



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

May/June 2010



2010 SC Teachers' Tour South Carolina Forestry: A Sustainable Learning Experience

Twenty-six teachers from around the Palmetto State gathered in Florence on Tuesday June 23rd to continue the 2010 SC Teachers' Tour and experience four days of on site learning of what sustainable forestry practices, professional timber harvesting, forest management, forest products manufacturing and the forest products industry is all about on the ground and what our industry offers South Carolina.

This group was enthusiastic and full of questions right from the start. They came with some preconceived ideas about the industry, but departed with a deeper sense of appreciation, more facts and knowledge, and vastly improved attitudes about sustainable forestry, our timber harvesting and forestry professionals, forest products, forestry practices and how our industry conducts its business as stewards of our state's forest resources.

For three days the prior week at the Harbison Environmental Education Center, Columbia, the teachers learned the basics of forestry, such as how to measure trees, learned about the Sustainable Forestry Initiative, Best Management Practices, Endangered Species, Fire Ecology and other aspects related to sustainable forestry, the SC Forestry Commission and other agencies.

During the four-day tour the teachers traveled via motor coach to various

sites to view first hand sustainable forestry, the forest products industry, the Sustainable Forestry Initiative®, private, commercial and public land management goals, professional timber harvesting, forest products, tree farming, wildlife and wildlife habitat management, paper and lumber manufacturing, engineered wood products manufacturing, environmental conservation, while enjoying the fellowship along the way. These teachers turned students now realize and understand how important our industry is to the Palmetto State.

This was the first tour for the two-year cycle for the historical and forest rich Pee Dee area of South Carolina.

One overwhelming comment heard was, "My eyes are now open."

Accurate and scientific information about sustainable forestry was presented on the ground and in presentations, unlike the misinformation presented by those whose agenda is anti-forestry.

SCTPA is a proud SC Teachers Tour sponsor and participant. Thanks to all the cooperators who provided tour sites. Low Country Forest Products, Inc., Sonoco Products Company Forest Resource Division, Carolina Particle Board, Cattail Tree Farm, Sandhills State Forest, Smurfit Stone Container Corporation, Ingram Lumber Company and Resource Management Services.

Thanks to all the wonderful tour
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sponsors and a host of forest products companies that made the teachers' experience so meaningful.

Thanks to Jerry Shrum for organizing and running the tour. Special thanks to Dean Carson, retired SC Forestry Commission for volunteering again to be with the tour.

Crad Jaynes, SCTPA President, Jerry and Dean spent the week with the teachers visiting tour stops, answering questions and helping the teachers understand the real sustainable forestry story.

Tuesday's opening session began with SC Forestry Commission's Environmental Education Coordinator, Jerry Shrum, introducing the program and outlining the week's agenda.

Next Joe Young, Low Country Forest Products, Inc., Georgetown, talked about his fifty-two year career as a timber harvester and how the industry has changed to having professionals who are "business people" and not just "damn ole loggers."

Joe spoke about how timber harvesting had evolved from cutting and hand loading five-foot pulpwood onto short trucks to now being fully mechanized harvesting. He asked the teachers to honestly relate their perception of a logger and our industry. Of course the opinions varied. The usual comments were heard about "uneducated," "dirty job," "unregulated," "unprofessional" and "hard working." And even one said that loggers do care about what they are doing.

He followed up by talking about education and how loggers now participate in on-going training due to the Sustainable Forestry Initiative® in order to further the practice of sustainable forestry. He mentioned younger loggers now have college degrees. He spoke of how the logging industry is made up of third and fourth generation family businesses; and how our nation's natural resource providers such as loggers, farmers and ranchers are dwindling in numbers.

He spoke about how the industry has changed; he noted the improvements in harvesting equipment technologies and harvesting practices such as compliance with our state's Best Management Practices for timber harvesting.

Joe noted today's professional logger is a professional business-person first in the business of timber harvesting.

Next SCTPA's Crad Jaynes spoke and stated, "Loggers today are truly stewards of our renewable and sustainable forests. Sure, every profession has its bad actors and logging is no exception. But by and large the industry today is truly a profession to be proud of. We are doing the right things on the ground to sustain our healthy forests while providing the raw materials to produce over 5,000 products used daily to enhance our quality of life. The industry is policing itself better and improving its image."

Crad thanked the teachers for the jobs they do to educate our children and young adults. He told them this week of active learning and seeing our industry up close and personal is not an effort to brainwash them, but to provide the facts and science about sustainable forestry in order for them to form an educated opinion about our industry.

He related how perception is reality to many people. Often times what you see is not the case. The public sees land being harvested for timber and then cleared for development; therefore, the perception is that loggers are cutting all the trees.

He related personal stories and experiences where public perception and even a teacher's perception can be skewed from receiving misleading information and the lack of the real knowledge and truths about our industry.

He went on to relate how knowledge, even teacher knowledge about sustainable forestry, timber harvesting and the forest products industry is often swayed in the wrong direction due to the misinformation distributed by environmental obstructionists. He explained that he calls them "environmental obstructionists" because their agenda is not telling the truth about the real story of sustainable forestry. He said, "Professional loggers are environmentalists. Why wouldn't loggers be? Loggers want to sustain healthy forests because that's where loggers work. Loggers have a vested interest in our healthy forest resources and sustainable forestry just like landowners, foresters and the forest products companies do."

Crad spoke about how the logging industry was raising the professional bar.

He explained how the American Loggers Council was formed and how that organization represents professional loggers nationally. He talked about the efforts of SCTPA to enact Logger Licensing to raise the professional bar and improve image.

Speaking for the forest products industry and not just loggers, Crad told the teachers that during the week they would see the passion our industry's people have for what they do whether it was growing our forests, harvesting timber, or working at a manufacturing facility. It's the great passion to do what is right to sustain our renewable and sustainable forest resources that makes what our industry does an "sincere passion."

He thanked the teachers for taking the opportunity to learn about sustainable forestry, professional timber harvesting and the forest products industry so they would be more informed to educate their

Today's professional logger is a professional business-person first in the business of timber harvesting.

Joe Young
Low Country Forest Products

students with the correct information.

The teachers received a SCTPA folder filled with information about timber harvesting, human interests stories of loggers, facts about logging, *Timber Talk* magazine and association and ALC stickers and an individualized SCTPA Honorary Timber Harvester Member certificate.

Next SC Forestry Commission's Lois Edwards spoke about Urban Forestry and its benefits to urban environments. She even described how to properly plant and care for trees in urban settings.

Next it was off to Kalmia Gardens in Hartsville for a tour of the gardens and dinner. The garden is full of many native and exotic plant species. Then it was back to the Comfort Inn for discussions and pool time.

Wednesday started early as the tour headed to tour the Sonoco Bottomland Hardwoods to see how that company manages hardwood tracts. Next it was a stop at Carolina Particle Board's plant in

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S. C. BMP Issues



Recently more public and environmentalist scrutiny is being directed at timber harvesting operations around the state particularly where logging is taking place near a scenic or non-scenic river, near wetlands and other sensitive areas.

While our state's timber harvesting industry is performing well according to the SC Forestry Commission's Timber Harvesting Best Management Practices Monitoring Report and Program, continual improvement must be made to adhere to the BMP guidelines.

Remember ... It only takes one bad apple in the barrel to make the whole barrel stink! And that stinky apple will get the attention.

These items excerpted from the March 30th and June 29th SFI State Implementation Committee meetings minutes and SCTPA notes regarding BMP issues as reported by the SC Forestry Commission's Guy Sabin are intended to keep everyone informed.

March 30th SIC Meeting:

- *New MOU for SCFC & Corps:* The SC Forestry Commission signed an Memorandum of Understanding (MOU) with the Charleston District Corps of Engineers on March 29th to foster better cooperation on silviculture and wetland issues.
- *Wetland Road Issues:* BMP compliance on forest wetland roads has been an issue over the last 6 months. The U.S. Corps of Engineers has taken action on several sites in South Carolina. Sites in Horry and Sumter Counties are currently working to achieve full compliance. (Wetlands are under the jurisdiction of the Corps of Engineers and subject to federal regulations.)
- *Silvicultural Exemption:* Criteria for the silvicultural exemption for forest wetland roads under Section 404 of the Clean Water Act has been a point of contention in recent cases in Georgia, Florida and Louisiana. The Southern Group of State Foresters has offered guidance on determining ongoing silviculture, which was rejected by EPA. Disagreements center on including skid trails as roads, whether harvesting without other management inputs constitutes ongoing silviculture.
- *Grading Courtesy Exam Sites:* Requested feedback on grading BMP Courtesy Exam sites to reflect the degree compliance and whether additional work was required to achieve BMP compliance or remediate potential water quality impacts. Currently, the BMP monthly report shows only the final BMP compliance. Since inadequate BMP compliance can often be corrected, the monthly report may not reflect active

involvement of BMP foresters to correct problems. Comments indicated that this information would be useful, but if implemented should be presented only in summary form to avoid connection to individual operators.

- *BMP Compliance Summary:* In the past year, three sites failed SMZ category, one with water quality impacts. The failing site went through DHEC enforcement and received penalties of \$5,000 for the logger and \$9,000 for the timber buyer. An additional eighteen hours of continuing education were also required for the logging company owner and feller operator.

June 29th SIC Meeting:

- *Inconsistent Practices regarding BMP's:* Problems have occurred during the January through May monitoring period with three sites listed for inadequate BMP compliance, with two sites having water quality impacts. Sites were located in Pickens County, Edgefield County and Fairfield County. Issues of non-compliance were: Pickens County - unacceptable Streamside Management Zones with water quality impacts where equipment entered stream. Edgefield County – unacceptable SMZ's and Harvesting Systems resulting in excessive debris left in two intermittent streams, one intermittent stream skid trail crossing not properly constructed or removed with both issues resulting in water quality impacts. Fairfield County – unacceptable in Harvesting Systems due to use of a pre-existing logging deck located in an intermittent stream. Site appears to have been logged when stream was dry and the deck was well stabilized. No water quality impacts resulted.
- *Wetland Site Non-Compliance:* A 1,600 acre clearcut near the Black River in Sumter County was in a wetland and not in compliance for wetland roads. Corps of Engineers will issue a fourteen-day cease and desist order and turn the site over to the Department of Justice for further action if no significant progress made to correct the problems. Wetland roads were built too large and were restricting water drainage causing water back ups. Corps had issue with a site in Myrtle Beach for road construction with ditches through several Carolina Bays creating drainage problems. SCFC and Corps worked together to develop corrective measures and the operator has been cooperative and is finishing the restoration.
- *Scenic Rivers:* Hot spot is the Lynches River where 2,000 acres has and is being clearcut harvested. Similar issues along the Coosawhatchie River from the public and environmentalists and submitting concerns and

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Bennettsville to see particle board manufactured. Next stop was Cattail Tree Farm in Wallace to view a tree farm and then on to Sandhills State Forest for public lands management and Endangered Species protection. The evening dinner was held at Cooper Black Recreation Area.

Thursday began early to get ahead of the heat as the tour headed to Low Country Forest Products, Inc.'s first thinning harvesting operation outside Sellers. Low Country's job headed by Marvin Cribb demonstrated a first thinning on a private landowner's pine plantation using a feller buncher, grapple skidding and a whole tree chipping process.

Low Country president Joe Young toured the teachers around the job describing every piece of logging and chipping equipment in an up close and personal way. The teachers even took the opportunity to climb aboard the units and see what it looks like from inside the operator's cab.

The teachers watched in awe as the logging and chipping job cranked up to full production. Under a tent for display were chipper knives and delimeter chains that supervisor Marvin Cribb described. Each teacher received a bag of clean chips. Low Country forester Seth Hayden walked the teachers into the stand and described the landowner's management goal, thinning process and the operator select thinning process.

SCTPA prepared a full description of Low Country's logging operation explaining the thinning and whole tree chipping operation, and provided a list of the equipment spread with costs so the teachers could see the investments.

The teachers were amazed at how mechanized the entire operation was. They were also amazed at how the tract was cared for while being harvested.

Joe talked about how loggers want to do a good job on the ground because it is a professional responsibility to sustain our forests and the environment. Thanks to Low Country Forest Products for an excellent stop.

Next it was off to the Smurfit Stone

Container mill in Florence for lunch and a mill tour. The mill staff greeted the teachers and provided an excellent presentation on the mill's operations, linerboard making process and facts and figures about the mill's productivity.

The teachers toured the mill and saw first hand how linerboard for box making is produced. Then the bus toured around the woodyard to see roundwood, chips and woody biomass trucks being unloaded and how the wood was stored and fed into the mill. The wood chips they saw on Low Country's job earlier were going into the linerboard being made. Thanks to Smurfit Stone for the lunch at the mill.

Next stop was Ingram Lumber Company to see pine lumber manufacturing. Due to the heat, Ingram's Furman Brodie presented the Ingram story and the tours were shortened to not expose the group to the heat. A great presentation by Furman explained their processes and investments into their two mills.

Then it was off to a Resource Management Services tract to view how the Real Estate Investment Trust (REIT) intensely manages the 7,000-acre Ellerbe Bay tract for return to their investors. Due to the high temperature, the group stayed on the bus as it traveled the tract to see how RMS manages, reforest and harvest their timber tracts. Different aged stands were viewed showing how RMS manages their lands such as reforestation using containerized improved seedlings, teenage stands, ready to thin stands, middle aged stands ready for a second thinning and stands ready for a total harvest to then be prepared for reforestation. Joey Ferguson and Wayne Smith did a great job explaining RMS's sustainable management goals and how the company operated as a REIT. Thanks guys for a great and informative tour of Ellerbe Bay.

Then it was off to Moree River Lodge in Society Hill for the sponsors reception

and dinner. Overlooking the Pee Dee River, this beautiful lodge offered the teachers and guests a wonderful opportunity to fellowship and meet several sponsors. The teachers offered their thanks to attending sponsors and individually spoke about what they had learned, how their perception had changed and how they would incorporate the knowledge learned into their lesson plans.

Many mentioned they did not have any idea about the forest products industry and sustainable forestry prior to the tour. But now the teachers have new information to promote the facts about our industry. One overwhelming comment heard was, "My eyes are now open."

Friday was wrap up day with Dean Carson discussing engineered wood products. He showed various products manufactured with this technology and described the many uses of each as well as some experimental products. Crad made closing remarks emphasizing the importance of how each teacher is now a stakeholder in sustainable forestry. He challenged them to go forth and preach the gospel of sustainable forestry, professional timber harvesting and the forest products industry. Then the teachers viewed the *Trees Are The Answer* video by Dr. Patrick Moore and individually

spoke about their week's experience and offered personal thoughts about how they now understand sustainable forestry and our industry.

Every teacher began the tour with individual ideas and perceptions about sustainable forestry, the forest products industry, timber harvesting, land management and reforestation. However, after witnessing the passion displayed by our industry's people about caring for our forest resources, the environment and the jobs each segment does, every teacher had a new found respect for our industry, our mission and its people.

The teachers braved and endured the Pee Dee heat to learn. "South Carolina Forestry: A Sustainable Learning Experience" is what the teacher's tour is all about.



Photo Gallery



2010 Teachers' Tour

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complaints dealing with logging, wildlife, scenic value, size of harvest areas, etc. Most BMP's are being followed with some issues present. More education has taken place, but still have issues with the authority of SCFC, Corps of Engineers and DHEC to regulate BMP's and harvesting. Possible more regulation efforts being rumbled around with Sierra Club, etc. SCFC's Guy Sabin has had contacts with many groups for BMP's, harvesting and sustainable forestry, but still an issue with environmental groups. Most of the lands being looked at were former forest industry lands now owned by private companies and individuals. Lynches and Coosawhatchie River tracts are on going for

BMP monitoring until sites are completed and closed out. Then a final BMP evaluation will be issued.

- *More SFI Companies Involvement:* Discussed the SFI participating companies being more involved and encourage assistance on sites with problems. Discussion about communications on problem sites to the receiving markets. Issue with what type sites to be communicated – ones with problems only or ones that do or did not comply.
- *Working with Corps:* SCFC has a plan to work with the Corps on wetland sites to remediate wetland sites before a cease and desist order is issued.

Lynches River Questions raised about logging

By Carlton Purvis
Morning News, Florence, SC
May 2, 2010

JOHNSONVILLE - Residents along Lynches river have expressed concern about logging practices and preservation of the environment along the scenic waterway.

Some of them recently joined officials from the state Department of Natural Resources and Florence County on a kayak tour to look at the difference in areas where logging has taken place compared with areas left untouched. Lynches River was given scenic status in 2008.

The main impacts of logging are increased sediment and elevated water temperature in streams and rivers that run next to the sites. These can lead to a change in the habitat for species that live in and near the water. The kayak trip focused on observing buffers along the river left by logging companies that harvest the area for timber.

The S.C. Forestry Commission published its Better Management Practices manual as a guide for landowners on practicing responsible land use while staying in compliance by guidelines set by the Clean Water Act.

The manual suggests landowners leave a 40-foot buffer between where

their logging operation stops and the river starts. The buffer decreases the amount of sediment deposited into the river and leaves more of a canopy for animals that live close to the water.

Mary Crockett and Barry Beasley of the state Department of Natural Resources, Debi Matthews of Florence County Planning Office and Jay Frick were among those who made the trip down the Lynches River.

Matthews said the county is working on a policy concerning forestry and went on the trip to see some of the effects firsthand. The county is looking at ways to follow the Better Management Practices.

"I didn't realize the extent of the changes in the area. You think 40 feet is a pretty good range, but the visual effect on the canopy is very apparent," she said.

Frick and his father, Barry Frick, run River Rats, a canoe rental company in Scranton. The aesthetics of the river help them make a living.

"We take people on tours and give them lessons right on the river. It's hard to give someone the full effect of a scenic area when it looks like that," he said.

Logging can often set off a chain reaction throughout the ecosystem that takes careful management to repair.

"The sediment gets into the water, and then it covers the smaller things that the fish eat and it just moves on up," Jay Frick said.

Frank Brown, who was also on the trip, said it's an experience everyone should have at least once if they live in the area.

"Just imagine Francis Marion, the Swamp Fox, navigating his way through these woods. Some of this is probably just the same as it was when he came through here, maybe even before then," Brown said as his pickup rolled down the highway toward Florence after getting out of the water 15 miles down the river – not far from Snow Island, where the Lynches River meets the Great Pee Dee.

During his campaign to prolong the war with the British to secure buy time for the American colonies, Marion's base was at Snow Island.

Brown is probably right. Part of the study to determine the river's eligibility for scenic status describes how the earliest inhabitants of the area probably first appeared around 12,000 years ago, and the area has been visited by hunter-gatherers, prospectors and farmers since – all of whom left tools as clues to who they were.

Although construction and logging activities are subject to state and federal laws concerning water quality, the Better Management Practices are merely suggestions, said Tery Cook, a resident of Pamplico and avid kayaker.

"When it comes down to it though

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it's a voluntary thing," Cook said.

"You're going to see sections that have been left with less than a 40 foot buffer and sections with a 100 foot buffer."

And until it effects water quality, its up to the landowners to enforce it.

Guy Sabin, the Environmental Program Manager for the state Forestry Commission, said loggers in South Carolina really do a good job caring about the condition of the land and how they leave it.

The BMP's aren't mandatory, but failure to follow them and harming water quality is addressed by the appropriate regulatory agency. A violation involving sediment in a waterway can earn a fine of as much as \$15,000 per violation. Issues related to wetlands fall under the Clean Water Act and would be addressed by the Army Corps of Engineers.

Logging companies already are trying to make sure to meet environment groups halfway, S.C. Timber Producers Association president Crad Jaynes said. In his role as president, Jaynes represents timber dealers and producers (loggers) all across the state.

"Every now and then you'll have someone who messes up, but it's not as common (at) this point in time," he said. "Some of our main concerns as professional loggers are diversity and water quality. We rely on the forest and a healthy environment to make a living."

Sabin said 90 percent of the logging jobs done in South Carolina probably follow BMP's and protect water quality, and many landowners like to go above and beyond that.

"If a logging company or operator or contractor is not meeting those guidelines or violating existing laws and or regulations, a lot of mills won't accept wood from them," Sabin said.

The group that took the kayak tour has a practical goal, and they said they understand the importance of the timber industry to South Carolina's economy.

"Basically, we just want people to be informed," Cook said. Looking out at an area that was logged last summer, she shook her head and said, "but that's a lot of jobs, too. Even the timber and forest industry has hit some hard eco-

nomic times. For them every tree can make a difference," she said.

Timber is South Carolina's most valued crop. It brings in \$14 billion to the state annually. The industry employs more than 30,000 people and pays them \$1.24 billion a year to harvest it.

What the group would really like to see is some kind of legislation passed that would benefit that environment and the landowners such as a tax credit for landowners that enforce the buffer zone.

"It would be a great give-and-take with landowners, leaving a wider buffer. People that want to enjoy the river and wildlife can enjoy the rivers and still benefit from it," Cook said.

One landowner who owns a site the group passed on the kayak trip didn't want to give his name, but said he would be interested in learning about what kind of tax incentives would be available if the idea ever came up again. He said he wouldn't know if her would be in favor of it until he was able to read the whole text.

Jaynes has been in the business for 33 years and has seen logging operations from Oregon to Maine and all across South Carolina.

"It's a process. We're not just logging. We're going to grow, we're going to manage, we're going to sustain, and we're going to renew," he said.

Jaynes said it's in the best interest of the logging companies to follow the guidelines set by DNR and the forestry commission, and for loggers take a number of classes to gain knowledge on reducing the effects.

"People have to understand 5,000 products have wood in them, yet there's still the misconception when they see a harvesting operation, 'Oh, all the trees are gone,'" he said.

The group on the Lynches River kayak trip already could see green shoots beginning to sprout from stumps of harvested trees.

Jaynes recalled a logging site near US 378 he and his wife passed on the way to visit family 27 years ago when he was still new to the industry. His wife was outraged.

"I stopped the car, and we got out and I made her take a good look at it," he said.

Year after year, from when the site was initially replanted to more recent times, they kept passing the site to visit family.

"Now when we go past, she says, 'Gosh, I can hardly tell,'" he said.

SCTPA Comments: *The Lynches River issue is certainly not going to go away. As the article stated, people would like to see "legislation passed" regarding buffers along scenic rivers, and probably all rivers. While our BMP's are not statutory, voluntary now, that's not to say BMP's couldn't be law. Our state's professional loggers are doing a great job as the BMP monitoring program shows. But it only takes one squeaky wheel to get louder and then there may be more intensive efforts to legislate mandatory BMP's.*

One issue not mentioned in the article that SCTPA made many points about during the interview, this also is a private property rights issue. If a landowner wants to harvest his/her timber, then the landowner certainly has every right to do so. Sure, others may dislike the harvesting, but it's not their land. And in the Lynches River area, the harvested areas will grow back whether naturally or artificially regenerated. Landowners are concerned about sustaining our healthy environment including healthy forests just as professional loggers, foresters and the forest products industry are.

It is more important now with this issue surfacing along with other issues throughout the state regarding harvesting and land use, our state's professional loggers must continue to do everything to meet and exceed our BMP's.

It's up to the landowners, harvesting professionals, forestry professionals and the forest products industry to make every effort to comply with applicable regulations and our BMP's so as to not give the over zealous environmentalists the ammunition to load their guns for "statutory BMP's."

SC Needs Firm Law on Swamp Cutting

River Hardwoods Obliterated

By John M. Burbage

Published: Tuesday, July 13, 2010

And I thought the beavers were bad. You know, those beavers I wrote about already, the ones that crept up out of the Coosawhatchie River swamp behind the fish-pond here at the farm and ate four willows for appetizers, a main course of ten gum trees and a juicy slash pine for dessert.

Six of those overgrown rodents dined on those trees after they dug a den in the pond dike. It took a while to run them off. Had to shoot the head beaver to save his family. Shot him dead, then punched a hole in the top of the den and dropped Daddy Beaver's remains in there among the survivors. They were gone the next day.

It stunk up the place for a while, but that's OK. Filled the den in the dike with empty beer bottles and covered it with dirt. The flat-tailed timber varmint returned to the swamp where the Coosawhatchie River runs through in braids, where towering century-old red oaks and white oaks and poplars and cypress trees used to live. Back there where the deer, foxes, coons, possums, armadillos, bobcats, ibises, herons, hawks, owls, turkeys, woodpeckers and — according to the locals — a Carolina cougar used to live. Back there where some big-bellied Georgia boys tossed a bunch of plastic water bottles and fast-food wrappers and potato chip bags and toilet paper all over the place while they clear-cut 170 acres of handsome hardwoods and hauled them off to Hazlehurst.

Money trees. That's what those flat-tailed, big-bellied loggers call them. "We done got 'em all in Georgia, Bo," one of them said. "We getting 'em all in South Carolina, too. Last year we cut the Salkehatchie Swamp up the road and got 20 truckloads a day. Them was big trees, at least 100 years old, just like these here. I felt kinda bad 'cause I like huntin' and fishin' just like you. But I gotta do what they tell me to. Know what I mean?"

That's what one of those Georgia boys said.

An Unnatural Disaster

It used to look like the Amazon rainforest back along that section of the Coosawhatchie River where the beavers used to live. It took three weeks to level it. Looks like a war zone now, like a grainy lithograph taken here after that damn-Yankee Sherman and his damn-Yankee bummers came through 150 years ago. It's a nightmare, what happened back there, worse than when a South Carolina Electric and Gas Co. line crew visits the neighborhood.

Beasley Forest Products of Hazlehurst, Georgia, did it this time. One of its 20-some-odd teams

of timber terrorists all but leveled the wetlands back there, and the few trees they left along the river's edge will fall the next time a hurricane comes through. Tall trees in freshwater wetlands need other tall trees around them. Otherwise, the roots give way and they fall into the stream.



This is a view of how most of the Coosawhatchie Swamp looked before the recent timbering; see how the process has already started in the back left where the sun shines more brightly.

That's one reason SC has Best Forestry Management Practice guidelines for cutting in the swamps. Guidelines, mind you, not laws. Toothless. A state forester came and marked off

80-foot buffers along the braids out back. They don't do that in Georgia. They leave only ten feet, maybe. Those new red buffer ribbons looked good for a while, but those Georgia boys ignored them. They wanted all the "money trees."

I called the head of the U.S. Army Corps of Engineers in Columbia twice and left detailed messages about what was happening. She never called back. Must have been on vacation. But if anybody other than a logger tries to put a road through the swamp, she would have been all over his you-know-what. It's illegal for regular folks to alter wetlands, but just fine for timber companies to obliterate them.

Bad Karma

"All 'em birds that lives back there, they'll go someplace else," the timber foreman said when asked if he worried much about bad karma. He didn't know what karma is, but he did return the call. So did the SC Department of Natural Resources, which couldn't find eagle nests or other show stoppers, like those rare little red-cockaded woodpeckers that like long-leaf pines.

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The DNR couldn't find any nesting colonies of threatened ibises back there either. They are a type of stork that feeds in the Coosawhatchie Swamp during the day and roosts at night not far away. A shell-shocked gopher tortoise showed up one afternoon, but the timely appearance of this extremely uncommon reptile didn't mean much either. Gopher tortoises rarely use swamps. Must have been lost or something.



Views of clear-cutting in the Coosawhatchie swamplands

The SC Department of Health and Environmental Control took water samples in the midst of all the destruction. DHEC was interested in the puddles of diesel fuel and hydraulic fluid that leaked from the massive timber-cutting saws and skidders, but they were not reported to state authorities. It'll take a while to get the lab results. Fines up to \$15,000 could be issued. But it's doubtful; not enough evidence.

Beasley Forest Products of Hazlehurst, Georgia, has the largest production hardwood sawmill in North America. Beasley boasts that it whacks 35,000 tons of hardwoods a week in South Carolina, Georgia, Florida and Alabama, most of it in freshwater wetlands where people with a healthy respect for nature would never think about clear-cutting.

"We got a \$52 million contract to make logging mats bound for Alaska," Beasley's foreman said. "That's what we do with most of this stuff; make big mats out of it."

Crane mats are large interlocking oak platforms laid down in wetlands, enabling heavy-duty cutting equipment to go where no timber company has ever gone before, places like Alaska's 17-million-acre Tongass

National Forest and the 1,700-mile-long trans-Alaska natural gas pipeline under construction.

U.S. President Theodore Roosevelt used a mere stroke of his pen to preserve the Tongass, North America's only rainforest. But that was more than 100 years ago, about the time those hardwoods out back in the Coosawhatchie Swamp sprouted. The United States doesn't have presidents like Theodore Roosevelt any more.

There Ought to Be a Law

Every 30 seconds the world loses enough rainforest to cover 60 football fields. Every 30 seconds! And it only takes 30 seconds for one of those big-bellied Beasley boys driving a massive mechanical timber saw to cut and stack a 200-foot tall South Carolina cypress tree with a diameter the size of a city bus.



The results of clear-cutting a swamp are not pretty.

And the SC Forestry Commission can't stop them. SC foresters can't set foot on private property in SC unless they have permission. All one can do is politely ask the loggers to abide by the guidelines. It's a license to steal.

You know, it's natural for a few beavers to eat a few gums and willows. But it's quite another thing when greedy Georgia boys in cahoots with a desperate real estate company in Walterboro, SC, which sold the trees for \$4,500 per acre, do what they're doing in SC wetlands.



The process of cutting timber does not have to include spilling hydraulic fuel and oil; here is evidence of environmental damage in the swamp.

Wonder how many truckloads of hardwoods were clear-cut by Georgians, stacked on Georgia-tagged logging rigs and hauled off to Hazlehurst? Wonder how much SC will get for all those natural resources that went south; all those hardwoods that used to be back there where the beavers once lived in the Coosawhatchie Swamp.

John M. Burbage, a newspaper reporter, editor and publisher in the SC Lowcountry, lives in Charleston and owns a farm in Hampton County. He is president of Evening Post Ventures and may be reached at jburbage@postandcourier.com.

ALL PHOTOGRAPHS BY JOHN M. BURBAGE

New Federal Trucking Safety Initiative Comprehensive Safety Analysis 2010

The Comprehensive Safety Analysis 2010 (CSA 2010) is the new Federal Motor Carriers Safety Administration's program to rate carriers for more comprehensive safety purposes to improve drivers and reduce crashes on our nation's highways involving commercial motor vehicles.

This program covers carriers and fleets for both Intrastate and Interstate trucking. New Safety Measurement System BASICs are involved in rating carrier performance.

The SafeStat System now used incorporated only four driver metrics for rating. Now CSA 2010 will incorporate seven BASICs for rating purposes. The SafeStat system is being replaced with the CSA 2010 Safety Measurement System.

One of the three new BASICs is Cargo Related. The Cargo Related BASIC includes violations for failure to properly prevent shifting loads, spilled or dropped cargo, **overloading** and unsafe handling of hazardous materials on a CMV.

The Overloading BASIC is important to the Un-manufactured Forest Products Trucking segment as Over Weight violations and citations will be counted toward the carrier rating.

SCTPA has been in discussions with Sgt. Don Rhodes, SC State Transport Police and CSA 2010 national committee member, regarding this metric.

Since UFP trucks are hauling a variable weight

load, roundwood, chips and wood residuals, from timber harvesting sites and the overwhelming majority of units are not weighed in the woods, this metric could have a very adverse impact on UFP trucking carriers.

Don indicated to SCTPA there have been recommendations presented for Cargo Related revisions that have been approved and will be used. SCTPA will be meeting with Sgt. Rhodes to review the revised Cargo Related BASIC and the entire CSA 2010 program.

The actual trucking regulations are not changing. The safety rating system for drivers and carriers is the new change with CSA 2010.

South Carolina Intrastate Carriers, regardless of carrier type, will have to obtain a SC Intrastate Carrier Number. The Intrastate Carrier Number information has been forwarded to Intrastate Carriers as of July 1st.

All Intrastate Carriers will have to get an Intrastate Number by 2011. This Intrastate Number is needed to comply with CSA 2010. If a carrier has a U.S. DOT Number, then the SC Intrastate Number is not needed.

Per Sgt. Rhodes, the effective date for CSA 2010 is now November 2010. There are still several phases that must be enacted for the full program to take effect.

You are encouraged to visit to the FMCSA's website, <http://csa2010.fmcsa.dot.gov> to learn about CSA 2010.

SCTPA will be scheduling a CSA 2010 Workshop on January 29th with SC STP's Don Rhodes at the 2011 Annual Meeting at the Crown Reef Resort, Myrtle Beach.

SCTPA can be available to meet with members for a CSA 2010 review. Contact the SCTPA office to schedule a meeting.



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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

CSA 2010 – An Overview

Following are excerpts from the Federal Motor Carriers Safety Administration's CSA 2010 website.

CSA 2010 – WHAT IS IT?

Comprehensive Safety Analysis 2010 (CSA 2010) is a Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and bus safety and ultimately reduce commercial motor vehicle (CMV)-related crashes, injuries and fatalities. It introduces a new enforcement and compliance model that allows FMCSA and its State Partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur. Rolling out the program by the end of 2010 will establish a new nationwide system for making the roads safer for motor carriers and the public alike!

In the development of the CSA 2010 program, FMCSA sought to incorporate several key attributes.

FLEXIBILITY - Adapt to Changing Environment.

Accommodates changes to the transportation environment, such as evolutions in technology and changing programmatic responsibilities.

EFFICIENCY - Maximize Use of Resources. Improves Federal and State enforcement staff productivity, as well as the safety performance of members of the motor carrier community.

EFFECTIVENESS - Improve Safety Performance.

Identifies behaviors associated with safety risk; focuses compliance, enforcement, and remediation efforts on those unsafe behaviors.

INNOVATION - Leverage Data and Technology.

Improves safety through the innovative use of technology to track and update safety performance data.

EQUITABILITY - Be Fair and Unbiased. Assesses and evaluates motor carrier safety and enforces Federal laws and safety regulations to ensure consistent treatment of similarly situated members of the motor carrier community.

WHY IS CSA 2010 NEEDED?

Since the 1970s, Federal and State enforcement agencies in partnership with many other stakeholders have progressively reduced the rate of commercial vehicle crashes resulting in injuries or fatalities on our Nation's highways.

The rate of crash reduction slowed, prompting FMCSA to take a fresh look at how the agency evaluates the safety of motor carriers and drivers and to explore ways to improve its safety monitoring, evaluation, and intervention processes. CSA 2010 is the result of this comprehensive examination.

Limitations of the current Operational Model

FMCSA's compliance and safety programs improve and promote safety performance and save lives. However, agency resources available for these efforts have remained relatively constant over time, despite

increases in the regulated population and additional programmatic responsibilities. FMCSA has identified limitations in both how safety is measured and how unsafe behaviors, once identified, are corrected.

- FMCSA's current compliance review (CR) program is resource-intensive and reaches only a small percentage of motor carriers, making it increasingly difficult to continue to improve motor carrier safety using existing tools.
- On-site CRs to determine a motor carrier's safety fitness require an average of three to four days to complete. At present staffing levels, FMCSA can perform CRs on only a small number of the 700,000 active interstate motor carriers.
- SafeStat is FMCSA's current system for measuring safety performance. Despite its effectiveness SafeStat groups safety problems together to identify carriers for a one-size-fits-all CR. It also does not focus on the behaviors known to cause crashes.
- The FMCSA Large Truck Crash Causation Study indicates that increased attention should be given to drivers of commercial vehicles.

CSA 2010 builds on FMCSA's current processes for assessing and improving the safety performance of motor carriers and drivers through a new safety measurement system and a new suite of tools. These include an enhanced CR, in addition to more focused and efficient interventions tailored to address specific problems.

HOW DOES CSA 2010 WORK?

CSA 2010 re-engineers the existing enforcement and compliance business process to provide a better view into how well large commercial motor vehicle (CMV) carriers and drivers are complying with safety rules, and to intervene earlier with those who are not. As the program is rolled out in 2010, FMCSA will establish a new enforcement and compliance Operational Model that will utilize its resources, and those of its State enforcement partners, more efficiently and effectively, making the roads even safer for everyone.

This new CSA 2010 Operational Model has three major components:

- Measurement - CSA 2010 measures safety performance in new ways, using inspection and crash results to identify carriers whose behaviors could reasonably lead to crashes.
- Evaluation - CSA 2010 helps FMCSA and its State Partners to correct high risk behavior by contacting more carriers and drivers, with interventions tailored to their specific safety problem, as well as a new safety fitness determination methodology.
- Intervention - CSA 2010 covers the full spectrum of safety issues – from how data is collected, evaluated, and shared to how enforcement officials can intervene most effectively and efficiently to improve safety on our roads.

(Continued on page 14)

Commercial Motor Vehicle Drivers: *What You Need to Know*

Comprehensive Safety Analysis 2010 (CSA 2010) is a Federal Motor Carrier Safety Administration (FMCSA) initiative designed to improve the efficiency and effectiveness of the Agency's enforcement and compliance program.

How will this change affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes will be identified and addressed
- All safety-based roadside inspection violations will count, not just out-of-service (OOS) violations
- Drivers will be more accountable for safe on-road performance – good news for drivers with strong safety performance records

What can drivers do to prepare for the change?

- 1) Know and follow safety rules and regulations
 - Check out web-based commercial motor vehicle (CMV) safe driving tips at <http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm>
- 2) Become knowledgeable about the new Behavior Analysis and Safety Improvement Categories (BASICs) and how FMCSA will assess safety under CSA 2010
 - Review the Safety Measurement System (SMS) methodology document at <http://csa2010.fmcsa.dot.gov/outreach.aspx>
- 3) Keep copies of inspection reports
- 4) Learn about employers' safety records
 - Check carrier safety records online at <http://ai.fmcsa.dot.gov/default.aspx>
- 5) Visit the CSA 2010 Website: <http://csa2010.fmcsa.dot.gov>
 - Subscribe to the RSS feed or email list to stay up-to-date on CSA 2010 news and information

CSA 2010 is designed to meet one overriding objective: to increase safety on the Nation's roads – benefiting drivers and the travelling public alike.

Under CSA 2010, FMCSA will:

- Reach more CMV carriers earlier and more frequently
- Improve efficiency of carrier investigations by focusing on specific unsafe behaviors, identifying causes, and requiring corrective actions
- Hold carriers and drivers accountable for their safety performance, demanding and enforcing safe on-road performance

Under CSA 2010, CMV carrier and driver safety performance records will be more important than ever and all safety-based violations from roadside inspections will count, not just OOS violations. Drivers should know what CSA 2010 will mean for them and how they can prepare for this important, new safety program.

Q. Why does FMCSA's new CSA 2010 program emphasize driver safety enforcement?

A. Studies have shown that unsafe driver behavior, both on the part of CMV drivers and other drivers, is a major contributor to CMV-related crashes. Some studies indicate that a small segment of the CMV driver population is involved in a disproportionately large number of crashes. As a result, during the CSA 2010 Operational Model Test, FMCSA is expanding its approach to identifying and addressing unsafe drivers during interventions with motor carriers.

Q. Can you describe the CSA 2010 driver safety enforcement process?

A. The driver safety enforcement process provides FMCSA with the tools to identify CMV drivers with safety performance problems and to verify and address the issues. The new tools enable Safety Investigators (SIs) to identify drivers with poor safety histories who work for carriers that have been identified as requiring a CSA 2010 investigation. If the investigation results verify the driver violation(s), FMCSA takes an enforcement action against that driver, such as a Notice of Violation (NOV) or a Notice of Claim (NOC).

Q. What kinds of driver safety performance data is CSA 2010 looking at?

A. The new program focuses on driver enforcement for serious rule violations, such as:

- Driving while disqualified
- Driving without a valid commercial driver's license
- Making a false entry on a medical certificate
- Committing numerous Hours-of-Service violations

Q. Do tickets or warnings that drivers receive while operating their personal vehicles impact the new SMS?

A. No. Tickets or warnings that drivers receive while operating their personal cars are State citations and do not count in the new measurement system. SMS only uses violations of FMCSA's regulations, and those regulations only apply to people driving large CMVs. In measuring on-road safety performance, SMS uses all safety-based violations documented at roadside inspections as well as State-reported crashes.

Q. Will CSA 2010 assign safety ratings to individual CMV drivers? I heard that CSA 2010 is designed to rate CMV drivers and to put many of them out of work this summer.

A. No. Under CSA 2010, individual CMV drivers will not be assigned safety ratings or Safety Fitness Determinations (SFDs). Consistent with the current safety rating regulations (49 CFR part 385), individual drivers who operate independently as a "motor carrier" (i.e. have their own USDOT number, operating authority, and insurance) will continue to be rated as a motor carrier, as they are today, following an onsite investigation at their place of business. CSA 2010 is designed to meet one overriding objective: to increase safety on the Nation's roads. Therefore, it is, by design, a positive program for drivers and carriers with strong safety performance records. CSA 2010 sends a strong message that drivers and carriers with poor safety performance histories need to improve.

Q. What is the Pre-Employment Screening Program (PSP) and when does it start?

A. PSP is a new FMCSA program mandated by Congress that is designed to assist the motor carrier industry in assessing individual operators' crash and serious safety violation history as a pre-employment condition. The program is voluntary. It is not part of CSA 2010. The system is expected to launch in 2010. For more information about PSP, visit FMCSA's PSP website at <http://www.psp.fmcsa.dot.gov>.

Q. What is the detailed process for drivers to contest information contained in their FMCSA driver records?

A. Drivers should use FMCSA's DataQs system to challenge data in FMCSA databases. To do this, drivers can go to the DataQs registration page at <https://dataqs.fmcsa.dot.gov/login.asp>, should select "Register Online" as a general public user, and can create a DataQs account profile. Once registered, drivers can challenge their data by following detailed instructions in the help menu. The Agency is in the process of improving the DataQs Website to make the process of challenging data more apparent to drivers.

(Continued from page 11)

CSA 2010 has been carefully planned and developed over the past few years. It began with a thorough review of the agency's current compliance review process, and proceeded through the development of a new Safety Measurement System (SMS) that will use all roadside inspection and crash data and the development of a new interventions toolbox to deal efficiently and effectively with safety problems of various natures and different levels (as identified in SMS). In addition, the new model includes a proposed change to Safety Fitness Determination (SFD), also tied to SMS results, although implementation of CSA 2010 is not dependent on the proposed change.

The expanded suite of intervention tools enable investigators to systematically evaluate why safety problems are occurring, to recommend remedies, to encourage corrective action(s), and, where corrective action is inadequate, to invoke strong penalties. The new SMS and interventions toolbox were tested in Colorado, Delaware, Georgia, Kansas, Maryland, Minnesota, Missouri, Montana, and New Jersey. Testing began in February 2008 in four states, and expanded to add five more (Delaware, Kansas, Maryland, Minnesota and Montana) in 2009.

Feedback from enforcement staff and carriers indicate that the new model is both efficient, reaching more carriers, and effective, with some carriers undertaking proactive efforts to learn more and to correct their safety problems.

SAFETY MEASUREMENT SYSTEM (SMS)

Within the Comprehensive Safety Analysis (CSA 2010) Operational Model, the Safety Measurement System (SMS) quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or worsening. SMS replaces SafeStat in the new Operational Model.

The carrier SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census to quantify performance in the following Behavior Analysis Safety Improvement Categories (BASICS).

CSA 2010 BASICS:

- **Unsafe Driving** — Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner. *Example Violations:* Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)
- **Fatigued Driving (Hours-of-Service)** — Operation of CMVs by drivers who are ill, fatigued, or in non-compliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue. *Example Violations:* HOS, logbook, and operating a CMV while ill or fatigued. (FMCSR

Parts 392 and 395)

- **Driver Fitness** — Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications. *Example Violations:* Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
- **Controlled Substances/Alcohol** — Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications. *Example Violations:* Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
- **Vehicle Maintenance** — Failure to properly maintain a CMV. *Example Violations:* Brakes, lights, and other mechanical defects, and failure to make required repairs. (FMCSR Parts 393 and 396)
- **Cargo-Related** — Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV. *Example Violations:* Improper load securement, cargo retention, and hazardous material handling. (FMCSR Parts 392, 393, 397 and HM Violations)
- **Crash Indicator** — Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.

A carrier's measurement for each BASIC depends on:

- The number of adverse safety events (violations related to that BASIC or crashes)
- The severity of violations or crashes
- When the adverse safety events occurred (more recent events are weighted more heavily).

After a measurement is determined, the carrier is then placed in a peer group (e.g., other carriers with similar numbers of inspections). Percentiles from 0 to 100 are then determined by comparing the BASIC measurements of the carrier to the measurements of other carriers in the peer group. 100 indicates the worst performance.

SAFETY EVALUATION

Safety evaluation is the process of determining how to address carriers with poor safety performance. The Safety Measurement System (SMS) allows FMCSA to more effectively evaluate safety performance using new measures for

1. Identifying which carriers require what type of intervention using a policy-driven process called intervention selection, and
2. Determining which carriers should be proposed "Unfit" to operate, using a regulatory process called Safety Fitness Determination (SFD). (An *Unfit Suspension* will prohibit a carrier from operating, based on the conclusion of a SFD. The details of Unfit Suspension will be described in the

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SFD Rulemaking.)

FMCSA is developing a SFD methodology, subject to ongoing rulemaking, to replace the current system that is solely dependent on the onsite compliance review results. The SFD will expand the use of on-road performance as calculated in the SMS and include results of all investigations. It will also allow FMCSA to determine safety fitness on a larger segment of the industry.

INTERVENTION

FMCSA and State partners will use measurement results to identify carriers for CSA 2010 interventions. These interventions will offer an expanded suite of tools ranging from warning letters to comprehensive onsite investigations. These tools supplement the labor-intensive compliance review (CR) to better address the specific safety problems identified.

CSA 2010 investigators will be equipped to systematically evaluate why safety problems are occurring, to recommend remedies, to encourage corrective action (s), and, where corrective action is inadequate, to invoke strong penalties. Interventions will provide carriers with the information necessary to understand their safety problems and to change unsafe behavior early on. Interventions under CSA 2010 can be broken into 3 basic categories, which are described in detail below: early contact, investigation, and follow-on.

Early Contact

- **Warning Letter** - Correspondence sent to a carrier's place of business that specifically identifies a deficient BASIC(s) and outlines possible consequences of continued safety problems. The warning letter provides instructions for accessing carrier safety data and measurement as well as a point of contact.
- **Carrier Access to Safety Data and Measurement** - Carriers have access to their measurement results (BASICs scores), as well as the inspection reports and violations that went into those results. With this information, carriers can chart a course of self-improvement. Carriers can also monitor this data for accuracy and challenge it as necessary through FMCSA's DataQs system: <https://dataqs.fmcsa.dot.gov/login.asp>.
- **Targeted Roadside Inspection** - CSA 2010 provides roadside inspectors with data that identifies a carrier's specific safety problems, by BASIC, based on the new measurement system. Targeted roadside inspections occur at permanent and temporary roadside inspection locations where connectivity to the SMS information is available. As Commercial Vehicle Information Systems and Networks (CVISN) technologies evolve they will be incorporated into the roadside inspections.

Investigation

- **Offsite Investigation** - A carrier is required to submit documents to FMCSA or a State Partner.

These documents are used to evaluate the safety problems identified through the SMS and to determine their root causes. Types of documents requested may include third party documents such as toll receipts, border crossing records, or drug testing records. The goal is to identify issues responsible for poor safety performance. If the carrier does not submit requested documents they may be subject to an onsite investigation or to subpoena records (see below).

- **Onsite Investigation - Focused** - The purpose of this intervention is to evaluate the safety problems identified through the SMS and their root causes. An onsite focused investigation may be selected when deficiencies in two or less BASICs exist. Onsite "focused" investigations target specific problem areas (for example, maintenance records), while onsite "comprehensive" investigations address all aspects of the carrier's operation.
 - **Onsite Investigation - Comprehensive** - This intervention is similar to a CR and takes place at the carrier's place of business. It is used when the carrier exhibits broad and complex safety problems through continually deficient BASICs, worsening multiple BASICs (three or more), or a fatal crash or complaint.
- #### Follow-on
- **Cooperative Safety Plan (CSP)** - Implemented by the carrier, this safety improvement plan is voluntary. The carrier and FMCSA collaboratively create a plan, based on a standard template, to address the underlying problems resulting from the carrier's substandard safety performance.
 - **Notice of Violation (NOV)** - The NOV is a formal notice of safety deficiencies that requires a response from the carrier. It is used when the regulatory violations discovered are severe enough to warrant formal action but not a civil penalty (fine). It is also used in cases where the violation is immediately correctable and the level of, or desire for, cooperation is high. To avoid further intervention, including fines, the carrier must provide evidence of corrective action or initiate a successful challenge to the violation.
 - **Notice of Claim (NOC)** - A NOC is issued in cases where the regulatory violations are severe enough to warrant assessment and issuance of civil penalties.
 - **Operations Out-of-Service Order (OOS)** - An order requiring the carrier to cease all motor vehicle operations.



CSA 2010: JUST THE FACTS

FACT

Comprehensive Safety Analysis 2010 (CSA 2010) does not give the Federal Motor Carrier Safety Administration (FMCSA) the authority to remove 175,000 drivers from their jobs and cannot be used to rate drivers or to revoke a Commercial Driver's License (CDL). FMCSA does not have the authority to take those actions. Only State agencies responsible for issuing licenses, CDL or otherwise, have the authority to suspend them. CSA 2010 does introduce a driver safety assessment tool to help enforcement staff evaluate drivers' safety as part of motor carrier investigations.

FACT

Using the new Safety Measurement System (SMS), FMCSA continues to hold motor carriers responsible for the job performance of those who work for them. Therefore, motor carriers are held accountable for their drivers' errors such as speeding. This is a longstanding FMCSA position and is not unique to CSA 2010 or the new SMS.

FACT

Carriers who are considering hiring drivers can review "Driver Profiles" if the drivers have authorized the release of their information. These profiles are compiled from FMCSA's Driver Information Resource (DIR) and will be available to carriers through FMCSA's new Pre-Employment Screening Program (PSP). Drivers can view their own profiles. PSP is only available as a pre-screening tool and not for use in evaluating current drivers. PSP was mandated by Congress and is not a part of CSA 2010.

FACT

Potentially erroneous violations on carrier/driver records can be submitted for review. The DataQs system (<https://dataqs.fmcsa.dot.gov>), which does not change under CSA 2010, allows motor carriers and drivers to make a Request for Data Review (RDR) of information that resides in FMCSA databases such as crash and inspection reports.

FACT

While some third party vendors are developing and marketing CSA 2010 driver scorecards, consumers should know that these companies do not have access to the driver violation histories in the FMCSA databases despite some claims that they do. FMCSA has not and will not validate any vendors' scorecards or data. Also, keep in mind that the SMS is subject to change prior to its launch in response to the test results.





RESPONDING TO THE CITY OF GEORGETOWN

The City of Georgetown has voted to renovate the downtown Harbor Walk. That's a good move for the citizens and visitors. But the problem is the city voted to use imported Ipe wood from the Rain Forests instead of Treated Southern Yellow Pine.

This major renovation will cost the city quite a chunk of change. And due to approving the use of the imported Ipe wood, the price tag is even "more pricey." The city is spending the taxpayers' money on "outside" wood rather than using the timber resource

available in Georgetown County coupled with the lumber manufacturing and treating processes available within South Carolina.

SCTPA gladly got involved at the request of City Councilwoman Jeannette Ard. She opposes the use of imported wood along with one other City Councilwoman. But the mayor has pushed forward with using the imported Rain Forest wood, but the issue is not settled fully. The project must go next to the Architectural Review Board.

Tim Keating with Rain Forest Relief has gotten involved and SCTPA has had several conversations with him. A meeting with Mr. Keating, City Council members and several conservation, environmental, forest products representatives and citizens was scheduled on Wednesday, July 7th.

Unfortunately the meeting did not occur due to Tim having vehicle problems in North Carolina. Re-scheduled for Thursday, but again Tim's vehicle problems prevented him from attending. SCTPA was present both days and did have good discussions with Councilwoman Ard and several participants that showed up not knowing about the postponement.

The meeting did occur on Friday, but SCTPA was unable to attend. So SCTPA's president spoke at the City Council meeting on Wednesday July 14th.

Members are encouraged to contact the City of Georgetown and voice your opinion regarding this issue. With a lagging economy and home grown timber available, does it not make more sense to use our own sustainable resource, our own manufactured and treated Southern Yellow Pine thus supporting "our" economy rather than another economy.

Below is the letter forwarded to the Mayor and City Council.

June 28, 2010

The Honorable Mayor Jack Scoville
& The Honorable Members of the Georgetown City Council
P.O. Drawer 939
Georgetown, SC 29442

Dear Mayor Scoville and City Council Members,

As president of the South Carolina Timber Producers Association, I am responding to the City's decision to use IPE wood for the Harbor Walk renovations.

This association represents and services the professional timber harvesters and timber dealers here in South Carolina and is a charter member of the American Loggers Council.

The decision "not" to utilize Treated Southern Yellow Pine sends a negative message to our state's forest products industry. Our forest products industry is the Number One Manufacturing Sector with the most employees and highest payroll in our state's economy.

Georgetown County ranks number two in the state with Stumpage Timber Value of \$25,618,713 and Delivered Timber Value of \$40,829,005. Overall the Delivered Timber Value in South Carolina is over \$483 million. Likewise the vast forest acres used to grow, manage, harvest and reforest our state's Number One Cash Crop, "timber," provides renewable and sustainable forest resources, jobs, recreation, scenic value, water quality and contributes substantially to the city and county's local economies.

The city and county have a rich history and tradition with direct ties to the forest products industry. International Paper, other forest products companies, logging businesses, timber dealers and the ancillary businesses supporting our industry have been long-term economic contributors to the city and county.

With the availability of our own Southern Yellow Pine, grown, harvested, manufactured and treated here in South Carolina, the decision to use imported wood is one that simply strikes me as "a contrary decision."

The expenditure of \$600,000 to refurbish the Harbor Walk is certainly a high capital investment in the city's

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historic downtown. Yet it appears to me, as our industry and other businesses are suffering through this lagging economy, a decision to support the local and state economy would have been a more positive decision rather than supporting another economy.

Additionally, the benefits of promoting the use of our own forest resource could have been used to garner positive public relations for the city.

The city council must have had valid reasons to use imported wood rather than our own Treated Southern Yellow Pine. First, my question is, "what were the reasons?" Then second, my response is, "I would be hard pressed to be convinced the reasons were solid enough to make this decision excluding our forest resource and forest products industry."

Respectfully and with kindest regards,

Crad Jaynes

COMMENTS TO GEORGETOWN CITY COUNCIL

Comments by SCTPA President Crad Jaynes at the July 14th Georgetown City Council Meeting regarding the Harbor Walk renovation project and City Council's decision to use imported Ipe wood.

Good afternoon Mr. Mayor and City Council Members. I am Crad Jaynes, President of the South Carolina Timber Producers Association representing and serving South Carolina's professional timber harvesters, wood dealers and unmanufactured forest products truckers. This association is a charter member of the American Loggers Council.

I am here today to offer my comments regarding the decision to use imported Ipe wood lumber rather than Treated Southern Yellow Pine lumber for the Harbor Walk renovation project.

Georgetown has a rich and long history directly tied to sustainable forestry and the forest products industry from the Atlantic Coast Lumber Company in the early 1900's which at that time was the largest sawmill on the east coast to present day International Paper Company and the countless number of forest landowners, loggers, wood dealers and supporting businesses living and working here over the years.

During these lagging economic times it would seem appropriate to support the local and state forest products industry.

Positive public relations for the city could be attained by using Southern Yellow Pine grown in Georgetown County or in a neighboring county, harvested by a local professional logger, lumber manufactured perhaps in neighboring Horry County at New South's sawmill and the lumber treated at an in state facility, thus promoting the use of a "home grown" sustainable and renewable resource, and supporting local and state economies.

Timber is South Carolina's number one cash crop and the forest products industry is the number one manufacturing sector of our state's economy.

The importation of a foreign wood resource and its subsequent use in the Harbor Walk renovation project is directly contrary to what I just stated, in my opinion.

I do not doubt the City Council has done its research and homework to decide on the Ipe wood. However, the origin of that wood is in Rain Forests. While Rain Forests and our state's sustainable forests are immensely different, I feel there is more than enough evidence to support the use of Treated Southern Yellow Pine for durability.

And a compelling factor to me for Treated Southern Yellow Pine is the lower cost of the lumber to the City and to the taxpayers, while also obtaining the results for long-term durability.

Again, the forest products industry, including those landowners growing timber, professional foresters managing, professional loggers harvesting, sawmills manufacturing the lumber and treating facilities preserving the lumber, along with the multitude of supporting businesses for products and services for our industry are all important to Georgetown and this County.

I hope that further consideration will be given to using a homegrown resource and supporting your local and state economies rather than someone else's.

Thank you.

Georgetown Harbor Walk
Letter to the Editor
Georgetown Times
June 11, 2010

By Jeanette Ard
Member of Georgetown City Council

City Boardwalk

This letter is meant to serve as a report to you and your readers about an important issue now before the Georgetown City Council.

Georgetown's boardwalk [the Harbor Walk] is now well over 20 years old and in need of repairs. Because that work must be done soon, City Council is faced with the responsibility with making decisions about (1) the work that needs to be done and (2) how much to spend.

As I understand them, the choices are:

- (1) Invest \$600,000 in giving the boardwalk a complete face lift, with new lighting, railings and other amenities included along with the replacement of all wooden planks. An imported tropical lumber called "iron wood" or Ipe has been suggested as replacement for the treated Southern Yellow Pine now in use. The Mayor and City Administrator proposed this option — both the total facelift and the kind of lumber.
- (2) A second, less expensive choice would limit work to replacement of rotten boards. Domestically harvested Southern Yellow Pine used would continue to be used. Existing railings and lighting would be repaired.
- (3) A third, and even less expensive option would be a "quick fix," turning over the existing boards on the Harbor Walk, replacing only those that are not structurally sound. Existing hand railings and lighting would be repaired too.

In a recent article, Consumer Reports compared and rated different kinds of wood decking that could be used on Georgetown's Harbor Walk.

According to that magazine's rating staff, imported tropical lumber of the type proposed by the Administrator and the Mayor sells for an average of \$800 per 100 square feet.

Domestically grown and treated Southern Yellow Pine, on the other hand, has, an average cost of \$175.00 per 100 square feet even though Southern Yellow Pine has an overall higher quality rating than the more costly "iron wood."

As a strictly budgetary matter, Council may choose to set aside \$600,000 for work on the Harbor Walk at an upcoming meeting.

Allocating that money will not, however, decide either the scope of the work to be done or the final authorized cost.

As with all other contractual matters, City Council must still approve any designs, contracts and payments, no matter how much money is set aside in the budget.

In short, final decisions about how to proceed and how much to spend are still to be made.

Substantial savings from the Mayor's proposed \$600,000 cost times are possible.

They certainly need to be considered during these tight economic times. Given the pressures on the budget faced by Council at this time, I believe that repairs on the Harbor Walk should be limited to the replacement of rotten boards with treated Southern Yellow Pine and fixing the decaying railings.

Any money saved (budgeted but not used) would then be available for other productive public uses.

In any event, members of the public are always welcome to share their opinions about this (or any other) subject of public concern with the Mayor and/or members of Council.

I know from working with each of them over the years that each Council member appreciates the advice, opinions and counsel they are offered by our friends, neighbors and fellow citizens.

I urge everyone who wishes to do so to contact me and other members of Council about how best to proceed on this or any other project.



SCTPA's 12th Annual Meeting January 28 – 30, 2011

Go ahead now and mark your calendar to attend SCTPA's 2011 Annual Meeting to be held January 28 – 30 at the Crown Reef Resort & Conference Center in Myrtle Beach.

The Crown Reef contract has been negotiated and signed. SCTPA is glad to announce basic room rates will remain the same as the 2010 annual meeting with only a slight increase in the resort fee.

Forests for Our Future is our emphasis. Future forests will have to supply more than just conventional wood products with the emerging woody biomass markets coming on line. More scrutiny is being placed on forest management, timber harvesting and reforestation as a result.

Our speakers will present different perspectives on how a private landowner, timber investment company, public land manager, timber harvesters, biogenetic tree improvement companies and woody biomass for renewable energy will be impacted to meet the future wood demands for solid wood, pulpwood and woody biomass for the production of conventional forest products, renewable energy and alternative biomass markets for renewable fuels. From growing, managing, harvesting and reforesting, all areas of sustainable forestry will be involved in making sure our forest resources are sustainable.

Speakers are being contacted and scheduled. With the new Comprehensive Safety Analysis 2010 Trucking Program in full swing by then, Sergeant Don Rhodes of SC State Transport Police will conduct a workshop to review CSA 2010. Dr. Dale Greene, UGA, will present the WSRI Biomass Supply Chain study to be completed this December. This will be very interesting.

We'll have our Friday board of directors meeting, Friday evening Welcome Reception with music, food and might even throw in a live auction for a few items on Friday night. Saturday morning will start with our breakfast, then speakers and at noon the Membership Luncheon with a featured speaker followed by the Association Business Session. Saturday afternoon will be the CSA 2010 workshop. Saturday evening is free to enjoy Myrtle Beach with your friends and family. Carolina Opry tickets may be available at discounted prices again. Sunday morning our Prayer Breakfast with a featured guest will conclude the annual meeting. Our Silent Auction will be running for nice items and we'll raffle off a gun, probably a pistol this time, and an ATV ... or perhaps something different on 4 wheels this time.

SFI Trained and SAF Continuing Education Credits are available for attending the annual meeting.

Updates on speakers and the meeting will appear in our next *Timber Talk* issue. Registration, Sponsorship and Exhibitor information will be forwarded in September.

Make plans to attend the 2011 Annual Meeting. You'll be glad you did!

SCTPA SUPPORTS INDUSTRY LETTER TO EPA

SCTPA and the American Loggers Council along with 161 other organizations are proud to be signatory supporters of this letter to EPA Administrator Lisa Jackson.

EPA's final Prevention of Significant Deterioration and Title V Greenhouse Gas Tailoring Rule would treat greenhouse gas emissions from the combustion of biomass the same as such emissions from fossil fuels combustion.

This ruling ignored and lacked scientific data regarding emissions from biomass combustion.

EPA's ruling is contrary to the federal energy policies regarding biomass utilization for production of biomass-based products and energy production.

Similar Dear Colleague letters have been circulated in the U.S. Senate and House of Representatives to gain signatory supporters. Senators Blanche L. Lincoln, Chairman, and Saxby Chambliss, Ranking Republican Member, on the U.S. Senate Committee on Agriculture, Nutrition and Forestry spearheaded Senate letter. Representatives DeFazio, Walden, Schrader and Baird spearheaded the U.S. House letter signed by 63 House Members with SC Congressman John Spratt signing on the House letter to EPA.



June 18, 2010

The Honorable Lisa P. Jackson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Dear Administrator Jackson:

We were dismayed to find that the final Prevention of Significant Deterioration and Title V Greenhouse Gas Tailoring Rule (Tailoring Rule) would treat greenhouse gas emissions from the combustion of biomass the same as such emissions from the combustion of fossil fuels. This is a significant shift in federal policy, contrary to the country's renewable energy objectives, and lacks an adequate explanation in the record. Fortunately, the Environmental Protection Agency (EPA) has the opportunity to correct this development and realign the Tailoring Rule with federal renewable energy policy prior to the effective date of greenhouse gas regulation on January 2, 2011.

Biogenic carbon is part of a relatively rapid natural carbon cycle. Trees and other plants absorb carbon as they grow. Combustion of harvested biomass for energy releases previously stored carbon back into the atmosphere, which the growing biomass re-absorbs. Where national data show stable or increasing carbon stocks in forests and agricultural lands, as in the United States, the result is no net increase of carbon in the atmosphere.

EPA and other federal agencies have recognized the carbon neutrality of biomass emissions for many years. Examples include: EPA's National Greenhouse Gas Inventory; EPA's Mandatory Gas Reporting Rule; EPA's Renewable Fuel Standard program; and the Department of Energy's greenhouse gas accounting protocols. International groups have also recognized this principle, most notably the Intergovernmental Panel on Climate Change and the European Union. These programs all accept the long-standing science behind the neutrality principle.

The Tailoring Rule neither recognizes nor discusses the clear scientific basis of biomass carbon neutrality. This science demonstrates that trees take up the carbon from the atmosphere which is then released upon combustion. To sustain the greenhouse gas benefits of the biogenic carbon cycle, trees and crops are re-grown, thus continuing carbon absorption across forested and agricultural landscapes and ensuring future supplies of biomass. When national inventories, such as in the United States, demonstrate that forest and other feedstock inventories are maintained or increased, there is no additional carbon released to the atmosphere. In contrast, combustion of fossil fuels involves the transfer of carbon from geologic reserves into the atmosphere, also a known scientific principle, increasing net atmospheric concentrations of carbon. Further, beyond the benefit of carbon neutrality associated with biomass combustion, EPA's Renewable Fuel Standard 2 demonstrates there are additional benefits associated with biomass throughout the lifecycle compared to fossil fuels.

(Continued on page 23)

From the policy perspective, the forest products industry is justifiably proud of its contribution to our energy security and environmental improvement by supplying over 65% of its own energy needs with renewable biomass. The unprecedented step of equating biomass carbon emissions with fossil fuel carbon emissions will impose significant and unnecessary regulatory burdens and economic impacts on industry and rural communities, and threatens to chill investment in varieties of trees, grasses and other plants that could be purpose-grown for energy production. This will frustrate the environmental goals of shifting to renewable energy and will contribute to an international competitive imbalance with countries that do recognize this scientific principle.

Federal renewable energy programs are replete with reliance on utilization of biomass, including incentives to grow it, to transport it, and to construct facilities to transform it into energy. The 2008 Farm Bill encourages ethanol facilities to utilize biomass material for co-generation. While the Tailoring Rule does not directly affect these programs, the equation of biomass combustion with fossil fuel combustion certainly provides no support, and is likely to frustrate these programs and goals by adding complex site-specific requirements that will not appropriately consider the broad scale relationship between carbon deposition from biomass combustion and carbon sequestration through forest growth. The additional cost to converting facilities and the uncertainty and confusion associated with carbon accounting will be a powerful disincentive to use biomass for energy.

We are particularly troubled by the lack of explanation for this significant shift in policy, the departure from established science, and the impacts it will cause. While we understand that EPA may have received differing comments on the issue of carbon neutrality, EPA effectively made a fundamental change in policy and science without any explanation. In the face of the long-standing congressional and agency support for this principle, this choice demanded a substantial justification in the record.

We urge EPA to expeditiously honor its commitment to the Secretary of Agriculture for a public review of biogenic carbon neutrality and its role under the Clean Air Act using as its baseline the long-standing positions of EPA and other federal agencies, and to complete this review with a final decision by December 1, 2010. We further urge the agency to suspend application of greenhouse gas emission regulation to facilities with biomass combustion until this review has been completed. We look forward to working with EPA and the Department of Agriculture as the review proceeds.

Sincerely,

25x'25 National Steering Committee
Abengoa Bioenergy, S.A.
AbitibiBowater Inc.
ADAGE
Add-On Energy, LLC
Alabama Forestry Association
Alabama Loggers Council

American Forest & Paper Association
American Forest Foundation
American Forest Resource Council
American Loggers Council
American Renewables, LLC
Appalachian Hardwood Manufacturers,
Inc.

(Continued on page 24)

ArborGen Inc.
ARK Energy
Arkansas Forestry Association
Arkansas Timber Producers Association
Arkenol, Inc.
Associated California Loggers
Associated Logging Contractors, Inc. -
Idaho
Associated Oregon Loggers, Inc.
Association of Consulting Foresters
Association of Equipment Manufacturers
Association of Forest Industries, Inc.
Avista Corporation
Biomass Coordinating Council, American
Council On Renewable Energy
Biomass Thermal Energy Council
Biotechnology Industry Organization
Black Hills Forest Resource Association
BlueFire Ethanol, Inc.
C2I, LLC
California Forestry Association
Cellulosic Ethanol Alliance
Colorado Timber Industry Association
Coskata, Inc.
Council of Industry Boiler Owners
Deere & Company
Deltic Timber Corporation
Dupont Danisco Cellulosic Ethanol LLC
Energry Corporation
Environmental and Energy Study Institute
Family Forest Foundation
Finch Paper LLC
FirstEnergy Corporation
Florida Farm Bureau Federation
Florida Forestry Association
Forest Capital Partners, LLC
Forest Investment Associates
Forest Landowners Association
Forest Landowners Tax Council
Forest Products Industry National Labor
Management Committee
Forest Resources Association, Inc.
Fox Enterprises
Frontier Renewable Resources, LLC
Georgia Forestry Association
Georgia Paper and Forest Products
Association
Giustina Resources

GMO Renewable Resources
Green Diamond Resource Company
GreenWood Resources, Inc.
Gulf Coast Energy
Hancock Timber Resource Group
Hardwood Federation
Hardwood Manufacturers Association
Hardwood Plywood and Veneer
Association
Idaho Forest Group
Indiana Forestry and Woodland Owners
Association
Indiana Hardwood Lumbermen's
Association
INEOS Bio
Intermountain Forest Association
International Applied Engineering, Inc.
Intrinergy
Irving Woodlands, LLC
Kentucky Forest Industries Association
Keweenaw Land Association, Limited
KL Energy Corporation
Lincoln Paper and Tissue, LLC
Lone Rock Timber Management
Company
Longview Timber Corporation
Louisiana Forestry Association
Maine Farm Bureau
Maine Forest Products Council
Mascoma Corporation
Michigan Association of Timbermen
Michigan Forest Products Council
Minnesota Forest Industries
Minnesota Timber Producers Association
Mississippi Biomass and Renewable
Energy Council
Mississippi Forestry Association
Missouri Forest Products Association
Missouri Logging Council
Montana Logging Association
N.C. Association of Professional Loggers,
Inc.
National Alliance of Forest Owners
National Association of Counties
National Association of Forest Service
Retirees
National Association of State Foresters
National Farmers Union

(Continued on page 25)

National Forest Counties and Schools Coalition
National Hardwood Lumber Association
National Wood Flooring Association
National Woodland Owners Association
New Hampshire Timberland Owners Association
New York Biomass Energy Alliance
North Carolina Forestry Association
Northeastern Loggers' Association
Northern Arizona Loggers Association
Northwest Pulp and Paper Association
NorthWestern Energy
NorthWinds Biodiesel
Novozymes
Oglethorpe Power Corporation
Oregon Forest Industries Council
Oregon Small Woodlands Association
Outdoor Power Equipment Institute
Partnership for Sustainable Forestry
Pennsylvania Forest Products Association
Peregrine Energy Corporation
Pingree Associates
Plum Creek
Port Blakely Tree Farms, LP
Potlatch Corporation
Professional Logging Contractors of Maine
Qteros
Range Fuels, Inc.
Reaves Timber
Recycled Energy Development, LLC
Reiver Forest Products
Renewable Fuels Association
Resource Management Service, LLC
RMK Timberland Group

Rocky Mountain Elk Foundation
Ruffed Grouse Society
Shull Timber Corporation
Small Woodlands Owners Association of Maine
Society of American Foresters
South Carolina Forestry Association
South Carolina Timber Producers Association
Southeastern Lumber Manufacturers Association
Starker Forests, Inc.
Stimson Lumber Company
Tennessee Forestry Association
Texas Forestry Association
Texas Renewable Energy Industries Association
The Campbell Group
The Lyme Timber Company
The Molpus Woodlands Group
The Oklahoma Forestry Association
The Westervelt Company
Timberland Investment Resources, LLC
Treated Wood Council
Unicoi Energy Services, LLC
Verenium Corporation
Vermont Forest Products Association
Virginia Forest Products Association
Wagner Forest Management
Washington Contract Loggers Association, Inc.
Washington Farm Forestry Association
Washington Forest Protection Association
Wells Real Estate Funds
West Side Hardwood Club
Weyerhaeuser Company
Wildlife Mississippi

Cc: The Honorable Tom Vilsack
Secretary, U.S. Department of Agriculture

The Honorable Nancy Sutley
Chair, Council on Environmental Quality

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United States Senate

COMMITTEE ON
AGRICULTURE, NUTRITION, AND FORESTRY

WASHINGTON, DC 20510-6000

202-224-2035

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JOHN THUNE, SOUTH DAKOTA
JOHN CORNYN, TEXAS

Urge the EPA to Treat Biomass Utilization Fairly June 24, 2010

Dear Colleague:

Biomass utilization provides a carbon-neutral, clean energy source that should play a more significant role in our nation's energy policy. Using woody biomass from public and private lands to produce clean, renewable energy helps improve forest health, creates critical jobs that cannot be exported, and helps reduce our reliance on foreign oil.

On May 13, 2010, the U.S. Environmental Protection Agency (EPA) issued its final Prevention of Significant Deterioration and Title V Greenhouse Gas Tailoring Rule. The rule defines which stationary sources will be subject to greenhouse gas (GHG) emission controls under the Clean Air Act in a phase-in process that begins in January 2011. Like many others, we were surprised that EPA decided to include emissions associated with the combustion of biomass in assessing whether a given stationary source will be regulated under the Clean Air Act. In other words, EPA is treating emissions from renewable biomass the same as GHG emissions associated with the use of fossil fuels.

EPA's decision contradicts long-standing federal and international precedent, ignores clear Congressional intent regarding biomass policy, and discourages the responsible development of biomass utilization from public and private lands.

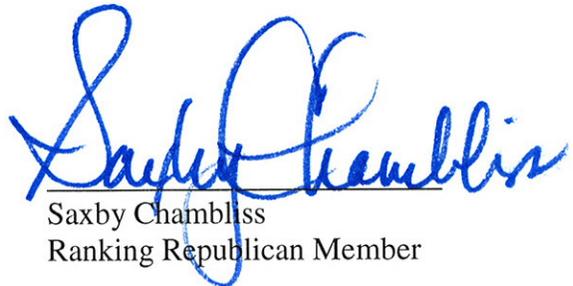
We invite you to join us in signing the below letter to EPA Administrator Jackson expressing disappointment over EPA's decision and asking the Administrator to expedite a review of the issues in conjunction with the U.S. Department of Agriculture.

For additional information or to sign on, please contact Bill Imbergamo with Chairman Lincoln at x84369 or Betsy Bina with Sen. Chambliss at x47443. **The deadline to sign on is close of business, Thursday, July 1.**

Sincerely,



Blanche L. Lincoln
Chairman



Saxby Chambliss
Ranking Republican Member



AMERICAN LOGGERS COUNCIL MEETS IN ST. LOUIS

July 20, 2010 – Hemphill, TX Fifty one members of the American Loggers Council (ALC) met and held their Summer Board of Directors meeting on July 17, 2010 in St. Louis, Missouri. The meeting was sponsored by Peterson and Peterson President Larry Cumming was present at the meeting.

ALC President Mike Wiedeman opened the meeting at 8:30 AM and welcomed several guests, including Executive Director Candace Dinwiddie and President Johnny Heard from the Tennessee Forestry Association as well as Executive Director Steve Jarvis with the Missouri Forest Products Association.

The first order of business after the roll call was to form a new committee entitled the ALC Biomass Committee. President Wiedeman explained to the Board of Directors that because the biomass issues were of such significance to the future of our industry, that he thought that the ALC should form a committee that could address not only the policy issues surrounding the utilization of woody biomass, but also address the need for communicating to the public the benefits that biomass utilization could have in a renewable energy future. Tom Barnes with the Michigan Association of Timbermen and Larry Cumming, President of Peterson agreed to co-chair the committee.

The board meeting then recessed while several of the committees met and discussed issues and projects that they felt were important to ALC members.

Upon reconvening, reports were heard from the Governmental Relations Committee chaired by Jim Geisinger from Oregon, the Transportation Committee chaired by Doug Duncan from North Carolina, the Communications Committee chaired by Jim Mooney from Virginia, the ALC Master Logger Certification Committee chaired by Crad Jaynes from South Carolina and the newly formed Biomass Committee co-chaired by Barnes and Cumming.

Issues coming to the table included biomass and the BCAP program, the EPA Tailoring rules surrounding emissions, Clean Water Act amendments, access to federal lands as well as public access across private property, proposed truck weight legislation, and federal OSHA regulations. It was agreed that the ALC would remain engaged on all of these issues as well as continue to monitor Congress for any issues that would further impact the timber harvesting industry.

The Transportation Committee reported on some of the developments on the new CSA 2010 rules and described a uniform trucking cost calculator that the North Carolina Association of Professional Loggers had been working on that will soon be linked to the ALC website. The committee also encouraged the use of the website, www.foresthauling.org for those seeking information and regulations pertinent to the trucking industry.

The Communications committee recommended and the ALC adopted the recommendation to set up an ALC account on the

social network Facebook® to allow the public to get an inside look at the logging industry. It was also decided that the ALC begin looking at ways to encourage young men and women to enter the logging industry and the ALC will begin working on tools to help provide information to them.

The Master Logger Certification committee described some of the efforts surrounding the ALC Master Logger Certification Committee and Sustainable Forestry Board representative Bob Luoto was on hand to describe to the Board what some of the significant changes were to the 2010-2014 SFI© program standards. One significant change was the requirement to have at least one trained employee on the ground at each harvesting operation. The other was the recognition of Certified Loggers and the need for the SFI participating mills to utilize certified loggers where they were available.

The Board agreed to table the issue of endorsing the SFI© program until the Fall meeting to be held September 25, 2010 in Pendleton, Oregon.

The biomass committee submitted several points to the ALC Board where they feel the ALC should be engaged. Some of those points included: advocacy for utilizing woody biomass versus other forms of alternative energy; awareness and interaction on biomass legislation; tax credits for biomass harvesting equipment; campaign to educate public on biomass benefits; and building coalitions with associate members to work on the biomass issues.

President Wiedeman encouraged all to attend the ALC Annual meeting to be held in Pendleton, Oregon on September 23-25, 2010 and to get registration and hotel information from the ALC web site at www.americanloggers.org.

Following lunch, Larry Cumming with Peterson gave an informative presentation on lowering the cost in the biomass supply chain. Points Larry visited included changing the way in which biomass is sold, not by the “wet” ton, but by its BTU value or mega watt hour value. He explained that by reducing moisture prior to delivery, biomass is more valuable as an energy source and that electrical and combined heat and power facilities in Europe have already adopted new measures for delivery. Larry also explained the need to have the right equipment configuration to do the job efficiently as well as determining what the end product will be for the fiber that contractors will be delivering.

Following the meeting, the Board was treated to dinner at the Trailhead Restaurant, hosted by the Missouri Forest Products Association and the Missouri Loggers Council, sponsored by Secura Insurance.

The American Loggers Council is a non-profit 501(c) (6) organization representing over 50,000 timber harvesting professionals in 30 states. For more information contact the American Loggers Council office at 409-625-0206 or visit their website at www.americanloggers.org.

Congress of the United States

Washington, DC 20515

June 16, 2010

Lisa Jackson
Administrator
Environmental Protection Agency
1200 Pennsylvania Ave., NW, Room 3426 ARN
Washington, DC 20460

**The letter shown here was
signed by 63 Members of
Congress.**

Dear Administrator Jackson:

We are writing to express our deep disappointment and concern over the EPA's decision in its final PSD Tailoring Rule to depart from the government's consistent past practice of excluding biomass combustion emissions in calculating GHG emissions. This decision contradicts federal precedent regarding the carbon neutrality of biomass combustion and will discourage the responsible development and utilization of renewable biomass that could and should play a more significant role in our nation's energy policy.

The PSD Tailoring Rule defines what stationary sources will be subject to greenhouse gas (GHG) emission controls and regulations in a phase-in process beginning on January 2, 2011. In the draft Tailoring Rule, the EPA proposed to calculate a source's GHG emissions relying on the EPA's Inventory of U.S. Greenhouse Gas Emissions and Sinks. In the final rule, EPA ignored its own inventory and equated biogenic GHG emissions with fossil fuel emissions.

The EPA's proposal at a minimum implied, if not made it clear, that emissions from biomass combustion would not be included in the final Tailoring Rule because the EPA Inventory states biomass combustion emissions are of "biogenic origin" and are not currently included in national emissions totals. The Inventory explicitly excludes biogenic emissions because "it is assumed that the carbon released during the consumption of biomass is recycled as U.S. forests and crops regenerate, causing no net addition to carbon dioxide in the atmosphere." The EPA's reversal of this established position by including biomass combustion emissions in the final PSD Tailoring Rule appears to directly contradict previous EPA policy.

The decision also contradicts long-standing federal and international precedents. Emissions from the combustion of biomass are not included in the Department of Energy's voluntary greenhouse gas emissions reporting programs, the EPA's greenhouse gas reporting rule, or calculations of international bodies including the Intergovernmental Panel on Climate Change and the European Union.

Moreover, when the House of Representatives passed the American Clean Energy and Security bill (H.R. 2454) in June, 2009, Congress clarified that biomass material from both private and public lands qualify as a renewable energy source. A similar definition of renewable biomass is included in the recently released discussion draft of Senator Kerry and Senator Lieberman's American Power Act. While improvements should be made

(Continued on page 29)

to the definition on federal lands, these definitions clearly demonstrate Congress's commitment to and support of biomass utilization. EPA's new interpretation undermines these objectives by arbitrarily eliminating the greenhouse gas benefits of biomass compared to conventional fossil fuels.

There is enormous potential to generate renewable energy from waste products gathered on public and private lands. This includes byproducts of preventive treatments that are removed to reduce hazardous fuels, to reduce or contain disease or insect infestation, or to restore forest health.

Millions of acres of public and private forests generate hundreds of thousands of wood chips, slash, brush, and thinning each year. Current practice is to pile and burn this material in the open.

Using biomass to produce local energy in a controlled environment at a facility outfitted with air scrubbers that comply with the Clean Air Act makes more sense than burning it in the open. Further, this would help stimulate the economies of rural communities surrounded by federal lands by creating jobs.

Including biomass combustion emissions in the final PSD Tailoring Rule and potentially imposing new regulations on biomass combustion facilities will discourage the collection and transportation of woody biomass from public and private lands. Instead of encouraging the recovery of a clean, carbon neutral energy source from public and private forests, the EPA's decision will likely result in the continuation of burning biomass material in the open. Beyond the policy and pragmatic ramifications of EPA's new decision, it is also inconsistent with and contradictory to the well established science regarding biomass combustion.

In light of the EPA's decision to reverse federal and international precedent and ignore clear Congressional intent regarding biomass utilization, we respectfully request a written detailed response explaining your plan to reconsider the treatment of emissions of biogenic carbon dioxide under the PSD and Title V programs. In particular, we would like to understand your agreement with the Secretary of Agriculture to seek further comment on the greenhouse gas benefits of bioenergy and the specific timeline when this will take place. We expect that you will conduct this review promptly in order to avoid any adverse consequences to biomass combustion facilities. We urge you to stay the application of the rules to such facilities, pending such review.

Your written response should include: 1) specific details regarding your agreement with the Secretary of Agriculture to seek further comment on the GHG benefits of bioenergy; 2) a specific timeline detailing in months when this will take place; and 3) whether you will stay the application of the rules to biomass combustion facilities pending your review.

Thank you in advance for your attention to this matter. We look forward to your timely and substantive response.

Sincerely,

AS I SEE IT ...

AMERICAN LOGGERS COUNCIL

PRESIDENT MIKE WIEDEMAN, ENTERPRISE, OREGON



July 2010

My two latest stops have been at the Idaho and Montana loggers' annual meetings. Great events, well done!

I got a pleasant surprise in Kalispell; an old friend was on the agenda. We didn't get a chance to visit; he was on the run as usual.

So on Sunday morning, on my way back to Enterprise, Sandy and I met PJ and Bruce Vincent for breakfast in Libby. It was like old home week. We reminisced about times gone by and trips to DC, kids and grandkids and old friends.

In the old days of the "Alliance for America" and the "Fly In for Freedom" we had shared many of the same venues. We, along with countless others, spent our time and treasure trying to convince urban America that the rural culture is not only worth saving, it is essential to the survival of our Republic.

We marveled that it was nearly 30 years ago that we started this fight for rural survival. In the beginning we were idealists, thinking that: "If only urban America would get to know us and find out that they actually depend on us for their opulent life style. That toilet paper does grow on trees and milk doesn't come from a carton it actually comes from a cow." They would understand and help us.

In those days we stayed at Holiday Inns, ate hotdogs from street vendors, walked everywhere we could, took the subway. Occasionally we got lost or ended up in the middle of a gay pride parade or a Cinco de Mayo celebration. We took our kids so that they might see how a representative republic worked or didn't work as the case may be

We saw each other in passing a couple of times in the last few years but neither of us had enough time to share anything more than a hug and a quick 'How's it goin'. He was on a mission to save the world one person at a time and I was just trying to get the Forest Service to do what they are paid to do.

The furrows in his brow were a little deeper than I remember and the little crows' feet in the corner of his eyes were more pronounced. A few strands of silver now laced itself through his mop of hair. His step was a little slower, comes from "riding a million miles on cramped airplanes" or so his story goes. But more than anything his eyes told the story of broken promises and missions unfulfilled.

We talked of what is going on in America today and how it is the direct result of the erosion of family values and the collapse of the concept of work for reward. How the divide between urban and rural has never been greater. We talked of the politics of red and blue.

We laughed about feeding our kids chocolate sun-



daes for breakfast in DC; how one morning there was a chalk silhouette on the sidewalk in front of our hotel that hadn't been there the night before.

We talked of the reality of mill closures and their devastating effects on rural communities. We wondered out loud if they would ever come back. We talked of wolves and how they were being used as a tool to end grazing in the west.

Then we talked of hope!

A sparkle returned to his eye when he spoke of our children's generation and how they held great promise for returning sanity and balance. I told him about some of the enthusiastic young loggers I had met recently as I traveled around the country. I detected a hint of mist in his eyes when he spoke about his son Chas that was running for the Montana Senate.

Then Bruce started talking about "Provider Pals". How it was a tool to bridge the urban/rural chasm using modern technology, introducing urban students to the people that make their comfortable lifestyle possible. He explained how loggers, miners, ranchers and fisherman directly interact with urban students and become instant folk heroes.

Our visit was too short. We had a ten-hour drive ahead of us and Monday was a work day. We promised to keep in better touch and said our good byes.

You know as I think back on our visit I believe Bruce was on to something. It might actually be easier to save the world one person at a time!

To find out more about "Provider Pals" go to www.providerpals.com.

August 2010

My heart goes out to the fisherman and oil workers whose lives have been forever changed by the devastating pipeline blowout in the Gulf. Every night we hear horror stories of how this business or that that has been impacted.

The pundits and politicians point fingers at BP and the government, trying to fix blame for this tragic accident when the real focus of their energy should be to get the leak repaired and clean up the mess. There will be plenty of time for finger pointing after the oil leak is stopped. (Sound familiar, forest fires and fuel reduction)

My biggest question in this whole event is "Where are the big environmental groups and why are they waiting on the sidelines?"

The parallel with what is going on in the Gulf and what

(Continued on page 34)

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(Continued from page 30)

has happened to the timber dependent communities in the West is amazingly similar. Their ultimate goal is the closure of a critical natural resource based industry. The difference being, instead of a long-term planned approach that they used against the timber industry, the oil industry was handed to them on a silver platter. Instead of a spotted owl the creature of choice will be a Brown Pelican or Atlantic Tern or some mollusk as an indicator species to stop exploration.

NEPA, EIS'S, ESA and a hundred other acronyms will be the new language of the Gulf. Appeals, moratoriums, litigations, standing, litigant compensation will become familiar terms. New York lawyers will flock to the Gulf like flies on road kill to represent one special interest after another for the sole purpose of lining their own pockets at the expense of Americas' taxpayers, should the truth be known.

If the big environmental groups are ultimately going to be the big winner, then who is going to be the big loser?

As always the working people of this country are the ones that are going to take the big hit. Whether it is framed as a tax on energy consumption or called a carbon tax the cost of doing business just went up. And we all know that when the cost of doing business goes up working people pay the bill.

So my advice is pretty straight forward, hang on to your wallet. Go to the polls in the coming national elections, work for and financially support candidates that have your visions for the Country's future.

Remember: "The country is run by those who show up". The time is now and the need has never been greater.

Mike Weideman is the President of the American Loggers Council, which represents over 50,000 logging professionals in 30 states. Mike's operation, BTO Logging, is headquartered in Enterprise, Oregon. For more information please contact the American Loggers Council office at 409-625-0206 or e-mail at americanlogger@aol.com.



**American Loggers Council
16th Annual Meeting
September 23 – 25, 2010
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On behalf of the American Loggers Council, I invite you to attend our 16th Annual Meeting in beautiful Pendleton, Oregon. Pendleton is home of the Pendleton Round-Up which is celebrating its 100th anniversary the week prior to our meetings.

Your flight into Portland will allow you to take the “scenic” route over to Pendleton via Highway 84 along the Columbia River Gorge. If you choose, you may also fly into Boise, Idaho or Pasco, Washington. Regardless of your choice of airport, there will be many scenic vistas as you make your way to Pendleton.

Enjoy all that eastern Oregon has to offer as you communicate with those that make things happen in our industry. The logging tour will be a Thursday option for those of you wishing to make that a part of your agenda during your visit, and we have invited some great speakers to join us during our technical session, “Moving Forward” on Friday.

The State of Oregon awaits you and Sandy and I will make every attempt to make your visit an experience to remember for a lifetime! Take advantage of the Early Bird registration and save money on your adventure and we will see you in Pendleton!

Mike Wiedeman
President
American Loggers Council

SCTPA Comments: The ALC annual meeting is one of the best opportunities to meet and talk with your peers from around the country. *ALC is our national voice for professional loggers.* The annual meeting will be held at the Red Lion Hotel in Pendleton. The Logging Tour will visit Mike Wiedeman's BTO Logging Company to see what eastern Oregon logging is all about. Other events will be the receptions, breakfasts, president's dinner and reception, live auction, membership meeting, board of directors meeting, a great ladies program, membership awards luncheon and president's farewell banquet and passing of the president's gavel and Timber Harvesting's Logging Business of the Year award. Plus there is free time to explore and enjoy eastern Oregon and Pendleton.

For registration information, contact SCTPA for a package. Or go to ALC's website americanlogger@aol.com or contact the ALC office at 409-625-0206.

You won't regret attending the ALC annual meeting and associating with fellow loggers from around the country, having contact with equipment manufacturers and other industry people, and enjoying the sites of eastern Oregon.

25x'25 National Summit

Dear South Carolina Partners:

We missed you at the 6th National 25x'25 Summit. However, South Carolina was well represented by Joe James and Nancy Hood. Your continued support, interest, and enthusiasm of the 25x'25 Vision is appreciated. We urge you to take the Summit materials and pending reports highlighted below and use and discuss them at future South Carolina ag-energy meetings to continue to build support for broad-based clean energy initiatives. Joe and Nancy should have these materials on a jump-drive that was provided to participants. I have also attached the notes from the State Leader Workshop held prior to the opening of the Summit.



Two weeks ago, state, regional, and national supporters of the 25x'25 Vision came together for the 6th National 25x'25 Summit in Arlington, Virginia. While there, participants were able to network and learn more about the opportunities for the agriculture and forestry sectors to lead the new energy future and what challenges must be addressed.

The agenda of the 6th National 25x'25 Summit brought together national executive leaders of the major renewable energy technology trade associations to provide their perspective on issues driving and hindering progress to the 25x'25 goal. Speakers also focused on the 4 E's of energy: Energy and National Security; Economics and Jobs; Environmental Enhancements; and, Energy Efficiency and the Growing Role of Electricity.

Agriculture Secretary Tom Vilsack told a standing-room-only luncheon crowd at the Summit that a comprehensive, long-range energy policy is needed now and that President Obama impressed upon congressional leaders this week that failure to act will put the United States at a disadvantage in the race for global leadership of a new, clean energy future. Vilsack also pointed out that inaction does not mean no action. He said the EPA is under U.S. Supreme Court mandate to regulate greenhouse gas emissions (GHGs). A summary of Secretary Vilsack's comments can be viewed at <http://blog.25x25.org/?p=1685>.

A top EPA official said she is "very confident" about decisions that could lead to E15 ethanol blends on the market, including one late September for 2007 models and newer, and another in late November for 2001 models and newer. However, Gina McCarthy, EPA Assistant Administrator for Air and Radiation said that while the "outlook is positive" for EPA approval of the higher blend, additional federal and state labeling rules, fuel certification, storage rules and distribution testing will likely push the actual introduction of E15 at least well into next year. For more on Ms. McCarthy remarks go to <http://blog.25x25.org/?p=1715>.

In addition, the leaders of some of the U.S.'s most influential farm, forest, oil and gas, and environmental organizations offered their views on how renewable energy will contribute to the nation's energy supplies and vowed to work in partnership to meet those growing energy needs. The evening reception held at the U.S. National Arboretum highlighted over 20 selection of plants that provide us with valuable sources of bioenergy now and may help us fuel our future. More information on the "Power Plants-Farming Energy" exhibit and garden and photos from the reception can be obtained at www.usna.usda.gov.

The Summit program also featured concurrent and interactive roundtable sessions that addressed the challenges and opportunities to furthering renewable energy adoption. These roundtable sessions focused on Biofuels and the RFS2; Wood-to-Energy; Climate Change Challenges; and, Animal Agriculture Contributions.

Below, I have summarized the activities, events, and materials that were introduced or produced as a result of the Summit:

6th National 25x'25 Summit Presentations

All of the PowerPoint presentations have been placed on the 25x'25 website. To access the presentations, go to www.25x25.org, click on the Summit banner, and then scroll down the page to locate the presentation that you desire.

Progress to the Goal Report

During the National 25x'25 Summit, two tools were introduced to the 25x'25 Alliance partner base that will help leaders and advocates illustrate the successes to date and the benefits of renewable energy in a clean, new energy future. One of these tools is Meeting the 25x'25 Goal: A Progress Report. This 32-page analysis details the advances made by the renewable energy sector since the Alliance was formed in 2004 towards meeting 25 percent of the nation's energy needs with renewable resources by 2025. A full copy of the report can be downloaded from the 25x'25 website. A one-pager identifying the key findings of the report can be provided upon request.

25x'25: Mission Achievable Video

The second tool is a new, six-minute, forty-second video that puts a renewed focus on the benefits of renewable energy in a new energy future. The video was also unveiled on June 30th at the 6th National 25x'25 Summit in Arlington, VA. You can view and download a copy from the 25x'25 website at <http://blog.25x25.org/?p=1735>.

University of Tennessee Economic Analysis

The UT-BioBased Energy Analysis Group is conducting an in depth assessment – including woody biomass contributions – of the economic impacts of potential energy and climate legislation to the agricultural sector. In addition to projecting how meet-

(Continued on page 39)

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(Continued from page 35)

ing selected energy and climate change policies might impact the agricultural sector at the national level, state level economic analysis data will also be compiled. Initial plans are to make this information available in the form of individual state info sheets that can then be used with press releases, in briefings with key leaders, and to provide as a resource piece. The final report and findings should be completed by the end of July.

Going Forward

The information presented at the National 25x'25 Summit, the Progress to the Goal Report, the 25x'25: Mission Achievable video, and the UT Economic Analysis findings provide fresh opportunities to build public awareness and support for a 25x'25 energy future as well as spotlight state level renewable energy initiatives.

The path to a 25x'25 energy future will be complex and interlinked with competing issues. The challenge for the agriculture and forestry sectors is to come together and reach consensus on enabling policies that maximize the solutions that we can deliver.

The 25x'25 National Steering Committee applauds your work at the state and national levels to advance renewable energy policy and technologies. We believe it is critically important for the agriculture and forestry sectors in the United States to become more engaged in the energy and climate change policy discussions that are occurring inside and outside of government, and to proactively advocate for policies that will enable them to deliver near-term and high-value clean energy solutions and improvements to soil, water and air quality and wildlife habitat. We encourage you to help state thought leaders and policy makers better appreciate the magnitude of the opportunity the evolving new energy future will provide.

Please feel free to contact me at any time to share your thoughts and insights into how we can accelerate the ag and forestry sectors' role in delivering energy solutions.

Thanks again for your support!

Brent Bailey

25x'25 State Facilitator

601-573-4815

bbailey@25x25.org

25X'25 MEETING THE GOAL: PROGRESS REPORT



In June 2010, 25x'25 released a report tracking progress to date in reaching the goal of farms, ranches and forests providing 25 percent of the energy consumed in the country by the year 2025. In general, the report findings came from leading renewable energy sector groups and government agencies such as DOE's Energy Information Administration. The report documents that significant progress has been achieved over the past five years in moving towards a 25x'25 energy future but much remains to be done to achieve this bold vision.

Key Findings:

At the end of 2009, renewable energy consumption was 8.3% of total energy consumption in the United States, up from less than 6% in 2004.

- **Biofuels:**
 - Ethanol production tripled in the last 5 years with 10.8 billion gallons produced in 2009.
 - Biodiesel production peaked in 2008 with almost 700 million gallons.
- **Biopower:**
 - Biomass power generates 15 million MW hrs of electricity annually on and off the grid.
 - Biogas recovery systems produced 374 million kilowatt-hours of useable energy in 2009.
- **Wind Energy:**
 - The electricity generating capacity for wind has grown an astonishing 429 % since 2004.
 - The total generating capacity is now over 35,000 MW.
 - Texas leads states with over 9,000 MW installed – Iowa follows with just under 400 MW.
- **Solar Energy:**
 - Solar (thermal & electricity generation) production capacity has grown 41% since 2004.
 - 40 MW of solar energy were installed off the grid in 2009.
 - California leads states in PV installations, and Hawaii leads in solar thermal installations.
- **Geothermal Energy:**
 - Geothermal production capacity has increased 7% since 2004.

(Continued on page 41)



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(Continued from page 39)

- o There are over 3000 MW of total installed capacity from 77 power plants.
- o With 152 projects in development, expert estimates range from 15,000 MW to 100,000 MW online by 2025.
- **Hydroelectric Power:**
 - o Hydroelectric power fluctuated since 2004, but has remained constant.
 - o Through facility upgrades and dam retrofits hydropower could increase as much 23,000 MW by 2025.
- **Energy Efficiency:**
 - o The United States has met 75 percent of its new demand for energy since 1970 by increasing the efficiency of buildings, machinery and appliances.
 - o Many states have implemented an Energy Efficiency Resource Standard (EERS) or are in the process of implementing one.

A 25x'25 future will create a more secure nation, enhance and protect natural resources and improve the economy and increase jobs. We have done well on all of these fronts despite the economic downturn:

- **25 x '25: A More Secure Nation**
 - o New fuel economy standards and the federal Renewable Fuel Standard will help to increase our homegrown fuel supply and decrease dependence on foreign oil.
 - o The Department of Defense (DoD) and each branch of the military are pursuing very ambitious renewable energy and energy efficiency goals that will save money and energy and increase our national security:
 - Air force projects include making 50 percent of its domestic aviation fuel an alternative fuel blend that is greener than conventional petroleum fuel by 2016.
- **25x'25: A Cleaner Environment**
 - o Americas farms ranches and forests will produce significant environmental improvements while meeting America's food, feed, fiber and fuel needs.
 - o 53 million acres of farmland had new conservation measures applied and farmers conserved 5 million acre-feet of water since 2004.
 - o Reduced and no tillage and nutrient management can help reduce CO₂ emissions.
- **25x'25: A Robust Economy**
 - o Between 1998 and 2007, clean energy economy jobs grew by 9.1 percent – total jobs grew by only 3.7 percent.
 - o Green manufacturing provides up to 240,000 jobs and green services jobs total up to 1.8 million.

Challenges and Moving Forward:

The 25x'25 goal is achievable and significant progress has been made, but there is more to be done - all forms of renewable energy must increase production. 25x'25 partners need to multiply their efforts and build a bigger more effective alliance that can bring about the changes necessary to achieve a new, clean energy future.

- Infrastructure remains one of the biggest challenges in bringing renewable energy online.
- Transmission lines need to be modernized and expanded to tap into rural sources of electricity, especially wind.
- Biofuels need expanded pipelines, rail, ports and other shipping facilities to get to urban consumers; expansion of blender pumps and flex fuel vehicles are also needed.
- Significant long term *public and private investment* is needed to achieve a new, renewable energy future.
- Policy makers and stakeholders must understand that there is a critical need for comprehensive energy policy that protects our environment, invigorates our economy and enhances our national security.

For more information and to access the full report, please visit www.25x25.org.



AgHaul Update

AGRICULTURE AND FORESTRY TRANSPORTATION REFORM COALITION

July 13, 2010

Name Change!

AgTEC has changed its name to **AgHaul**, using the long form **Agriculture and Forestry Transportation Reform Coalition**. The Coalition's former name, the Agricultural Transportation Efficiency Coalition, was similar to that of the Agriculture Transportation Coalition (AgTC), and the similarity sometimes created confusion. As AgHaul Chairman Mike Branch puts it, "We anticipated a short-range, intensive campaign linked to the anticipated 2009 Highway Reauthorization Bill. When it became clear that Reauthorization would delay into this year, and likely into 2011, it was necessary to clear up an infringement on another organization's intellectual property rights to a name similar to ours.

Although that delay has also delayed realizing the goal of truck weight reform, it has provided the opportunity to broaden support. Congressman Mike Michaud's (D-Maine) Safe and Efficient Transportation Act of 2009 (HR 1799) now has strong bipartisan cosponsorship, totaling 54, including 17 Representatives who serve on the House Transportation and Infrastructure Committee, and the test program in Maine and Vermont, monitoring the safety, road-wear, and environmental performance of heavier trucks on the Interstate system, has passed its six-month point, and an interim report is expected by summer's end. The web site remains www.ag-haul.org.

The Maine/Vermont Test Program: A Maine Trucker Notes Impacts

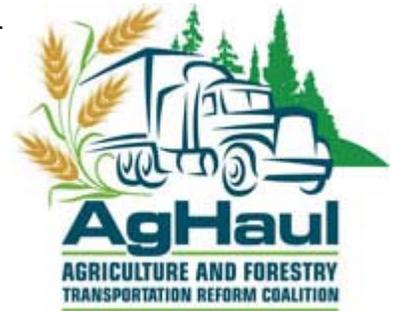
H.O. Bouchard Inc., a logging and trucking contractor based in Hampden, Maine, hasn't waited for the U.S. DOT's interim report on the Maine/Vermont test program, which (among other provisions) increases the gross vehicle weight limit for six-axle trucks from 80,000 pounds to 100,000 pounds on Maine's I-95 for a twelve-month period concluding this December. President and CEO Brian Bouchard loaded two trucks to 99,800 pounds and measured their performance on two routes between Hampden and Houlton, Maine, a distance of about 120 miles. One truck traveled on the section of I-95 that connects the two towns; the other used the best available non-Interstate route. (Maine has allowed six-axle 100,000-pound trucks on state roads for over two decades.)

Bouchard noted that, over the 120-mile route, the truck traveling local roads passed 86 pedestrian crosswalks, 30 street lights, 9 school crossings, 4 hospitals, 4 railroad crossings, and 644 oncoming vehicles. The truck using the Interstate passed zero of each.

The truck on the local roads shifted gears 192 times and applied brakes 68 times. The truck using the Interstate shifted 3 times and applied brakes only once. It

also completed the 120-mile trip in 2 hours and 5 minutes on I-95--in 50 minutes less time than the other truck. Apart from the 10-gallon reduction in fuel and corresponding reduction in emissions, says Bouchard, "the avoidance of risk and driver fatigue is huge."

With respect to the forthcoming interim report from the federal DOT, Bouchard commented: "I hope they are looking hard at the benefits of allowing the Interstate system to carry the loads it was designed to carry. Weight reform is a winner for trucking efficiency but an even bigger winner for public safety. Maine manufacturing industries need this to be competitive in the global economy. Maine is surrounded by Canadian provinces with even higher weight allowances than Maine--not to mention that New Hampshire, Massachusetts, and Vermont have weight allowance on their Interstates. We sit in the middle of a donut and must be able to compete."



House Ag Sponsors Seek Support

On June 30, nine members of the House Agriculture Committee who are co-sponsors of Rep. Michaud's HR 1799, sent a "dear colleague" letter to the 35 members of the Committee who are not yet co-sponsors. Led by Rep. Jean Schmidt (R-Ohio), who is an original co-sponsor, the signatories point out the special need the land-based industries have for efficient trucking, tick off the reasons HR 1799 is good public policy, cite appropriate research, and note the endorsement of nine agricultural associations--most of them AgHaul members. The Coalition for Transportation Productivity has posted the letter on its site: see www.transportationproductivity.org/News/AgCommitteeDearColleague.pdf.

Although Agriculture Committee Chairman Collin Peterson (D-Minnesota) is a co-sponsor of HR 1799, his name does not appear as a signatory on the letter, presumably to avoid any appearance of undue pressure on Committee members.

A Senate Bill?

Supporters of HR 1799 have been working since March to encourage introduction of companion legislation to HR 1799 in the Senate, with a prime consideration being to bring a strong complement of bipartisan co-sponsors, from the committee of jurisdiction (the Senate Environment and Public Works Committee) at the outset. The lead sponsor has indicated that he is ready to introduce legislation, and has only delayed out of consideration for the favorable publicity value of having bipartisan co-sponsors' names joining his on the legislation, if possible from the EPW Committee.

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The latest word is that a Senate bill will “drop” sometime during the week of July 19--a chance to give another dollop of publicity to the cause of reform and engage Senate EPW leaders on the importance of building Gross Vehicle Weight reform into the larger program of infrastructure investment and emissions reduction, as the November elections approach.

AASHTO Sees “Crisis Ahead”

On July 9, the American Association of State Highway and Transportation Officials (AASHTO) predicted “a serious crisis in years ahead, with another 1.8 million trucks expect to be on the roads in 10 years,” in its report, *Unlocking Freight*. AASHTO appears to discount the Administration’s suggestion that rail will intervene meaningfully in this crisis: “Despite more long-distance freight being moved by intermodal rail,” says the summary in *Truckinginfo.com*, “the report finds that that trucks will still carry 74% of the load.” AASHTO president Butch Brown goes for the sound-byte: “The simple fact is: no transportation, no economy.”

It is clear that AASHTO’s reason for releasing this study is to urge policymakers to move expeditiously on the much-delayed Highway Reauthorization Bill, since AASHTO’s key recommendations are to make major investments in highway infrastructure, particularly in thoroughfares serving export nodes, but also adding 8,000 lane-miles of truck-only toll roads.

And where does AASHTO place gross vehicle weight reform in alleviating this “crisis”? Making the Interstate system accessible to heavier, properly equipped trucks appears not to have emerged among its priorities, although advocates have contacted AASHTO repeatedly about the benefits of HR 1799, including its bridge-maintenance funding provision. Accepting AASHTO’s estimate that truck traffic will grow by 50% in the next 10 years, one would suppose that enabling three trucks to do the work of four would be a high priority.

ATA Updates “Trucking Safety Facts”

On June 3, the American Trucking Associations published an update of its one-pager “Trucking Safety Facts,” downloadable at ATA’s website. It is a very useful and concise defense of trucking industry’s excellent and improving safety record, pointing out that the rapid increase in trucking volume over the past 20 years has been accompanied by a significant decline in fatal crashes; and reporting results of the respective culpability of trucks and passenger cars in accidents—for instance, “In fatal crashes involving a head-on collision between a large truck and a passenger vehicle, 81% of the time the passenger vehicle encroaches into the truck’s lane.” It also points out truck drivers’ excellent record in complying with a “zero tolerance” policy for drug and alcohol abuse.

Building AgHaul Membership-Contact Your Colleagues!

AgHaul’s campaign to reform gross vehicle weight limits on the Interstate system has come a long way in two years: the issue is squarely before congress, as an acknowledged and visible piece of the transportation efficiency amalgam; public support for workable reform is clear through the reactions to the Maine and Vermont pilot programs; and AgHaul and other coalitions find that as we make repeated contacts we spend less time reiterating the basic points about safety and road-surface conservation and more time probing into the details-what reform means for handling cargo at ports and barge transfers, for harmonizing commerce with Canada and Mexico, and for building a comprehensive program of bridge maintenance. We have seen the push for reform extend beyond forestry and agriculture to other basic materials, and to secondary manufacturing, particularly in high-density products such as beverages.

Continuing to broaden AgHaul’s constituency is a very high priority for this year. We now represent 103 businesses and associations committed to pressing for the safety, conservation, cost-efficiency, and ultimately competitiveness goals that meaningful GVW reform implies.

Please review AgHaul’s current membership at <http://ag-haul.org/members.html>. If you have a business associate or belong to a relevant association that does NOT appear on this list, make our case to the decision-maker; it’s free to sign up on line at <http://ag-haul.org/join.html>, and those who would like to provide a voluntary contribution to support AgHaul’s work in 2010 should fill out and return the Form shown at the bottom of the page on our website: <http://ag-haul.org/updates.html>.

Prepared by Neil A. Ward, AgHaul & Forest Resources Association



BRIDGING THE GLOBAL SUPPLY/DEMAND GAP

By Lisa Gibson
Associate Editor
Biomass Magazine
June 2010 Issue

A growing number of U.S. wood pellet, chip and briquette producers are shipping their products to Europe, where demand is high, supply is limited and incentives are good. Some worry, however, that numerous obstacles will slow the developing export market.

by Lisa Gibson

Carolina-Pacific LLC shipped 5,000 tons of wood briquettes to Scandinavia at the beginning of March, marking the first of the company's regular shipments out of its location at the Port of Georgetown, S.C. The briquettes are contracted to specific power plants there, adding Carolina-Pacific to the increasing number of U.S.-based manufacturers sending their woody biomass products overseas.

U.S. companies are attracted to the European market because of higher demand and better incentives for renewable energy. In addition, wood pellet, chip and briquette producers in the Southeast U.S. have the advantage of a large supply of wood to satisfy that European demand, and the product can be transported by ship instead of more costly truck or rail. Cottondale, Fla., is the home of Green Circle Bio Energy Inc.'s 560,000-ton pellet plant, currently the largest in the world; Phoenix Renewable Energy is developing a pellet plant in Camden, Ark., with a capacity of 250,000 tons; and Point Bio Energy LLC is developing a 496,000-ton pellet plant at the Port of Baton Rouge, La. The products from these plants, and many more, are headed for Europe's well-established renewable energy market.

Patchwork Quilt

The European Union has a policy that requires its member countries to generate 20 percent of their energy consumption from renewables by 2020. In addition, numerous individual nations have their own goals. "They're just

about 10 years ahead of us in terms of a commitment to renewable energy," says John Kern, chairman and CEO of Carolina-Pacific. "What we've got here is a patchwork quilt of portfolio mandates for each state." Specifically in the Southeast where "coal is king," he adds, few states have goals that draw renewable developers. "There's a lot of indecision," he says. "There's a lot of inaction domestically here in the states because nobody knows what the future holds." Kern says he would sell his wood briquettes in the U.S. if a federal renewable portfolio standard (RPS) was passed, but even then, it would be years before the standards would take effect, and development takes time.

An RPS usually leads to the implementation of incentives to spur development and ensure those goals are met. "The thing is, there are some incentives in the EU so that there can be higher and better production coming from renewable energy," says Ronalds Gonzalez, a PhD student at North Carolina State University and co-author of "Wood Pellets: An Expanding Market Opportunity" (see page 68). "Here in the U.S., we don't have as much incentive to use wood pellets." Gonzalez adds that more tax incentives in the U.S. would drive the domestic market.

Europe adopted the Kyoto Protocol in 1997 and in 2003 started with a disincentive to burn fossil fuels: the carbon tax, Kern explains. The continent aspires to drive down pollution to 1990 levels. "Every year they have to shave off a little bit more fossil fuel generation," Kern says. The domestic biomass market there is expensive from a logistics perspective, as trucking means the added cost of highway tolls and other fees, Kern says. The cost to move 5,000 tons across the Atlantic Ocean by ship is about the same as the cost to move it 100 miles across the countryside, he says.

In addition, wood resources in Europe are limited, meaning longer and even more expensive land transportation routes, and reharvesting must be done

much more sparsely, Gonzalez says. Most areas wait 70 to 100 years, while some forestlands in the U.S. can be harvested again after about 18, he says.

"It has a lot to do with the supply," agrees Al Wolfson, senior associate at Malcolm Pirnie, an environmental engineering, science and consulting firm. "Most of the wood resources available that are reasonable are still in the U.S." But the majority of U.S. manufacturers in discussions with Malcolm Pirnie aren't looking exclusively at the European markets, Wolfson adds, as many are banking on an increase in domestic use and therefore a growing domestic market. "It's not an either/or situation. It's an and situation."

Growing Demand

European renewable goals coupled with a limited wood supply drive a heavy demand for imported biomass. In 2009, 14.3 million tons of wood pellets were produced globally, of which European countries consumed 8.8 million tons. The continent is expected to reach a consumption of 55 million tons per year by 2020, according to the European Biomass Association. Europe is already using woody biomass for industrial, as well as residential and other applications. "My orientation is around trying

"We're seeing intelligent landowners and pellet people and customers overseas getting together to develop truly sustainable supply chains."

to reap the harvest of the biomass markets that we have in the states and position it into the demand, which is in Europe," Kern says. "I'm bridging the chasm across the Atlantic between suppliers of biomass and the market."

In the U.K. alone, an estimated 12 million to 20 million tons of woody biomass per year will be needed to satisfy the demand, according to Pete Stewart, founder, president and CEO of Forest2Market, a market price and in-

(Continued on page 45)

(Continued from page 44)

dustry information agency. "It's a phenomenal amount," he says. While that demand drives densification development in the U.S., it can also hinder profitability, according to Stewart. Being so advanced in biomass utilization, Europe is experienced in developing and operating pellet plants. "They know exactly how much it costs to build those plants, manufacture and run them," he explains. They understand the cost structure very well so they take that knowledge to the manufacturers in the U.S. "We find it will be a very difficult-type market for manufacturers to squeeze out a margin because if the Europeans can't get what they consider a fair or good price, they're just going to buy it and do it themselves."

Germany-based RWE Innogy is developing a wood pellet plant in Waycross, Ga., called Georgia Biomass. The facility is expected to produce 826,000 tons of pellets each year, headed to RWE's existing power plants in the Netherlands for cofiring, according to the company. RWE was drawn to develop in the state by the wood surplus, along with a well-established harvesting and logistics infrastructure, local government support, and plenty of local workers with local support to train for RWE's special requirements, according to Michael Eissing, RWE project manager. "Unlike Europe, the U.S. has a huge growth surplus of wood with no use for the moment," Eissing says. "This is particularly true in the Georgia region. Wood growth is currently ahead of consumption in Georgia. Due to the large surplus available, wood is much more affordable in the U.S. than in Europe, with its restricted woodland availability." Furthermore, Eissing adds that forest management in Georgia is carried out sustainably, meeting RWE's strict standards for biomass production.

Such integration of the supply chain for European renewables is a growing trend, affecting the developing woody biomass product manufacturing market in the U.S., Stewart says. "[The market] will come in, but it will be a lot more integrated than people think it's going to be," he says. "There will be a bona fide pellet export business, but a lot of that will be integrated and a few independents will make it, but anybody who believes there's a 15, 20 or 25 percent

manufacturing margin in that is just not thinking logically."

Export Market Limitations

The inability of U.S. companies to acquire a margin in the sale of their pellets can mean producers have to scrimp in other areas, including quality. "RWE was not satisfied with the quality of pellets coming from the U.S., so they're building their own plant," Stewart says. Wolfson is also concerned about the quality of U.S. pellets, with depressed pellet prices in Europe and cheap resources coming out of areas such as Brazil and Malaysia. "Quality could be a critical limiting factor," Wolfson says. "You really have to be a reliable supplier with a high-quality product."

Another factor limiting the development of a robust export market of woody biomass products is increasing concerns about shipping life-cycle analyses. "I've talked to a lot of shippers who are concerned about this," Wolfson says. "On the other hand, another thing we need to think about is we get a lot of goods brought in by container and a lot of those containers go back empty to their countries of origin. So I do think there's a lot of backhaul opportunities.

"My expectation is that unless you really control your feedstock, as far as being in export and a pellet manufacturer, you're going to face two big issues," he says, citing significant increases in prices of raw material and competition for that raw material. "I think there's going to be a big competition between existing pulp and paper mills and pellet plants," Stewart says. "They use exactly the same raw material, so there's going to be a big rub there. And I also think there's going to be some political fallout." American pulp and paper companies are going to lean on their representatives, especially locally, to dissuade any incentives providing tax abatements, making investments for new woody biomass densification facilities difficult, he predicts. "I think the big companies that are long-time players in the local markets will really push on them to not provide those sorts of incentives. And I think a lot of them will be successful."

In addition, complaints have surfaced about the USDA's Biomass Crop Assistance Program, including concerns that

the Farm Service Agency was subsidizing the export of green energy to Europe. Stewart expects BCAP-2 to exclude exported material for payment qualification, which will undoubtedly affect the woody biomass products industry in the U.S. "I think it will slow down the development because pellet costs will be higher, manufacturing costs will be higher, and that means the end product cost in Europe will be higher," Stewart says.

Another limitation is depth at U.S. ports. Carolina-Pacific's shipping capacity is limited by the Port of Georgetown's depth of only 6 meters, Kern says, adding that his once-monthly shipments will amount to about 60,000 tons this year and up to 120,000 next year. Plans to deepen the port to 9 meters would mean it could support 25,000-ton ships and significantly increase freight, he says. Carolina-Pacific also will increase its volume of export by procuring pellets from other companies for shipment with their own products. "We think we can fairly economically reach out about 240 miles or so," he says.

Deep water is essential for shipping wood resources, with most ports requiring about 12 to 13 meters, Stewart says. "There are a limited number of deepwater ports that have handling or bulk handling capabilities and you have to have those combinations," he says.

But many agree that the limitations are not insurmountable and won't stop the market from developing. "I do think there's such an incredible demand in Europe that there's going to be biomass wood chip and pellet export opportunities and it's going to grow over the next five to 10 years," Stewart says.

Wolfson agrees and says the U.S. is still in the fact-gathering phase to sort out the market. "In the next 10 years, we'll have a very good market," he says. "We're seeing intelligent landowners and pellet people and customers overseas getting together to develop truly sustainable supply chains."

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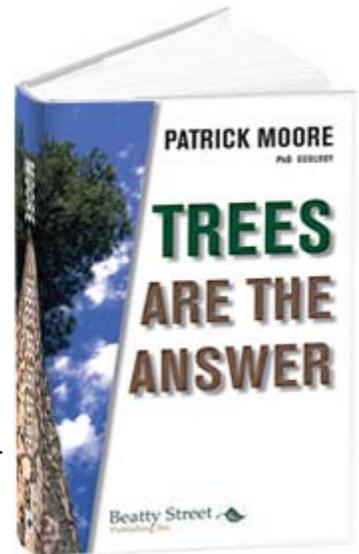
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SCTPA Comments: *Dr. Moore is an advocate for sustainable forestry practices and his video Trees Are The Answer is used during the SC Teachers Tour.*

From the desk of...
STATE FORESTER
Gene Kodama



Good day,

I hope everyone had a good July 4th Holiday as we recognized the founding of our great nation. On July 1st and 2nd, I was in Washington, DC visiting with some of our Congressmen and participating in what is known as the 25 x '25 National Renewable Energy Initiative. Being so close to the nation's capital as preparations were being made to commemorate the Fourth made the significance of the day even more meaningful.

The 25x'25 Initiative is an effort to create a plan to allow 25% of the country's energy needs to come from renewable sources by year 2025. As a member of the National Association of State Foresters, I am participating in a portion of this initiative called a "Wood to Energy Forum" that is tasked with preparing a pathway or "Road Map" that will allow wood to support this goal. The "Road Map" is to be completed this year with interim reports prepared in time for use by Congress this year.

While in DC, I visited the offices of Senator Gra-

ham and Congressmen Clyburn, Spratt, and Wilson to discuss general forestry issues and the SC Forestry Commission's request for funding assistance for wildfire protection and forestry promotion. We submitted funding proposals to each of our eight Congressmen about six months ago asking for \$10 million to use for near-term wildfire protection equipment replacement and forestry promotion while SC prepared a long-term recurring funding mechanism for these functions. The request is now in the US

Department of Interior's finance sub-committee and under consideration. At this point, continued support from SC Congressmen will help to acquire the funding. Letters or calls from our Congressman to the DOI financing sub-committee are needed. Some of our Congressmen agreed to make these contacts. To support this

cause, we can ask our Congressmen to contact the DOI sub-committee and request their support for the "South Carolina Forestry's 20/15

Project for Job Creation and Economic Development" funding proposal.

Have a good week,
Gene

Four Environmental Groups Seek To Defend Greenhouse Gas Rule in Court

WASHINGTON - July 7 - Four environmental groups, representing citizens concerned about climate change and forest resources in New England and the Southeast, filed a joint motion in federal court late yesterday to help defend the U.S. Environmental Protection Agency's decision to count emissions from burning biomass when it begins regulating global warming pollution from large power plants and other large industrial facilities. The agency's decision also includes a commitment to continue a scientific evaluation of the true carbon impact of the many forms of biomass energy.

Burning woody materials, grasses and other biomass can be a significant component of the effort to achieve climate benefits by shifting America away from fossil fuels-but only if the biomass is sourced and accounted for properly-so that the carbon emitted when biomass is burned equals or is less than the carbon taken up by new plant growth. Recent studies show that combusting some kinds of biomass as fuel can actually increase the amount of climate change pollutants. For example, burning whole trees in mature forests is much less likely to be carbon-neutral than combusting undergrowth and trimmings from plantation stands.

Last month, EPA issued what is commonly called the "tailoring" rule, which establishes the agency's framework for evaluating and limiting carbon dioxide and other greenhouse gases in Clean Air Act permits for large stationary sources. The agency declined to give all biomass combustion greenhouse gas emissions a blanket exemption from complying with the Act, as was sought by the forest products industry and others. The environmental groups' filing supports EPA's decision to reject the idea that all biomass is inherently "carbon-neutral." This careful approach avoids making the climate problem worse in the short term and allows for additional study.

The rule is being challenged by industry interests and several members of Congress in the D.C. Circuit Court of Appeals (Southeastern Legal Foundation, et al. v. US EPA). Late yesterday, Southern Environmental Law Center (SELC) and Clean Air Task Force (CATF) attorneys filed a motion to intervene in defense of this aspect of EPA's rule on behalf of Georgia ForestWatch and Wild Virginia, represented by SELC, and the Conservation Law Foundation and the Natural Resources Council of Maine, represented by CATF.

"The South is already considered the 'fiber basket' of the country, with much of our land producing paper and other forest products. While generating some of our energy from biomass will help the South's rural economies and help shift to cleaner energy, we should look before we leap. In particular, we must ensure a regulatory system that sustains the clean water, the wildlife habitat, the carbon-capturing capacity and the other benefits we get

from healthy forests," said Frank Rambo, Senior Attorney with the SELC, who represents Georgia Forest-Watch and Wild Virginia.

Wayne Jenkins is executive director of Georgia ForestWatch: "If we don't approach this scientifically and with utmost care in terms of where we're getting the biomass, how it's grown and so forth, this could go horribly awry, with whole forests clearcut for a relatively short burst of energy, leaving streams full of silt, forest soils depleted and wildlife without a home, plus increased atmospheric carbon."

"It is obviously of utmost importance that in trying to fix the climate problem, EPA should not take steps that actually make it worse," said Ann Weeks, Senior Counsel for CATF, and the attorney for Conservation Law Foundation and Natural Resources Council of Maine. "EPA did not bend to pressure from industry to create incentives to burn more biomass for energy generation, which can potentially be more harmful for climate than the fossil fuel it replaces." We have a strong interest making that decision stick, by defending this aspect of the rule, at least until the science on biomass emissions allows a more comprehensive understanding of the various direct and indirect impacts that bioenergy has on climate."

###

The Southern Environmental Law Center is a regional nonprofit using the power of the law to protect the health and environment of the Southeast (Virginia, Tennessee, North and South Carolina, Georgia, and Alabama). Founded in 1986, SELC's team of 40 legal experts represent more than 100 partner groups on issues of climate change and energy, air and water quality, forests, the coast and wetlands, transportation, and land use. www.SouthernEnvironment.org <http://selc.southernenvironment.org/site/R?i=W7-jUMEoroE8gUoYAG89Ag..>

Clean Air Task Force is a nonprofit organization founded in 1996 dedicated to reducing atmospheric pollution through research, advocacy and private sector collaboration. For more information, please visit us at www.catf.us.

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“The new tire program with Continental Tire offers tangible savings today as well as tomorrow. On our first sale through the program, our customer, your member, saved almost half of his yearly dues to your association with only a four-tire purchase. This is a win-win situation for you, your member and Best One Tire.”

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SCTPA's Qualified Members Only Forestry and Truck Tire Discount Program with ALLIANCE TIRE USA and CONTINENTAL TIRE – GENERAL TIRE COMPANY is off to a fast start. The program was Effective March 1, 2010.

Already many members have saved money on truck and forestry tire purchases.

Alliance Tire USA Forestry Tires and Continental – General Tire Company Truck Tires are THE SCTPA ENDORSED FORESTRY AND TRUCK TIRES.

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To utilize this valuable membership benefit, certain steps are required:

- SCTPA will soon be issuing Membership Cards to Qualified Members.
- Qualified Membership Cards will show the member name, member contact, membership period and member number. *Only those members classed as Loggers and Truckers with dues paid qualify for this program.*
- Qualified Members will take their member card to the tire dealer. The dealer will have to see your member card, make a copy of the card and see proper identification. No card, no ID, no discount.
- *“Members Only” Tire Pricing can be obtained from the SCTPA office. Just contact the office via phone, email or fax. The tire pricing is not public and for Member Use Only. Only qualified members can receive the pricing. The tire pricing is not to be disclosed to others by the qualified member. Qualified Members cannot share their member card with anyone. Qualified Members cannot use the card to purchase tires for a Non-Member. If such abuse results, member will be terminated from participating in the program.*

Until Member Cards Are Processed & Distributed, Please Follow These Steps.

- Qualified Dues Paid Members can visit the participating dealers.
- The tire dealer or the member must contact SCTPA for a Member Verification Form.
- SCTPA will fax a Member Verification Form to the dealer to verify current qualified member status. Qualified Member Renewal or New Dues must be paid to be eligible for the program. Prompt dues payment maintains eligibility for the tire discounts.

We are excited to partner with Alliance Tire USA and Continental – General Tire Company to offer this cost saving program to qualified members.

- To locate an **Alliance Tire** dealer, contact **Andy McAllister, 912-288-7417.**
- To locate a **Continental Tire** dealer, contact **Tim Moffatt, 803-431-1193.**

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- Blacks Tire** – 1705 East Palmetto Street, Florence, Tommy Hutching, 910-840-6860
- Hill Tire Centers** – 506 Robertson Blvd, Walterboro, Ken Hill, 800-841-8473
- Blacks Tire** – 1501 Third Avenue, Conway, Tommy Hutching, 910-840-6860
- Jim Whitehead Tire** – 1118 First Street South, Columbia, Wally Weir, 803-374-5788
- The Tire Shop** – 1018 South Jonesville Hwy, Jonesville, Mike, 864-674-5260
- Interstate Tire** - 1851 Hwy 8, Pelzer, Brandon Bennett, 864-979-9204

CONTINENTAL – GENERAL TIRE DEALERS

As of May 10, 2010

- Jim Whitehead Tire** - 1118 First Street South, Columbia, Wally Weir, 803-776-4888
- Jim Whitehead Tire** – 1920 Cherry Street, Augusta, GA, Wally Weir, Jim Whitehead, Jr., 706-738-5126
- GCR Tire Centers** - 425 North Hwy 52, Moncks Corner, Henry Augustine, 843-761-6700
- GCR Tire Centers** - 4010 College Street, Newberry, Earl Alford, 803-276-5104
- GCR Tire Centers** - 324 West Main Street, Lake City, David McClam, 843-394-8817
- GCR Tire Centers** - 405 Oak Road, Piedmont, Eddie Muzika, 864-269-3900
- Snider Tire** - 1010 Idlewilde Blvd, Columbia, Chris Harley, 803-799-0106
- Snider Tire** - 3360 Business Circle, North Charleston, John Wilkes, 843-207-1730
- Snider Tire** - 1915 North Cashua Drive, Florence, Terry Fischer, 843-661-7171
- Snider Tire** - 5806 Augusta Road, Greenville, Ricky Summey, 864-277-7877
- Snider Tire** - 181 Judge Street, Harleyville, John Wilkes, 843-462-7400
- Snider Tire** – 540 Locust Grove Road, Spartanburg, Brian Pace, 864-582-4474
- Snider Tire** – 1806 Carmichael Court, Augusta, GA, Jason Peterson, 706-771-9657
- Best One Tire** – 2959 West Black Creek Road, Florence, Bobby Welch, 843-662-0334
- Best One Tire** – 7248 Peppermill Pkwy, North Charleston, Arnold Murdock, 843-225-6638
- Best One Tire** – 906 Hwy 501 East, Conway, Bob Donaldson, 843-234-3103
- Best One Tire** – 2708 Shop Road, Columbia, Joe Jones, 803-741-5110
- S & S Tire** – 847 Rosewood Drive, Columbia, Mike Cook, 803-319-2960
- Gibson Tire** – 1800 Meeting Street, Charleston, Brian Golden, 843-723-3367
- Blacks Tire** – 1280 3rd Avenue South, Myrtle Beach, Ed Faye, 843-626-7402
- Blacks Tire** – 2415 Hwy 17 South, North Myrtle Beach, Mark Heflin, 843-272-3875
- Blacks Tire** – 1501 Third Avenue, Conway, David Holmes, 843-248-2835
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LandMark Systems is requesting information on log hauling companies, chip haulers, and flat bed lumber carriers.

LandMark Systems is working on a series of trucking projects in conjunction with Trimble Forestry Automation and is presently looking for organizations that own a minimum of five trucks.

If you know of or are a company that owns a minimum of five trucks, please contact Rick Davis at 850-309-3930 or rdavis@landmarksystems.com.

For more information, visit www.trimbleforestryautomation.com.



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INDUSTRY NEWS

Reprinted from the Forest Resources Association FRA Bulletin, June 30, 2010

New Home Sales Dive

We have previously remarked on the volatility of housing markets--both in measured performance and projections--and the Commerce Department's June 23 report of a sharp dip in May new home sales certainly affirmed that trend. Economists had expected the expiration of the Homebuyers Tax Credit to depress the May numbers by a hefty 20% or so, but Commerce's report of a 32.7% decline in May new-home sales, to a "seasonally adjusted" annual rate of 300,000 sales, seemed to affirm pessimistic outlooks on the broader economy and rebuke "demand-side" theories of economic stimulus.

RISI's June *International Woodfiber Report*, which appeared before the Commerce report, had "forecast housing starts to total 0.73 million in 2010 as starts ramp up to 0.85 million in the fourth quarter. Weaker than expected starts in May-June"--*IWR* suggested--"would delay but not derail this recovery," with a one million annual rate anticipated, possibly, as soon as the second quarter of 2011. RISI also cited the "bearish" estimate of the Engineered Wood Association of 615,000 total units to be sold in 2010, reflecting a projected pick-up in construction during this year's second half. Volatility--it's what's for dinner.

The June *IWR* also reported a continuing strong market position for containerboard manufacturers during May, indicating that it was supporting "elevated wood demand across the entire South" and quoting an analyst predicting "higher pine and hardwood demand through the Fall" in the region as a result, in spite of lagging recovery in paper.

Court Approves Smurfit-Stone Reorganization

On June 21, Smurfit-Stone Container Corporation announced that the U.S. Bankruptcy Court in Wilmington, Delaware had approved the "Joint Plan of Reorganization and Plan of Compromise and Arrangement" filed by the company, its subsidiaries, and "affiliates currently acting as debtors in possession," pointing toward "a path to emerge from our financial restructuring on June 30," in the words of CEO Patrick Moore, which would include emergence from Chapter 11 protection under the U.S. Bankruptcy Code. The company indicates that the Plan has received overwhelming support from Smurfit-Stone's creditor constituencies and that it includes an accommodation for the company's current stockholders. Smurfit-Stone's U.S. and Canadian subsidiaries filed voluntary petitions for reorganization under Chapter 11, and under the corresponding program in Canada, on January 26, 2009.

Mr. Moore further stated, "We are pleased to have been able to reach agreement with our creditors and stockholders on a plan that enables us to continue to drive value for our stakeholders and help our customers grow their businesses. I particularly want to thank our employees, whose hard work and enduring dedication have allowed us to continue meeting and exceeding our customers' expectations throughout this process and whose efforts contributed greatly to positioning us for a successful emergence."

"Stop Spewing Carbon" Campaign

Apparently related to the Biomass Accountability Project noted in the item above, the Stop Spewing Carbon campaign, also based in Massachusetts, is attempting to place a voter initiative before Massachusetts voters in November which would essentially disqualify biomass as a carbon-neutral feedstock in state renewable energy quota and incentive programs. Sustainable forestry interests, led by the American Forest & Paper Association, are working with the Committee for a Clean Economy--representing bio-power interests, among others--to defeat the initiative through targeted media work.

Stop Spewing Carbon makes a number of claims, both related and unrelated to greenhouse gas accounting, in its quest to prevent the state of Massachusetts from recognizing a lifecycle analysis of the bio-energy industry's carbon emissions and the related issue of sustainable forestry. The Committee for a Clean Economy's polling has indicated that voters are open to persuasion, but that funding will be necessary to make the case; and the Committee further suggests that stopping this policy initiative in Massachusetts will discourage other states from adopting similar ones.

Although FRA has no consensus on advocating or opposing incentives for bio-energy, we do have strong consensus in support of recognizing forest-based bio-energy's carbon neutrality and its potential contribution to the domestic energy inventory. FRA will make an appeal to its members, and allied associations, to contribute funds to the Committee's effort, through an account managed by AF&PA, in early July.

The Manomet Report

On June 10, the Manomet Center for Conservation Sciences, working with the Massachusetts Department of Environmental Resources, published the results of a six-month research project about the impacts of bio-energy expansion in the state on carbon goals and sustainability as *Biomass Sustainability and Carbon Policy Study*, an attempt--it was proposed--to apply some interdisciplinary rigor to the highly politicized science of carbon accounting and its relationship to other goals. The *Associated Press* headline from June 11 indicates how well the Center succeeded: "Mass. Study: Wood Power Worse Polluter Than Coal."

As other media picked up this spin, and several anti-energy green groups spread it among their constituencies, the Manomet Center itself, on June 21, felt compelled to comment: "Many of the resulting press articles have oversimplified the results. Indeed a key lesson of the study is that understanding the greenhouse gas (GHG) impacts and benefits of using wood for energy is more complex than most people have assumed" and expressed the hope that "interested parties [will] read the report, or at least the Executive Summary, to understand first-hand what the study concludes."

In essence, the Manomet Center points out that although its methodology proposes the notion of a "carbon debt" accu-

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mulated by a biomass-powered system that--under the Center's attempt at a lifecycle analysis--may persist in time for several years, this "debt" is likely to be cancelled out and turned into a "carbon dividend" eventually, on a schedule that depends on the type of fossil-fuel energy system it displaces and the infrastructure that develops to support bio-energy production, among other factors. The Center poses other caveats, as well: that its analysis is limited to "actively managed, natural forests"--not to residues, waste wood, or dedicated plantations--and that its universe is limited to Massachusetts, such that its conclusions cannot easily be generalized (for instance) to the situation in the Intermountain West, with its surplus of dead timber, or to states that have better developed harvesting infrastructure than Massachusetts has.

Furthermore (states the Center's clarification), in spite of the study's suggestive title, "the study makes no recommendations regarding the development of specific policies to address GHG emissions from biomass."

We encourage our readers to review the Center's News Release, the Study itself, the Executive Summary, and--most importantly--the Clarification at <http://www.manomet.org/>.

Q. AND A.: WOODY BIOMASS, PROS AND CONS

By TOM ZELLER JR.

New York Times 6/22/10

As I wrote in an article over the weekend, electricity derived from burning organic matter, particularly wood, has long enjoyed a reputation as a green alternative to coal-fired power — and why not? Trees and plants, renewable by definition, release planet-warming gases into the atmosphere when they burn, and absorb it again when they are growing. It's sustainable and climate-friendly to boot — or so the logic has long held.

As with biofuels and questions surrounding their impact on land use around the world, however, the science on biomass is proving a bit more nuanced.

The Manomet Center for Conservation Sciences in Massachusetts recently completed an analysis of the potential impact of using wood for energy in that state, where a handful of new biomass plants are in the development pipeline. The study was commissioned by the Massachusetts Department of Energy Resources, and its findings — broadly oversimplified by some of the news media, the center has said — are likely to have implications in other states contemplating their own expansion of woody biomass power.

I sent some questions to John M. Hagan, the president of the Manomet Center, and Thomas Walker, the study's team leader. The queries and responses are below.

Q. Among the headlines that heralded the arrival of the Manomet Center's biomass study were many like these: "Mass. Study: Wood Power Worse Polluter Than Coal," "Manomet: Biomass Isn't Green," "Biomass Benefits Refuted." Do they capture the essence of the study?

A. No, all three headlines fail to recognize that over time using wood for energy can lead to lower atmospheric greenhouse gas levels. While emissions from burning wood are initially higher than from fossil fuels, re-growing forests sequesters carbon, a process that eventually can yield greenhouse gas levels lower than would have resulted from continued burning of fossil

fuels. The key issue, and the focus of the Manomet study, is the timing and magnitude of these effects. Energy and environmental policymakers will need to carefully weigh these short- and long-term trade-offs of biomass energy development. All the headlines miss the details and therefore serve to misinform rather than inform the public. It's unfortunate that the story can't be reduced to simple sound bites, but these types of life cycle analyses inevitably are complicated. To further complicate the story, while our life cycle analysis looked at greenhouse gas emissions from production and transport of both biomass and fossil fuels, we couldn't evaluate every possible environmental impact of energy production, such as broken

blowout preventers 5,000 feet under water or mountaintop removals to access coal. Rarely (maybe never) does society really weigh the full array of costs and benefits of our decisions. But as the world gets more complicated, and as resources get more scarce, and as the human population climbs to nine billion (and then some), we're going to have to become more serious about analyzing these kinds of trade-offs.

Q. To what extent do the study's findings have wider implications for biomass power generation in other parts of the country?

A. The framework we developed for carbon accounting could be used for an individual power facility, a state, a country, or even the European Union (which is importing wood chips from the U.S. and other countries to meet its renewable-energy goals). In order to assess the greenhouse gas implications of using wood for energy, you have to know four things:

- The life cycle of the wood (e.g., logging debris, whole trees, trees vulnerable to catastrophic events) in the absence of the biomass energy opportunity.

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- The type of energy that will be generated (heat, electricity, combined heat and electricity), because different types have different efficiencies and thus different CO2 emissions profiles.
- The type of fossil fuel being displaced (coal, oil, or natural gas), because different fuels have different emissions profiles.
- The management of the forest — management can either slow or accelerate forest growth, and therefore recovery of carbon from the atmosphere.

We plugged in data for Massachusetts to get an answer for the Massachusetts Department of Energy Resources. But you could plug in data from anywhere and get an answer for that place, and that's what you need to do in order to get the right answer for the greenhouse gas footprint. The European Union might benefit from applying our framework to find out exactly what the benefits (or costs) might be to the atmosphere of using wood to achieve its 20 percent renewable-energy goal by 2020. Without doing this analysis, the E.U. could conceivably be making the climate worse in the near term (10 to 30 years), and this might not be smart climate policy.

Q. Some critics — including the biomass industry — have said the study failed to make clear the benefits of using forest and agricultural residues for biomass power generation, as opposed to growing crops and forests specifically for energy generation. Is this a fair charge?

A. Actually, the report was painstakingly transparent with respect to what we analyzed and what we didn't. In the case of greenhouse gas emissions, the study addressed only the carbon cycle implications of biomass harvested from actively managed, natural forests. In the third paragraph of the report's executive summary, we clearly made this point:

We do not consider non-forest sources of wood biomass (e.g., tree care and landscaping, mill residues, construction debris), which are potentially available in significant quantities but which have very different greenhouse gas implications. These materials can be important potential sources of biomass — ones that likely have very different carbon cycle implications than biomass from natural forests — and merit careful and separate consideration in biomass policy development. Our carbon accounting framework would capture these differences.

Q. Some biomass opponents say that if the benefits of biomass power are limited and/or marginal, society shouldn't waste time or money investing in it, channeling money instead toward further development of solar, wind and other nonpolluting sources. Do you see a role for biomass power in the nation's overall energy **portfo-**

lio?

A. This is really an issue for policymakers at the state and national levels. But our study suggests that it's important to be specific about how you define biomass. Energy generation from harvests of live whole trees from natural forests has different life cycle implications than energy generation from wood wastes that otherwise would have released their carbon to the atmosphere relatively quickly. The choice of biomass energy generation technologies also matters. Biomass fueling thermal and combined heat and power systems typically produce greenhouse gas benefits sooner than large-scale biomass electricity generation. Finally, we'd emphasize that there are many other considerations besides greenhouse gas emissions when making energy policy — these include energy security, air quality, forest recreation values, local economics, other environmental impacts of extracting fossil fuels (and not just greenhouse gas emissions of burning fossil fuels), and quality of place, among others. Policymakers need to weigh all these factors in making energy policy.

What we've done is put a much sharper point on one piece of the story — greenhouse gas emissions. Until our study came out, it was widely assumed that using wood for energy was immediately carbon-neutral. How this new insight factors into the public's view of using wood for energy remains to be seen.

As for Manomet, our role is to inform society with science, with the hope that a better informed society will make better decisions.



SC LEGISLATIVE UPDATE

This was year two of a two-year legislative session. Issues not resolved must be reintroduced and go through the entire legislative process beginning in January 2011.

Here is a briefing on bills followed this session.



Prescribed Burn Liability Protection

H.3924 and S.1118 aimed to improve protections for forest landowners from frivolous lawsuits relating to smoke resulting from a prescribed burn. As introduced, the bills would ensure a property owner or lessee or his agent or employee conducting a prescribed fire pursuant to current law would not be liable for damage, injury, or loss caused by the resulting smoke of a prescribed fire unless gross negligence were

proven. Simple negligence protection for damage, injury, or loss caused by fire from a prescribed burn would be maintained as in current law. Both bills died on the Senate's contested calendar

Surface Water Withdrawal

S.452 (R300), The Surface Water and Withdrawal Permitting Act, establishes the first statewide registration and permitting program at the SC Dept. of Health and Environmental Control (DHEC) for water withdrawals from state rivers and streams. The bill provides for exemptions: in-stream dredging, emergency withdrawals relating to fires, agricultural uses when withdrawals are made from farm ponds, withdrawals made from ponds on private property that are supplied only by diffuse runoff water or springs located completely on private property, and withdrawals made for wildlife habitat management. Agricultural withdrawals made from free flowing streams or rivers must be registered with DHEC.

Minimum flow standards for free flowing water bodies are established at seasonal variations of 20% Mean Annual Daily Flow (MADF) from July-Nov., 30% MADF in May, June and Dec., and 40% MADF for Jan.-March. All existing water withdrawers on Jan. 1, 2011 will be grandfathered in at their current usage

and be granted a permit valid for at least 30 years. Status: Current Law, Signed by the Governor on June 11, 2010. Effective January 1, 2011.

Renegade Hunter Act

S.1027 (R306) -- in its final form -- prohibits hunting from any road, right of way, property line, boundary, or property upon which a person does not have hunting rights with the aid or use of a dog when the dog has entered the land without permission or hunting rights. The new law would apply whether a person intentionally or unintentionally releases, allows or causes his dog to enter the land of another without permission

of the landowner. Hunting includes attempting to take any game animal, hog, or coyote by occupying stands, standing, or occupying a vehicle; possessing, carrying, or having readily accessible a centerfire rifle with ammunition capable of being fired in the rifle or a shotgun with shot size larger than number four that is capable of being fired from the shotgun. Individuals violating the law may be fined no more than \$500 or imprisoned for no more than thirty days, and they must have their hunting privileges suspended by the SC Dept. of Natural Resources for one year from the date of conviction. Status: Current Law, Signed by the Governor and effective June 11, 2010.

Tax Return Check-off For Forestry Commission

S.850 (R.254) will allow state taxpayers to designate on a state income tax return a voluntary contribution to the SC Forestry Commission for use in the state forest system and the SC Dept. of Natural Resources for its programs and operations. Contributions may be made by reducing an income tax refund or by remitting additional payment amounts. Status: Current Law, Effective June 17, 2010.

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Tort Reform

H.3489 included eleven reforms when introduced and the House agreed to support five. The following compromise was adopted by the House on March 9: punitive damages were limited to three times compensatory damages or \$350,000, whichever is greater on punitive damages awards; outside counsel's compensation when employed by the Attorney General or a solicitor were set on a sliding scale ranging from 23% to 4%; appeal bonds for businesses filing civil actions were capped at \$25 million for large

businesses and \$1 million for small businesses; building code violations would not constitute per se fraud, gross negligence or recklessness, but these violations could be introduced as evidence; and failure to use a seat belt would be admissible in court.

H.3489 died on the Senate Calendar pending a third and final reading.

DNR Harvesting Timber

S.1261 (R.229, Act 186) requires that lands used for agriculture or managed forestland before acquisition by the SC Dept. of Natural Resources (DNR) must be managed and the timber harvested to provide optimum fish and wildlife habitat. DNR must also use the SC Forestry Commission's Best Management Practices (BMPs) in managing and harvesting timber. Act 186 affirms that if BMPs are used when managing or harvesting timber, then there is no adverse effect on historical properties or archaeological sites.

Status: Was signed by the Governor and effective on May 28, 2010.

Forestry Commission Budget

The SC Forestry Commission's budget has been reduced from \$18,007,254 in state funds in July 2008 to \$9,776,307 million—which is a 19% reduction from the FY 2009-10 budget and a 46% reduction in the past two years. A provision was added to allow the Commission to retain one hundred percent of funds generated from surplus property sales, such as the sale of old tower sites, so this fiscal year, the Commission

will not be required to share fifty percent of sale proceeds with the SC Budget and Control Board.

No new funding requests for the Commission were granted relating to personnel or to meet equipment and operations needs.

On June 9 the Governor vetoed the Commission's \$1,086,210 operating funds for the Forest Landowners Assistance (FLA) program, Veto #34. The House and Senate overrode this Veto. Through Veto #93, the Governor eliminated \$500,000 of stimulus funds that would be used to retain critical employees. The House and Senate overrode this Veto, also.

OGLETHORPE PLANS A BIOMASS PLANT

Renewable energy is continuing to flourish in the United States. And with the majority of states creating renewable energy portfolios, power companies are getting on-board and receiving credits from both the state and federal level. With the increased tax incentives in place, development of new wood residue grid connected power plants has started said Bob Cleaves, president of the Biomass Power Association.

One of those plants is being constructed by Oglethorpe Power Corp. Just a little over 100 miles southeast of Atlanta is a vast amount of

Georgia pine trees in Warren County. This, the home of the large three-needled pine, is where Oglethorpe, the largest power

supply cooperative in the country, is planning to break ground on its 100 MW wood-burning power generation plant in the second quarter of 2011.

"I am just ready to get out there and start moving some dirt and building the project," said Senior Vice President of Construction Keith Russell.

Unlike states such as Maine and California, where biomass markets have matured, the southeast has been essentially untapped in terms of



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A landowner's perspective on biomass policies

MASSACHUSETTS SOAP BOX

By Cinda Jones, State Coordinator and 9th Generation / President of W. D. Cowls, Inc. Land Company

It feels like Massachusetts landowners are stranded on a bizarre and foreign planet these days. A place where the noise made by a small, but passionate, part of the public is more compelling to forest policymakers than fundamental principles of natural resource management, a place where a narrow band of scientific data is trotted out to justify hasty and drastic policy changes. Massachusetts landowners are reaching out to regional and national like-minded organizations and corporations for advice and help, and we're getting it. If some of the policies proposed for Massachusetts forests and forest landowners take hold here, a bad precedent with possible national implications would be set.

Some recent Massachusetts state forest policy actions:

- The Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA) essentially disregarded years of previous work on public lands management in favor of a hastily compiled "Vision" that proposes to remove 60% of state forest lands from the possibility of commercial timber harvest.
- Responding to the public furor generated by activists who claim to be "speaking for the trees" and NIMBY activists, Massachusetts EOEEA commissioned the Manomet Center to study the environmental impact of biomass power vs. coal and other alternatives. When voluminous and complicated results were released, the state put out a simplifying press release that misrepresented the study's results as being strongly against biomass. This propagation of misinformation required Manomet to produce a clarifying press release insisting that the conclusion that "wood is worse than coal for GHG emissions or for the environment is an inaccurate interpretation of our findings."
- Meanwhile, after years ago promising financial incentives for biomass plants to be built in Massachusetts and several developers spending many millions of dollars in start-up funds, the state may now eliminate the incentives that made these plants financially viable. This would further solidify the state's reputation as unfriendly to business.
- EOEEA is not only limiting forestry on public land, but may well have its sights set on additional regulation on private forest land management. The credibility the administration is giving to the opinions of a segment of environmental activists leads landowners to fear for the economic future of their woodlands.
- State-employed land managers have been blatantly, and possibly criminally, harassed because top agency personnel have failed to distinguish between excellent and subpar work, providing no defense of their own natural resource managers.
- None of the candidates for Governor has thus far been willing to take a remotely pro-forestry position.

Massachusetts landowners are eager to cooperate with forest products interests and alternative energy folks, national and regional organizations, and other potential allies to explain and advocate for the scientific rationale for managed forests to provide biodiversity, protect water quality, provide recreational opportunities and a variety of wildlife habitats, and supply wood products.

The Forest Landowners Association (FLA) has been an excellent resource and advocate and you should talk with Scott Jones, the Executive Director of the FLA, about any ideas you have for helping us. **You don't want what's happening here to travel to your state.**

Originally printed in the July/August 2010 issue of Forest Landowner magazine.

developing biomass facilities. And with millions of tons of trees, Warren County was selected as the site due to the abundance of biomass materials in the area.

"We are not looking to bring wood in from long distances via train or other mechanisms," said Russell.

Oglethorpe will use biomass within a 75-mile-radius circle as the "wood basket." Russell said the fuel supply is abundant and long term for the renewable energy project. And growth continues in the southeast. The Biomass Power Association (BPA), an organization made up of about 80 biomass facilities in 20 states, has found somewhere between 20 to 30 plants proposed in this part of the U.S.

"It is no surprise to us that a lot of activity is occurring in the southeast," said Cleaves.

Legislation

Currently, Oglethorpe is still in the planning stages for the facility. The company's air permit has been submitted to the state and Russell said he hopes to have a draft permit back this summer, with a final air permit around October 2010.

"There is a whole host of environmental review processes that have to happen at the state and local level," said Cleaves.

With funding through the rural utility service (RUS), Oglethorpe is going through several environmental impact studies with a third party engineer. Plans call for having preliminary information available in the third quarter of 2010. The company will then proceed with public comments and move towards having a record of decision in February 2011.

Russell said the cooperative also maintains an eye on the legislative issues that come along with construction of a new facility such as this project. Arguably the most important is Title V of the Clean Air Act, which requires the facility to keep track of pollution levels and whether pollution control equipment is being operated and maintained properly. Russell said the Oglethorpe plant will use no derivatives and that it will fire the boiler using residuals such as waste wood coming out of saw mills and peanut shells. And the trees the plant will use naturally absorb carbon dioxide (CO₂) as they grow. With that in mind, CO₂ from the biomass used for fuel is being returned to the atmosphere. This in return has no net increase, as long as the trees are replanted.

Along with environmental regulations, new biomass plants have to make sure that incentives at

the federal level are aligned and are available. Like many other utilities, Oglethorpe is looking into what type of renewable energy credit the 39 members in their Co-Op will receive after completion of the facility.

Efficiency and Cost of Biomass

Oglethorpe told its members that it wants to support the renewable surge. And with 2,500 MWh of installed biomass capacity already in the U.S., Russell said the fuel works well in the state of Georgia.

But is biomass efficient enough for Oglethorpe and its distributors?

"We feel comfortable that based on discussions we have from working with our own engineers and working with the equipment suppliers that we are going to get a unit that is comparable to other technologies operating in the industry," said Russell.

And the more efficient the plant operates, the better it is for the environment.

"What we are seeing, particularly among smaller projects, are developers having to address the efficiency simply by virtues of the economics of the project," said Cleaves.

Biomass is less expensive than other forms of renewable energy as well.

Cleaves said that offshore wind projects cost between 20 and 25 cents per kWh. By contrast, biomass is around half the price and is also available as a base-loaded renewable.

"If you believe renewable energy has a future in this country, then biomass is an incredible bargain for the rate payer," said Cleaves.

In Warren County, Oglethorpe is still in the process of working with equipment suppliers to make purchases on steam turbine generators and boiler equipment. The engineering, procurement and construction contract is expected to be in place later this year. With all parts assembled, Oglethorpe is forecasting the total cost of the biomass facility to be around \$450 to \$500 million, around \$4,500 to \$5,000/kW.

And if all goes as planned, Oglethorpe will begin operation at the new wood biomass facility in April 2014.



Mark Your Calendar

AUGUST 2010

- 24 Newberry District 2 Meeting, Farm Bureau, Newberry, 7 p.m.
- 26 SCTPA Board of Directors Meeting, Columbia, SCFC Headquarters, 10 a.m.

SEPTEMBER 2010

- 8,9 & 16 TOP 3-Day Classes for Initial SFI Trained Status, Columbia.
- 23 – 25 American Loggers Council Annual meeting, Pendleton, Oregon. Contact SCTPA for Registration package.

Saluda/ Edgefield District 1 Members and Non-Members are invited to the Newberry District 2 Meetings. Saluda meetings discontinued due to lack of attendance.

PLEASE NOTE:

Event & meeting dates may change. Notices are mailed prior to SCTPA events. SCTPA events & meetings qualify for SFI Trained Continuing Education Credits.

Need Training & SFI Trained Credits?

SCTPA can provide training programs for members for SFI Trained Continuing Education Credits. Programs offered for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

Truck Driver Training Workshops will be scheduled. Watch the Mark Your Calendar section of this newsletter for dates.

Notices for SCTPA workshops & events will be forwarded.

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Our Mission

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