two national press releases utilizing PRNews, the first outlining our priorities for the Trump administration and the 115th Congress, and the second announcing the reintroduction of the Future Logging Careers Act, H.R. 1454 by Congressmen Labrador (R-ID) and Poliquin (R-ME).

The ALC Facebook page has gained over 7,700 new followers since January 1 with a goal of picking up a total of 19,000 new followers in 2017.

All position statements on the ALC website have been reviewed and edited to reflect the current Congress and other updates to the site include logger news, sponsor updates, and calendar events.

Nick Smith continues to distribute a monthly newsletter for the ALC that includes the latest edition of the “As We See It” editorial.

Membership

Membership Committee Chair, Myles Anderson reported that the 2017 Sponsorship drive was going well with \$143,750 already committed and that more were expected to be responding soon.

Myles reported that there were 16 Individual Logger members already signed up in 2017 and that there was total of 21 in 2016.

The ALC continues to try and recruit new state association into the organization in 2017.

Travel

Travel in the 1st Quarter of 2017 included a February trip to South Carolina where Danny Dructor met with Team Safe Tucking members and discussed options and opportunities for driver training programs and working with the group to keep qualified, insurable drivers in operation.

In late February, Danny traveled to Eugene, Oregon for the Oregon Logging Conference where he set up and worked a booth for the ALC. At that

(Continued on page 27)

(Continued from page 26)

conference, he was able to obtain email addresses for many loggers who are now signed up on the monthly newsletter.

In late March, members of the American Loggers Council met in Washington, DC for their annual Fly-in and Spring Board of Directors meeting. There were approximately 80 attendees for the Fly-in, including new representation from Vermont, Connecticut, Massachusetts, New York, and Rhode Island.

Other Highlights

The ALC was able to bring the Forest Resources Association along to visit with them on the hill in support of their truck weight proposal. This is significant because for the first time in 20 years, both of the groups are working off of the same language.

There have been several teleconference calls in the first quarter with both the Wood Supply Research Institute (WSRI) and the Team Safe Trucking (TST) group with logger input into both efforts. Crad Jaynes will be term limited out as Chair of the WSRI, but will remain on as participant and Danny Ductor has been appointed to the WSRI Board of Directors. Ken Martin, current ALC President, has also been nominated to serve on the WSRI Board and is expected to begin his duties in May.

The ALC Master Logger Certification Committee is considering a proposal from the Trust to Conserve the Northeast Forest and the Professional Logging Contactors of Maine to improve the marketing and promotion of the ALC MLC program to be discussed further in July.

The American Loggers Council is moving forward, thanks to all of the support from our many sponsors as well as the dues that our State and Regional Logging Associations continue to provide. Because of those funding sources, the ALC has been able to increase its outreach to the public in general via social media and other venues to be able to put a face on the loggers that we represent. The first quarter of 2017 has been very successful in terms of reaching goals and continuing to follow the vision of the strategic plan that was approved last year.

Computer Programs for Relationships

A woman who submitted the tech support message below (about her relationship to her husband) presumably did it as a joke. Then she got a reply from tech support that was hilarious and genius!



The query:

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slowdown in overall system performance, particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0. In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, and then installed undesirable programs such as: Premier League 3.0, Six Nations 2.6 and Golf Clubs 4.1. Conversation 8.0 no longer runs, and House cleaning 2.6 simply crashes the system. Please note that I have tried running Nagging 5.3 to fix these problems, but to no avail. What can I do?

Signed, Desperate

The response (that came weeks later out of the blue):

Dear Desperate,

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an operating system.

Please enter command: I thought you loved me.html and try to download Tears 6.2. Do not forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5.

However, remember, overuse of the above application can cause Husband 1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0, or Beer 6.1. Please note that Beer 6.1 is a very bad program that will download the Farting and Snoring Loudly Beta version. Whatever you do, DO NOT, under any circumstances, install Mother-In-Law 1.0 as it runs a virus in the background that will eventually seize control of all your system resources.

In addition, please do not attempt to re-install the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0. In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Cooking 3.0.

Good Luck! Webmaster



SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION
2016 ANNUAL REPORT
American Loggers Council Annual Meeting
Panama City, FL

Crad Jaynes, President & CEO



South Carolina endured a horrific 2015 fourth quarter with the state receiving record rainfall levels beginning the first of October resulting in significant flooding around the state. Timber harvesting operations were hit very hard due to the number of days lost in the woods due to wet and "mo wet" ground and log road conditions, closed state roads and bridges washed out or damaged creating trucking logistical issues. Loggers in the coastal regions lost as many as 21 working days, midlands loggers 10 to 12 days and piedmont loggers up to 10 lost days based on SCTPA's survey. The wet weather and conditions carried through the fourth quarter and into the first two and a half months of 2016. Mill inventories suffered as well due to the reduced amount of wood deliveries. Some loggers due to the financial hardships closed shop while others traveled as far away as 120 miles or more to operate. A terrible five month period for SC's timber harvesting industry.

SCTPA entered its 17th year with our "What Is The Issue... Trucking" Annual Meeting in Myrtle Beach, SC, February 2016. With the industry and economy improving the trucking of unmanufactured forest products (UFP) from the harvesting sites to mills has grown to be a major issue because of increasing insurance costs, fewer insurers for wood trucking vehicles, finding and retaining safe, qualified drivers, higher operating costs, lower profitability and the increase of accidents involving wood trucks. The attendance was outstanding as over 400 attended our annual meeting.

SCTPA proudly welcomed several outstanding speakers. American Loggers Council President Richard Schwab provided insights into ALC national activities, information on his company's history and timber harvesting operations in Florida. Forestry Mutual Insurance Company's Jimmie Locklear and Keith Biggs and Randy Hervey of BITCO Insurance Companies presented Team Safe Trucking and talked about the log trucking crisis regarding auto liability availability, costs and UFP trucking accidents. Mike Lucas of The Lucas Group, a trucking

consultant company, reviewed the complexities and regulations of the FMCSA's Compliance Safety Accountability (CSA) program. Our Saturday luncheon speaker was Kathy Abusow, President of Sustainable Forestry Initiative, presented "SFI... Then and Now." Kathy described SFI's history and advancements to being a globally recognized credible forest certification program to sustain our nation's forests.

Austin Logging, Inc., Gaston, SC, was presented with the 2015 Logger Activist Award for their outstanding timber harvesting business, their sincere commitment to community involvement, sustainable forestry education and support of SCTPA and their profession. Donnie Lambert, Leo Lambert Logging, Inc., Georgetown and Billy Walker, Walker & Walker Logging, LLC, Laurens were re-elected to four-year terms. The Forestry Mutual Insurance Company SC Logger of the Year was awarded to Danny McKittrick, McKittrick Timber, LLC, Heath Springs for their outstanding business and outstanding safety program. Swamp Fox Agency, LLC awarded their Timber Industry Leadership Award to Frampton Ferguson, Ferguson Forest Products, Inc., Luray. Frampton is a former SCTPA board member. The SCTPA President's Award was presented to Cam Crawford, President SC Forestry Association for his and their association's partnership with SCTPA and Mike Rushton, retired forester Norbord South Carolina, Inc. for his support of SCTPA and his work in the industry. There were twenty-nine inside exhibitors and many outside exhibitors displaying trucks, trailers, logging equipment and chippers.

The winter was very wet and impacted production, but it was strange as the mills maintained good inventories. Summer brought extremely hot triple digit temperatures and dry ground across the state for a prolonged period. Markets remained good, but quotas kicked in this summer. Overall production appeared to remain steady. Bottom line was... SC Logged On!

With the economic recovery and steady markets,

(Continued on page 29)

(Continued from page 28)

loggers saw reductions in fuel costs and the logger attrition slowed with startup timber harvesting businesses coming on line and existing operations expanding.

South Carolina's legislative session was active for forestry issues. Highway and bridge improvement funding was again the "hot" issue. Finally the House and Senate came to an agreement and Governor Haley signed a funding bill for improvement, construction and maintenance of SC's poor infrastructure. The funding will provide a boost in available funds now and recurring funds and provide money to improve and/or replace over 400 posted bridges on SC state roads. This was significant as the load restricted, "posted," bridges impact UFP trucking the most. This was a great legislative victory. SCTPA supported the funding and thanks Cam Crawford, SCFA, for his work. Another bill still on the table from last session proposed to eliminate the sales tax exemption on off road diesel and agricultural equipment replacement parts which both impacts timber harvesting did not go anywhere. A Farm Aid bill was presented to help farmers impacted by the floods. SCTPA and SCFA worked to get loggers included, as loggers are harvesting the state's number one cash crop, timber, but was met with opposition and thus our segment was excluded. A state budget proviso passed removing the requirement enforced by several counties that forest landowners obtain a forest management plan to qualify and receive the Agricultural Use Exemption. SCTPA supported this and thanks SCFA for its work.

Local issues came up as counties tried to pass ordinances to prohibit UFP trucks from using county maintained roads and in one county their ordinance would have prohibited any truck over six tires from using county roads. This would have impacted all trucking. SCTPA partnering with SC Forestry Association and SC Trucking Association stopped these actions using the SC Right to Practice Forestry Law and the state law preventing counties from having such authority.

Supported by SCTPA and SCFA the SC Forestry Commission received funding to purchase additional new firefighting units and add Commission personnel.

SCTPA continues to partner with the SC Forestry Commission and SC Forestry Association to make good things happen for South Carolina forestry.

SCTPA continued its activities with the SC Bio-

mass Council as SCTPA president was elected to the board of directors representing timber harvesting. The Biomass Council has been working on a State Energy Plan proposal with forest biomass included as a feedstock. Activities continued with the Statewide Trucking Task Force, SFI State Implementation Committee, SFI Timber Operations Professional Training Program, Timber Equipment Applications Management (TEAM) Committee, Team Safe Trucking and organizations such as the SC Forestry and the SC Trucking Associations and State Transport Police. SCTPA's board met with State Transport Police's Capt. Price, Lt. Cloud and Corporal Catoe to discuss unmanufactured forest product trucking issues regarding size, weight, inspections, accidents and regulatory enforcement. Issues of State Transport Police's focus areas for safety and driver behavior were discussed. SCTPA continued representing timber harvesting in coalitions to promote forestry, agricultural, wildlife, natural resources and AgriBusiness to promote these segment's importance to the SC General Assembly, state agencies and public for economic development.

SCTPA and Southern Loggers Cooperative (SLC) continue to work to establish Southern Loggers Cooperative fuel depots in the state. The Allendale and Georgetown depots have been operating with new depots in the works. Construction is underway on property adjacent to Caw Caw Land & Timber's headquarters in Orangeburg and construction to begin in the near future for a depot across from WestRock's Florence papermill. SCTPA acts as the on-the-ground representative for the program. Thus far, positive results have occurred in locating sites.

SCTPA participated in the 17th SC Sustainable Forestry Teachers Tour, a six-day sustainable forestry education program. This year's June tour was "hot" yet tremendous with 35 statewide teachers. SCTPA arranged the timber harvesting stop at one of Charles K. Doolittle, Inc.'s jobsites headed by John Doolittle. The tract was on the Sumter National Forest. Thanks to John for an outstanding tour stop to educate the teachers on professional timber harvesting. Swamp Fox Agency's Rick Quagliaroli sponsored a film crew to video the logging stop using ground and drone equipment. Other stops included West Fraser's sawmill, Norbord's OSB mill, Resolute Forest Products' paper mill, private, public and industrial forest lands. Teachers were taught the ba-

(Continued on page 30)

(Continued from page 29)

sics of sustainable forestry, prescribed fire versus wildfire, forest management practices, SFI, logging BMP's and more. The teachers viewed an actual prescribed fire done by the SC Forestry Commission on the Harbison State Forest.

SCTPA representatives, Danny McKittrick, Billy McKinney, Tommy Barnes and Justin Barnes visited our South Carolina U.S. House and Senate delegation during the ALC Fly In and board meeting in Washington, DC to promote the ALC issues and state issues related to sustainable forestry, professional logging and trucking.

SCTPA continued supporting the Wood Supply Research Institute for wood supply chain research projects. SCTPA's president serves as chairman. The May WSRI annual meeting held in Colorado Springs, CO in conjunction with FRA's annual meeting saw Executive Director Jim Fendig retire after serving for 15 years and new executive Director Steve Carruth come on board. SCTPA board member Joe Young, Low Country Forest Products, Inc., Georgetown, received the FRA 2016 National Outstanding Forestry Activist Award at the FRA annual meeting.

Statewide district meetings were conducted in the Spring to keep attendees updated with national and state legislation, ALC activities, regulations, SCTPA activities, markets and local issues.

Emphasis for producing energy from woody biomass has continued with an increased interest in developing wood pellet facilities in state. Colombo Energy's Greenwood, SC pellet mill is operational. Enviva proposes a pellet mill in Laurens County and

the project is catching a great deal of grief from Dogwood Alliance supporters. SCTPA attended their meeting in Laurens and quite frankly, it was comical. The information they use to stir folks up is ... well... it's misinformation. The Price Companies announced a plans to build a wood chip processing mill new Holly Hill. Loggers, wood suppliers and landowners will welcome these alternative markets.

SCTPA continued providing the SFI Training in our Timber Operations Professional (TOP) program to members using the DVD format for the annual training period of July 1 – June 30. SCTPA participates in the 2-Day TOP program for the initial SFI Trained status in SC.

SCTPA's President Crad Jaynes continues serving as the ALC National Master Logger Certification Committee Chairman.

As South Carolina's professional timber harvesters, wood suppliers and timber truckers continue to face challenges, SCTPA will continue to assist timber harvesting and wood supply business professionals meet and exceed the challenges for improved economic, production and market opportunities.

SCTPA is proud to be THE association representing, servicing and advancing the professionals harvesting, producing and trucking South Carolina's sustainable forest resources.

Respectfully submitted,

Crad Jaynes
President & CEO



American Loggers Council News

ALC Completes Spring Grassroots Tour

ALC is the only national organization solely dedicated to representing the independent contract logger on the national level. We have the combined forces of independent contractors and state and regional logging associations around the country to impact our industry positively and pro-actively by sharing the benefits of education and training opportunities, networking, research, promotion and legislative coordination.

We are "Loggers Working for Loggers." That's why we participated in several logging shows this spring to introduce more members of our industry to ALC and to explain how and why we advocate for loggers at the national level.

ALC hosted booths at the Oregon Logging Conference (photo) and the Sierra Cascade Logging Conference in Northern California. We also participated in the Loggers Plus Expo, where we visited with loggers in Pennsylvania and other Northeastern States.



(Continued on page 31)

Schrader, LaMalfa Introduce Legislation to Protect Electrical Infrastructure, Prevent Forest Fires

Congressmen Doug LaMalfa (R-CA) and Kurt Schrader (D-OR) introduced H.R. 1873, the Electric Reliability and Forest Protection Act, which allows utility companies to more efficiently remove hazardous trees and other vegetation near a transmission lines to reduce the risk of wildfires.

LaMalfa said: "This bipartisan legislation is beneficial for everyone involved, decreasing the risk of blackouts, lowering costs for utilities and the Forest Service, and preventing forest fires. A single tree falling on a transmission line can cause blackouts for thousands of homes and spark a fire that devastates a National Forest, but existing red tape can prevent removal of dangerous trees for months. Under this legislation, rural electric co-ops, utilities, and municipal power providers will be able to proactively remove hazardous trees before they become problems, not after they've caused a fire. I'm pleased to work with Rep. Schrader and our bipartisan coalition to ensure that the federal government works with electric providers to keep the lights on, protect rural communities, and keep our National Forests safe."

Rep. Schrader said: "Properly maintained rights-of-way is essential for public safety and enhancing the reliability of our electrical grid. The LaMalfa-Schrader bill is a no-brainer and this should not be controversial. Preventing forest fires and maintaining a reliable electrical grid should be a priority for everybody. Our utilities need a streamlined and consistent process for being able to get out on the ground and remove hazardous vegetation before it can cause a wildfire. This is exactly what our bill does. State and federal laws require routine maintenance on federal lands, but bureaucratic red tape from federal agencies has been stalling that maintenance, slowing down our electrical utilities' ability to safely supply dependable electricity. As long as there is a management plan in place that has been agreed to, there should be no need to revisit every project when the project conforms with the management plan. Doing so is a waste of money and time, and is extremely dangerous to our grid's reliability. Our bill will significantly improve the process by providing clearer, more commonsense regulations that will allow for regular maintenance, permitting utilities to provide consistent electricity to all of our communities."

Under current law it can take months for utilities to receive Forest Service approval to remove hazardous trees from transmission lines right of ways, even if trees are already in contact with electric transmission lines. H.R. 1873 provides utilities with the ability to rapidly remove hazardous trees by receiving pre-approval from the Forest Service to manage transmission line right of ways and remove trees that are or could become hazards. Furthermore, if a utility requests authorization to remove a tree and is denied by the Forest Service, the Forest Service is responsible for any

firefighting costs that result from the failure to remove the tree.

Good Riddance SFD Rule: FMCSA Withdrawal Underscores CSA's Lingering Problems

Note: This article was written by Jeff Crissey for Commercial Carrier Journal

Late last month, the Federal Motor Carrier Safety Administration formally withdrew its Notice of Proposed Rulemaking regarding carrier safety fitness determination originally published in the Federal Register in January 2016. In addition, the agency announced it would scrap plans to issue a Supplemental Notice of Proposed Rulemaking that would have allowed it to retool the troubled rule.

In February, 62 national and regional trucking organizations sent a letter to U.S. Transportation Secretary Elaine Chao seeking to withdraw the NPRM. Citing that correspondence as well as comments received in response to the proposed rule, FMCSA essentially sent itself back to the drawing board.

The sudden cancellation of the SFD proposal was undoubtedly a relief to nearly every corner of the trucking community. "The American Trucking Associations has long supported using data to target enforcement activities against bad actors in our industry," said Chris Spear, ATA president and CEO in a statement after FMCSA announced the rule's withdrawal. "However, numerous reviews have shown flaws in the data and in the CSA system, so it makes sense to withdraw this rule which would have used CSA data to create publicly available fitness ratings."

But the fact that FMCSA proceeded with publishing the SFD proposal in the first place is worrisome at best. Upon its release, it was met with 171 comments, almost all against the proposal.

The NPRM proposed replacing the current three-tiered rating system – satisfactory, conditional and unsatisfactory – with a single "unfit" rating. Many detractors felt the absence of a "fit" designation was a tacit endorsement that all carriers not rated "unfit" were safe operators.

Most objections to the SFD proposal centered around flaws with FMCSA's Compliance Safety Accountability Safety Measurement System, the data that would have been used by FMCSA largely to assign an unfit rating. The agency has been tinkering with the troubled CSA program since it was rushed into action nearly seven years ago, and it still is no closer to perfect than it was in December 2010.



CARBON BENEFICIAL BIOMASS



The American Loggers Council (ALC) is a non-profit organization representing professional timber harvesters in 32 states across the country. Our members have a responsibility for sustainably harvesting forest products from all of our nation's forests, including both private and public lands. In 2002, the ALC also became the program administrator for the Master Logger Certification program, the world's first and only third party certification program for loggers.

Biomass-derived energy is a critical source of renewable, baseload, dispatchable electricity and heat across the country and an important component of an affordable, diverse renewable energy portfolio that serves as an end-market for low-grade forest material and mill residue and supports thousands of jobs in the most rural areas of the country.

The members of the ALC support the recognition of Renewable Biomass as a carbon beneficial fuel for the following reasons:

1. Utilize the forests' energy and climate benefits to displace traditional fossil fuel.

- ALC views forests as a strategic renewable natural resource and supports diverse and robust markets for the full spectrum of woody materials to allow landowners and foresters to practice sustainable forestry while providing new economic opportunities and rural jobs for professional timber harvesters utilizing previously unused, unmerchantable material.
- Intensive forest management can improve growth rates and productivity of forest stands resulting in increased forest regeneration and greater ability of forests to sequester carbon.

2. Promotes economic growth and acts as a stimulus to rural economies

- Biomass energy creates local, rural employment. As a rule of thumb, each megawatt of biomass-fueled electricity supports approxi-

mately five full-time jobs: one direct job in the biomass facility, and four indirect jobs in surrounding forests and communities.

- Diversification of new markets for woody biomass provides new income sources for family owned forests and mills, providing a sustainable revenue source and incentive for forest management.
- Creates new industry and an economic opportunity for rural communities to create and maintain family-wage jobs economic diversification.
- Utilizes existing sustainable resources to create energy (heat and power) in a distributed generation model, avoiding extensive capital investments.

3. Biomass utilization reduces greenhouse gases and improves forests

- Biomass facilities make use of abundant, indigenous local fuel supply and provide a valuable outlet for waste wood streams from forest products industries such as sawmills and pulp mills. When low-grade waste wood is removed from forests as part of a sustainable harvest plan, forest health is enhanced. This low-value forest waste would otherwise inhibit new growth in the forests, decompose on the forest floor and release methane, create forest fire risk, and obstruct future sustainable harvesting practices.
- As organic waste decomposes it slowly emits methane gas and carbon dioxide. The utilization of biomass turns waste into fuel that generates energy. During the generation process, the methane gas is eliminated, and carbon dioxide emissions are greatly reduced.
- Biomass reduces greenhouse gases. In fact, the use of biomass for energy generation removes over 30 million tons of carbon dioxide annually. It accomplishes this remarkable feat both by replacing fossil fuels, eliminating the introduction of non-naturally occurring carbon and by preventing the release

(Continued on page 33)

(Continued from page 32)

of greenhouse gases from organic waste that would otherwise decompose in the open.

- Burning fossil fuels only adds carbon dioxide to the atmosphere that was already sequestered deep in the earth.
- The United States Environmental Protection Agency (EPA) encourages states to consider biomass energy as a climate mitigation strategy and as a compliance strategy with respect to the Clean Air Act Section 111(d). EPA's Clean Power Plan, finalized in August 2015, concluded that the use of qualified biomass for producing power can be considered a compliance strategy for states to meet statewide emission goals. EPA found that waste derived and forest-derived industrial byproducts "are likely to have minimal or no net atmospheric contributions of CO2 emissions."

The ALC commends Congress on addressing the immense challenge of reducing the nation's dependence on fossil fuels. All renewable resources will be needed to meet the country's energy needs. Forests have a key advantage given their ability to produce energy

independent of weather conditions that other renewable sources are subject to.

We are committed to help craft a definition for Carbon Beneficial Biomass that addresses sustainability concerns related to forests in a way that draws upon the existing forest harvesting practices – and making the changes where needed - to meet local forest conditions. Specifically, the ALC recommends Congress to take the following actions:

1. The EPA should recognize biomass as carbon beneficial throughout federal agencies to create regulatory stability;
2. Existing tax law provides little benefit for the utilization of biomass. Existing law creates an unlevel playing field (wind) that can only be corrected by repealing existing tax credits (unlikely) or providing a benefit (possible), for example, Congress should extend and make refundable the tax benefits provided for by Section 45, for the full 10 years and at the same rate as wind and other technologies;
3. Create a National Renewable Fuels Portfolio Standard (RFP) that would treat biomass equally amongst all renewables and provide sustainability.

PINNACLE
SALES • PARTS • SERVICE
We Know Trailers

800.513.9373
www.pinnacletrailers.com
Wilmington, NC
Spartanburg, SC

CHIP TRAILERS • LIVE FLOOR
LOG TRAILERS • LOWBOYS
New & Used Stock
Parts & Service

Inventory updated daily
www.pinnacletrailers.com

McLendon

Talbert
SINCE 1938

FINANCING AVAILABLE
\$\$\$

Facebook icon

QR code

Business leaders, legislators celebrate passing of roads bill

May 11, 2017

Travis Boland

Columbia Regional Business Report

Business leaders and state lawmakers gathered at the Statehouse today to celebrate the passing of the new roads bill set to go into effect July 1. The bill features an increase in the state's gas of tax 2 cents per gallon per year for the next six years along with several other fees. The tax, which will total 12 cents per gallon, is expected to raise more than \$600 million annually once its fully implemented.

"Today is a day for celebration," Michelin North America CEO Pete Selleck said. "After three years, South Carolina is proud to finally have an infrastructure bill that is the most significant of this type in three decades."

Selleck told the story of Michelin coming to South Carolina during the 1970s. He said the state was picked because of a strong workforce, the infrastructure would support the business needs of an industrial organization and the government would support business.

"We see that we were right, bipartisan leadership saw a clear need for a plan for the future and they determined to get this done this year," Selleck said. "I commend the creativity and resilience of our legislature when things got tough."

Sonoco CEO Jack Sanders said the passing of the bill was a great victory for businesses, but also the people of South Carolina.

"This is a victory for safety, economic development and job creation," Sanders said.

House Majority Leader Gary Simrill, R-Rock Hill, received the loudest ovation from the gathered revelers, after working on the bill for the past three years.

"This was a team effort, no one person made this happen," said Simrill, who chaired a House ad hoc panel in that started the legislative process. "It took focus, persistence and courage to do what is right. We knew our infrastructure was lacking and something had to be done. Politically, this is not good, but if we do what's right, the politics will take care of itself."

Bipartisan leadership was the overwhelming mes-

sage offered today as 32 senators and 95 House members came together to get the bill done and put together a super majority on Wednesday to override Gov. Henry McMaster's veto.

State Rep. Todd Rutherford, D-Richland, said Secretary of Transportation Christy Hall demonstrated to the House leaders there was competence in at the SCDOT and he looks forward to reforming it for the future.

"She proved we can fund SCDOT, and they can get the job done," Rutherford said. "I won't address the elephant (McMaster) in the room, or not in the room, but South Carolina people can know and believe roads will be better, safer and paid for with a sustainable source of income. We have turned a page in South Carolina, and we did it together."

Rick Todd, president and CEO of S.C. Trucking Association, said in January at a meeting of the S.C. Fix Our Road Alliance that he thought this was the year, but was cautiously optimistic.

"This has been a long time coming," Todd said after the press conference. "All the stars aligned. We built a large coalition, stuck with the facts, pushed through the rhetoric and made just as much noise as the out of state 'no' crowd."

While the bill is scheduled to take effect July 1, Selleck made sure to temper the expectations of South Carolinians who are quick to judge.

"There will be no instant gratification, it will take many years for funding to ramp up and for DOT to have resources go at faster rate," Selleck said. "What this bill does is create stabilization of the problem, but it won't get worse. Years from now our children and grandchildren will look back on 2017 and be extremely grateful on what the government accomplished."



SC Legislature Overrides McMaster's Veto on Roads Bill

May 10, 2017
SCBIZ Daily

The South Carolina General Assembly voted overwhelmingly to override Gov. Henry McMaster's veto of a fuels tax bill that aims to generate millions of dollars needed to fix the state's crumbling roads and bridges.

The measure zipped through the House by a 95-18 margin and then won approval in the Senate on a 32-12 vote. The bill will become law July 1 without the governor's signature.

On Tuesday, McMaster vetoed the measure, which was passed by supermajorities in both the Senate and House, saying in a post on Facebook that there are other ways to pay for roads without raising the state's fuels tax, which is currently second-lowest in the nation at 16.75 cents per gallon.

"Right now, over one-fourth of your gas tax dollars are not used for road repairs," McMaster said. "They're siphoned off for government agency overhead and programs that have nothing to do with roads. Then, much of what's left is spent on the wrong roads — roads with almost no traffic.

"If we would simply reform how DOT spends your tax dollars to be responsible and accountable, we'd have plenty of money — and this gas tax hike would be totally unnecessary."

The bill provides for raising the fuels tax a total of 12 cents per gallon, phased in at 2 cents per gallon over six years, and increasing other driver and vehicle fees. The measure is expected to eventually add \$630 million a year to the S.C. Department of Transportation's budget.

McMaster had proposed borrowing the money or getting some of it from the federal government. In February, he wrote a letter to President Donald Trump seeking \$5 billion in federal money for shoring up transportation infrastructure.

The increased funding still falls short of the Transportation Department's estimated budget shortfall of \$1.1 billion a year over the next 25 years to bring the state's roads and bridges just up to "good" status.

While McMaster's veto is viewed as insurance against anti-tax opponents in next year's Republican primary, S.C. Democratic Party Chair Trav Robertson said it could ultimately hurt him in the general election.

"If this governor decides he wants to be irrelevant in solving our state's most pressing problems, South Caroli-

na voters will replace him with a new governor who can play a constructive role," Robertson said.

Prior to today's vote, Speaker Jay Lucas, R-Darlington, told House members that McMaster "chose, I believe, to listen to campaign consultants rather than the people of the great state of South Carolina."

Lucas added that McMaster did not offer a viable alternative to the fuels tax bill, which the General Assembly has been working on for three years. He said the fuels tax is the most significant infrastructure bill to pass the House in 40 years.

The gas tax bill had backing from the state's business community, including the S.C. Chamber of Commerce; S.C. Trucking Association; and the S.C. Roads Coalition, which comprises business leaders, public officials and private citizens.

Roads Bill Highlights

- SC motor fuels tax increases by two cents per gallon per year over next six year period.
- SC motor fuels tax cannot be higher than bordering states.
- Increases five percent car sales tax cap to \$ 500 from \$ 300.
- Created a one-time \$ 250 fee when a new SC resident registers a vehicle in SC.
- Created tax rebates to offset SC residents paying a higher gas tax and driving fees, tuition tax credits and other tax cuts.
- Created \$ 60 fee every two years for hybrid vehicle drivers and a \$ 120 fee every two years for electric vehicle drivers.
- Added a ninth at-large member to a panel that oversees the SC Department of Transportation and also give the governor — who would appoint all none commissioners — the ability to remove any commissioner for any reason.

SCTPA Comments: After three years of more politics than actions, finally action on repairing, improving and maintaining South Carolina's roads and bridges has come to pass. While the new law does call for a motor fuels tax increase of twelve cents to be phased in over a six year period at two cents per gallon per year, the consistent funding will be present to "now" really attack the state's road and bridge problems. Repaired, improved and safer roads and bridges in SC will assist in fostering economic growth. SCTPA was one of many associations that worked to help make SC's infrastructure better.

Solar Farms or Tree Farms?

Rick Meyer | FRA Appalachian & Southwide Regions Manager

Over the last few years, new “solar farms” have been cropping up in parts of North Carolina and now eastern Virginia. I have observed forestland being clearcut and replaced with the solar panel installations. Agricultural land is also being taken out of production to install the solar panels.



Due to renewable energy mandates on power companies and incentives of state and federal subsidies, landowners are receiving something like \$300 to \$900 annually per acre for long-term use of the land for solar energy. And some companies (and colleges) who want to be “greener” are embracing these solar energy farms. For example, in late 2016, one news article reported that Google’s data centers around the world would receive 100 percent of their energy from wind and solar farms by some point in 2017.

Are solar farms preferable to tree farms?

I remain convinced that many forested areas in the U.S. South—perhaps several million acres—would currently be “non-forest” land if not for the economic value of timber. While forests provide numerous, varied benefits, it is usually the value of timber as wood and paper products (with renewable wood energy added to the mix for good measure) that provides the ultimate incentive for landowners to keep their land forested, rather than converting the land to other uses.

The solar farm phenomenon in some areas of the U.S. South is an example of unintended consequences. We need to make public policy makers understand the likely deforestation consequences of providing artificial incentives for land uses that compete with forestland.



Andrews Tire Service
309 N. Morgan Ave. Andrews SC
29510
(843) 264-5269 or toll free 1-877-264-5269



Primex ♦ Goodyear ♦
Westlake ♦ Firestone

McNair Lawyer Explains the New South Carolina Gas Tax

Erik Doerring
Metro Columbia CEO

South Carolina's gas tax is one of the lowest in the country. The result is the deplorable condition of the state's highway system and roads. South Carolina is a conservative state, politically, and any tax increase, gas or otherwise, is often seen as political suicide for our state's elected officials.



Due to a groundswell of outcry, however, from residents, businesses, and even now from public officials, the state is about to pass major legislation to fund much-needed road improvements, and with the funding to be from a variety of new "fees" (note the aversion to referencing anything as a new "tax").

The South Carolina General Assembly has adopted House Bill 3516 (H 3516), which was the result of compromise negotiations between the state's Senate and House. The Bill was presented to Governor Henry McMaster, who promptly vetoed the Bill, as expected. Governor McMaster was adamant in his public statements that he would not sign the Bill, viewing it as a "tax increase". Governor McMaster rose to his position when then Governor Nikki Haley was appointed by President Trump as the U.S. Ambassador to the United Nations, and then Lieutenant Governor McMaster became the Governor of the state. Governor McMaster now faces election in 2 years. Both the South Carolina House and Senate have now over-ridden the Governor's veto by substantial majorities, and the Bill will then be law effective July 1, 2017.

The main tax aspects of the new law are:-

- The present 16.75 cents/gallon gas tax will be increased by a 12 cent/gallon "motor vehicle user fee," with the increase phased-in at a 2 cent/gallon rate over the next 6 years.

- The state's biennial vehicle registration fee will be increased from \$26 to \$40 for most people.
- The state's sales tax on the purchase of a vehicle will be increased from \$300 to \$500 (an "infrastructure maintenance fee" now), but if a vehicle is bought out of state and then later registered in South Carolina, the fee is reduced to \$250.
- Electric vehicle owners (e.g. Tesla) must pay a special "road use fee" of \$120 every 2 years, but with the fee being reduced to \$60 every 2 years for hybrids.
- A separate "road use fee" is imposed on commercial vehicles, and property tax rates change for commercial vehicles as well.
- South Carolina residents are now provided a refundable state income tax credit for the lessor of the (1) additional "motor vehicle user fee" paid, or (2) the costs of maintenance for a vehicle, including tires, oil changes, and regular maintenance. The credit may be claimed on up to 2 private passenger vehicles. SCDOR is given authority to adopt rules and regulations for claiming the credit.
- The new gas tax bill also provides other tax breaks, unrelated to raising funds to repair the states roads, and which include (A) an earned income tax credit; (B) two-wage earner income tax credit; (C) a college tuition tax credit; (D) and an important 15% property tax reduction for the value of manufacturing property in the state (phased in over 6 years). These credits and other tax reductions were added as part of the "legislative process", to reach agreement and compromise among the legislators to pass the Bill.



MASTER LOGGER CERTIFICATION COMMITTEE UPDATE

American Loggers Council 2016 Annual Meeting Panama City, FL

Many states have implemented the American Loggers Council Master Logger Certification Program and have been progressing well. Some states report ALC Certified Master Loggers are realizing benefits.

Now eighteen states have approved MLC templates. Other states are encouraged to submit a template for approval by the MLC Committee.

The ALC Master Logger Certification program is voluntary, not mandatory. If all ALC states had an approved MLC template, whether the program is implemented or not, this would enhance the ALC MLC's position as a mechanism to certify wood as being sustainably harvested by certified logging professionals to concur with the SFI Standards, Chain of Custody processes and other Forest Certification Systems.

No reports or comments from MLC approved states regarding any changes or updates and no new templates have been submitted since the 2015 Annual Meeting in Eureka, CA. ALC MLC states are reminded if a revision is made to the state's program, the MLC Committee request an update be forwarded to the committee chairman. The committee would appreciate any updates that may have been initiated for a MLC state.

The ALC's National Master Logger Certification© template provides guidance for Seven Areas of Responsibility for performance standards. Each ALC member state develops its state template according to state laws, practices, regulations and criteria to meet the national template's performance standards.

The ALC Master Logger Certification© Committee has the responsibility of reviewing submitted state templates to assure established processes are included for implementation, administration, third party verification, accountability and enforcement. The committee then can approve or return the template for recommended revisions. The committee also reviews approved state template revisions to

assure MLC objectives are maintained.

The ALC MLC program is a true third-party certification system via audits of a logger's business and on the ground practices for the Seven Areas of Responsibility required under the ALC Master Logger Certification Program National Template. States must have an approved state ALC MLC template to qualify for the designation of ALC Master Logger Certification.

ALC's Master Logger Certification program is part of the new five year strategic plan and will be discussed in Panama City at the 2016 ALC annual meeting.

Logger certification continues to gain importance within sustainable forest management and forest products certification systems. The important point is the American Loggers Council MLC program has led the charge.

ALC states and its logger members must support ALC's "logger owned and logger controlled" program. ALC and its member states must continue to be the leaders in professional logger certification.

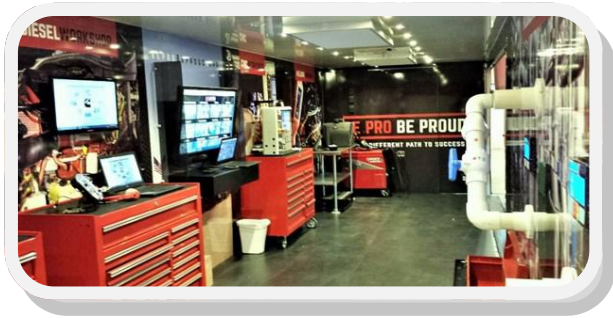
Respectfully submitted,
Crad Jaynes
Chairman
Master Logger Certification Committee



New program looks to increase skilled labor

Be Pro Be Proud SC

By Travis Borland
Columbia Regional Business Report



An inside view of the tractor trailer featuring workstations for different professions.

Members of the Associated Industries of South Carolina Foundation gathered in front of the Statehouse Tuesday (April 25) to tour what may be the newest workforce recruiting tool to roll through the state.

A tractor trailer features a mobile command unit that students tour in order to see the benefits of becoming a professional at a number of different workforce employments. The initiative, which began in Arkansas, is called "Be Pro Be Proud," and its goal is to bring pride, progress and professionals to a skilled workforce.

According to Cheryl Stanton, executive director of Department of Employment and Workforce, South Carolina is dealing with a skills gap.

"Fifty percent of our jobs require more than a high school education, but less than a four-year degree, yet only 29.5% of the state's population fits that category," Stanton said. "We're working with businesses, agencies and educators to identify where the gap is, and find out what skills and training need to be done."

Stanton said her group wants to create a talent pipeline for businesses, and this new initiative will be a recruitment tool.

Gov. Henry McMaster said the program said a

good strong workforce is central to great prosperity in South Carolina.

"This program will take the message to the people, and we will be inundated with workers young and old wanting to fulfill their dreams of being a professional," McMaster said.

The program is estimated at costing \$950,000 which the Senate has put into next year's budget. The House will also have to agree to put up the money before the program can take effect.

McMaster said often students are not aware of the jobs that are available to them, and he hopes this program will shine a light on the possible opportunities around the state.

"The good news is, the jobs are there, we just don't have the skilled workers to fill them," McMaster said.

James Garman, president of Home Builders Association of South Carolina, and Clifton Parker with South Carolina Trucking Association both spoke of the needs for skilled workers in the state.

"Since 2006, South Carolina has lost 26.8% of all residential construction jobs, that totals close to 17,000 jobs, predominantly self-employed," Garman said. "The need is great and is growing, DEW estimates 24,000 new construction workers are needed to meet the state's current construction needs."

Parker said his group's biggest need is drivers with commercial licenses (CDL) and skilled maintenance workers.

"The American Trucking Research Institute estimated that we need 48,000 CDL drivers just to make us whole," Parker said. "It's projected to be 175,000 by 2024, that's critical. There is no part of our economy that doesn't get touched by our workforce."

SCTPA Comments: *SC Timber Producers Association and the Forestry Association of South Carolina are founding partners of Associated Industries of South Carolina Foundation. Associated Industries of SC Foundation consist of sixteen associations representing the "blue collar" skilled workers in SC. The Be Pro Be Proud SC program will have a focus on timber harvesting and forestry workers as well as truck drivers for timber transportation.*

Daddy's Poem

Her hair was up in a pony tail,
Her favorite dress tied with a bow.
Today was Daddy's Day at school,
And she couldn't wait to go

But her mommy tried to tell her,
That she probably should stay home;
Why the kids might not understand,
If she went to school alone.

But she was not afraid;
She knew just what to say.
What to tell her classmates
Of why he wasn't there today.

But still her mother worried,
For her to face this day alone.
And that was why, once again,
She tried to keep her daughter home.

But the little girl went to school ,
Eager to tell them all.
About a dad she never sees, a dad
Who never calls.

There were daddies along the wall in
Back, for everyone to meet.
Children squirming impatiently,
Anxious in their seat.

One by one the teacher called
On a student from the class.
To introduce their daddy,
As seconds slowly passed.

At last the teacher called her name,
Every child turned to stare.
Each of them was searching,
A man who wasn't there.

"Where's her daddy at?"
She heard a boy call out.
"She probably doesn't have one,"
Another student dared to shout.

And from somewhere near the back,
She heard a daddy say,
"Looks like another deadbeat dad,
Too busy to waste his day."

The words did not offend her,
As she smiled up at her Mom.

And looked back at her teacher, who
Told her to go on,

And with hands behind her back,
Slowly she began to speak.
And out from the mouth of a child,
Came words incredibly unique.

"My Daddy couldn't be here,
Because he lives so far away.
But I know he wishes he could be,
Since this is such a special day.

And though you cannot meet him,
I wanted you to know
All about my daddy,
And how much he loves me so.

He loved to tell me stories,
He taught me to ride my bike;
He surprised me with pink roses,
And taught me to fly a kite.

We used to share fudge sundaes,
And ice cream in a cone.
And though you cannot see him,
I'm not standing here alone.

Cause my daddy's always with me,
Even though we are apart;
I know because he told me,
He'll forever be in my heart"

With that, her little hand reached up,
And lay across her chest.
Feeling her own heartbeat,
Beneath her favorite dress.

And from somewhere there in the crowd of dads,
Her mother stood in tears.
Proudly watching her daughter,
Who was wise beyond her years.

For she stood up for the love
Of a man not in her life.
Doing what was best for her,
Doing what was a right.

And when she dropped her hand back
Down, staring straight into the crowd.
She finished with a voice so soft,
But its message clear and loud.

"I love my daddy very much,
he's my shining star.

(Continued on page 41)

(Continued from page 40)

And if he could, he'd be here,
But heaven's just too far.

You see he is an American Soldier
And he died just this past year,
When a roadside bomb hit his convoy
And taught Americans to fear.

But sometimes when I close my eyes,
It's like he never went away."
And then she closed her eyes,
And saw him there that day.

And to her mother's amazement,
She witnessed with surprise,
A room full of daddies and children,
All starting to close their eyes.

Who knows what they saw before them,
Who knows what they felt inside.
Perhaps for merely a second,
They saw him at her side.

"I know you're with me Daddy,"
to the silence she called out.
And what happened next made believers,

Of those once filled with doubt.

Not one in that room could explain it,
For each of their eyes had been closed.

But there on the desk beside her,
Was a fragrant long-stemmed pink rose.

And a child was blessed, if only for
A moment, by the love of her shining star.

And given the gift of believing,
That heaven is never too far.

They say it takes a minute to find a special person, an
hour to appreciate them,
A day to love them, but then an entire life to forget
them.



LARGEST SALVAGE YARD IN SOUTHEAST



**TRUCK &
TRACTOR INC.**
wwtractor.com



**CALL US FIRST FOR ALL OF YOUR USED FORESTRY AND CONSTRUCTION
EQUIPMENT NEEDS. WE HAVE BEEN IN BUSINESS FOR OVER 34 YEARS
SPECIALIZING IN QUALITY USED LOGGING AND CONSTRUCTION EQUIPMENT.
NEW INVENTORY ARRIVING DAILY WITH 100% SATISFACTION ON PARTS!**



**1418 OLD HWY 52 SOUTH
MONCK'S CORNER, SC 29461
WWW.WWTRACTOR.COM
843.761.8220**

DISMANTLING DAILY

CAT

515, 525, 525B, 525C, 535B,
545, 320BLL & 322

BARKO

160B, 160B, 275B & 775B

FRANKLIN

3000, 3600, 105, 170, 405,
560, C5000, Q70 & Q80

HYDROAX

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

JOHN DEERE

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

PEERLESS

2770

PRENTICE

210C, 210D, 210E, 310E, 325, 384,
410C, 410D, 410E & 410EX

TIGERCAT

230, 240, 718, 720, 720B, 720C, 720D,
726, 726B, 620, 630B, 845 & 845B

TIMBERJACK

240, 380A, 380B, 450B, 450B, 450C, 460,
460D, 608, 608S, 618, 735, & 850

TREEFARMER

C6D & C7F

\$100 NEVER TOOK YOU SO FAR.

Join forces with over 2,400 independent members of the Southern Loggers Cooperative and start saving big. Since 2004 we have been cutting the cost of doing business for our members. \$100 gets you a lifetime membership. Applying is fast and easy!

"Got Fuel? We Do!"

We have a variety of services that our members can choose from. "We're on a cost-cutting mission." From Insurance, Parts & a few of our SLC Tire Vendors:

Continental  **YOKOHAMA**  **Hankook**



AN INDEPENDENT FORESTRY
& AGRICULTURAL COOPERATIVE

www.SouthernLoggers.com



27 FUELING STATIONS

Brewton, AL
Claiborne, AL
Cottonton, AL
LaFayette, AL
Moundville, AL
Pennington, AL
Pine Hill, AL
Selma, AL
Campti, LA
Carmel, LA
DeRidder, LA
Hodge, LA
Mansfield, LA
Pineville, LA
Port Hudson, LA
Winnfield, LA
Zwolle, LA
Monticello, MS
Redwood, MS
Chillicothe, OH
Allendale, SC
Georgetown, SC
Domino, TX
Evadale, TX
Lufkin, TX
Pineland, TX
Covington, VA



Mark Your Calendar

May 2017

25 SCTPA Board of Directors Meeting, 10 a.m., SC Forestry Commission Headquarters, Columbia
29 Memorial Day

June 2017

2 – 3 Southeastern Wood Producers Association Annual Meeting, Jekyll Island, GA
19 – 23 SC Sustainable Forestry Teachers Tour, Newberry

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.

SCTPA Board of Directors

Chairman: Billy McKinney
Highland Timber Co., LLC.
Union
Cell 864-429-6939

Vice Chairman: Joseph "BoBo" Seckinger
Seckinger Forest Products, Inc.
Hampton
Cell 803-571-0019

Secretary-Treasurer: Robby Crowder
Land & Timber, LLC
Greenwood
Cell 864-941-6052

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

Rickey Chapman
Chapman Timber Inc.
Newberry
Cell 803-924-0082

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

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

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

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

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

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

Crad Jaynes
President & CEO
SCTPA
PO Box 811, Lexington, SC 29071
800-371-2240 Fax: 803-957-8990
bcjpaw@windstream.net



PO Box 811
Lexington, SC 29071
800-371-2240
803-957-8990
bcjpaw@windstream.net

*The **Only** insurance agency
endorsed by*

**The South Carolina Timber
Producers Association.**

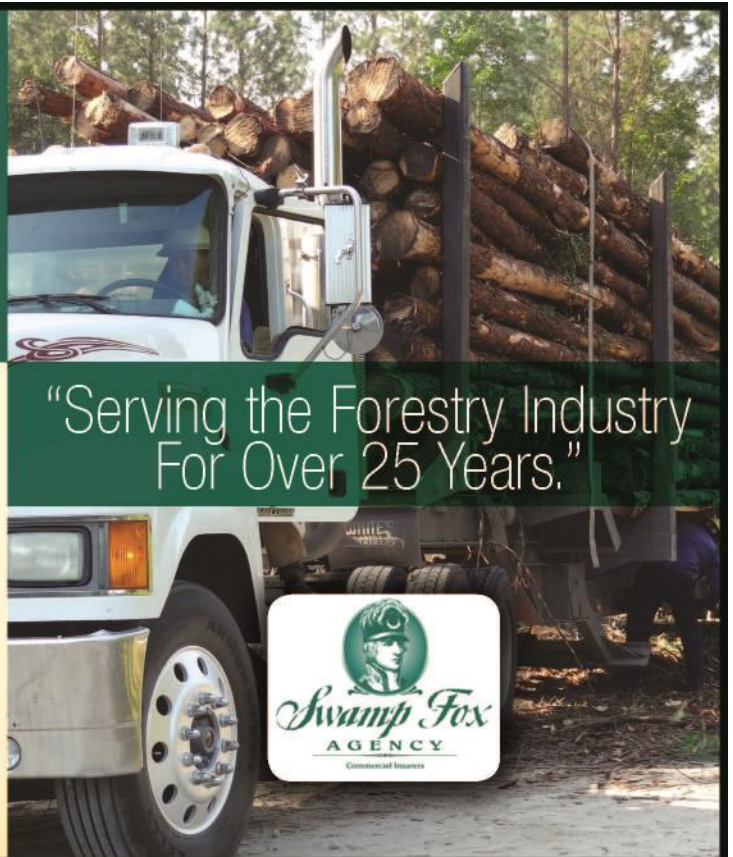
**Specializing in the Forestry Industry: Logging, Contract
Hauling, Sawmills & Consulting Foresters.**

Workers Compensation • Auto
Property • Equipment Marine • General Liability
Risk Management Services

Contact: David Hayes, Michelle Hopkins, Todd Hutson
Rick Quagliaroli & Greg Hutson

Swamp Fox Agency

P.O. Box 1318 • Moncks Corner, South Carolina 29461
843-761-3999 • Toll Free: 888-442-5647 • Fax: 843-761-6186



Our Mission

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