



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

MAY/JUNE 2016

SC Sustainable Forestry Teachers Tour... Educating the Educators

I learned that our forests in SC are not declining, and that the driving force in the forest industry is in fact sustainability. – Nicholas Turoski, River Oaks Middle School, North Charleston

The 2016 SC Sustainable Forestry Teachers Tour marked the seventeenth year for the tour to educate teachers from around the Palmetto State about sustainable forestry, timber harvesting, public and private lands forest management practices and the forest products industry and so much more.



"Wow! I had no idea" was one of the most offered expressions from the teachers. This year's tour moved to the Piedmont region and was stationed in Clinton. Thirty-five teachers were on board for the tour.

The first week for three days were spent at Harbison State Forest Environmental Education Center in Columbia. The teachers learned the basics of forestry, such as how to measure trees, cruise timber, learned about the Sustainable Forestry Initiative, Best Management Practices, Endangered Species, Fire Ecology, Prescribe Burning, heard from various speakers and participated in Project Learning Tree activities so they could instruct PLT within their schools. The teachers got to see a live prescribed fire burn on the forest.

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 Fore-



John Doolittle explains timber harvesting equipment

ry 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 now realize and understand how important our industry is to the Palmetto State.

The teachers came with some pre-conceived ideas about the industry,

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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.

SCTPA is a proud SC Teachers Tour sponsor and participant. Thanks to all the cooperators who provided tour sites. Thanks to all the wonderful tour sponsors and a host of forest products companies that made the teachers' experience so meaningful.

Thanks to SCFA's Guy Sabin, SCFC's Mike Shealy and Matt Schnabel for administering the tour. Thanks to Dean Carson, retired from the SC Forestry Commission, for again being an important part to help arrange the tour logistics and meal sponsors.

Crad Jaynes, SCTPA President, and Dean Carson visited the teachers the first week in the afternoon and spent the four days with the teachers visiting tour stops, answering questions and helping the teachers understand the real sustainable forestry story.

Joe Young, Low Country Forest Products, Inc., Georgetown, opened the four-day tour and talked about his fifty-plus 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."

He followed up by talking about how professional loggers are working in the Sustainable Forestry Initiative® in order to further the practice of sustainable forestry. He spoke of how the logging industry is made up of third and fourth generation family businesses such as his own with his daughters, grandsons and son-in-law all being in the business. He spoke of the importance of our nation's rural resource providers such as loggers, farmers and ranchers are dwindling in numbers due to economics, regulations, reduced markets and age.



Joe Young speaks to teachers.

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.

Crad spoke briefly to welcome the group and tell them about the tour week. The association provided each teacher

with a personalized information folder with an honorary SCTPA timber harvester member certificate, SCTPA and ALC stickers and passed out association caps for their use on the tour.

Monday afternoon the tour visited the West Fraser sawmill in Newberry and had supper at SCDNR's Belfast House. Tuesday was a busy day as the tour visited Joanna Angle's tree farm near



Chester, Resolute Forest Products papermill in Catawba and visited a Sumter National Forest tract. Then it was supper at Johnny Wilson's Enoree Lodge and home.

On Wednesday, and always the highlight, the timber harvesting operation of John Doolittle, Charles K. Doolittle, Inc., was visited. John was harvesting on a Sumter National Forest tract near Whitmire. Thanks to John for their great efforts.



The teachers learned about the each unit of harvesting equipment and saw the job in action. The teachers even took the opportunity to climb aboard the grapple skidder and feller buncher and see what it looks like from inside the operator's cab.

The teachers were amazed as the logging operation went into full production mode. They were also amazed at how the tract was cared for while being harvested. John was gracious enough to cut wood cookies for each teacher. The teachers were amazed at how mechanized the entire operation was.

Then it was off to see Forest Investment Associates/American Forest Management lands to see commercial timber management. Then the tour visited Norbord South Carolina's OSB mill in Joanna.

The evening sponsors' reception and supper was held at the Clinton House. It was a great opportunity to meet and fellowship with guests and sponsors.

Many mentioned they did not have a good 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, "Wow! I had no idea. My eyes are now open."

Thursday 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.

Eddie Longshore of Cox Industries did a presentation on

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the treated wood and engineered wood products manufactured by their company.

Crad made closing remarks emphasizing the importance of how each teacher is now a stakeholder in sustainable forestry. He talked about being an advocate for sustainable forestry and related personal stories about how being an advocate to others is so important to convey the message, "we're not 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 why 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."

He asked the teachers if they had witnessed the passion our industry's people have for what they do whether it was



Crad talking advocacy & closing tour.

growing and managing our forests, harvesting timber, or working at a manufacturing facility. They all agreed they had. It's the great passion to do what is right to sustain our renewable and sustainable forest



resources that makes what our industry does a "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 students with the correct information.

Emphasizing that perception is reality for many people, what they see is what they believe without knowing the facts. Now each teacher has the knowledge and information, he

challenged them to go forth, be advocates and preach the gospel of sustainable forestry, professional timber harvesting and the forest products industry.

Every teacher began the tour with individual ideas and perceptions about sustainable forestry, the forest products industry, timber harvesting, forest and land management and reforestation.

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 were a great engaged group. They said they had no idea when they came. Now they have the real idea about what "we" are all about. Educating the Educators about Sustainable Forestry... I think we accomplished that goal.

Teacher Comments:

It was the best class I have ever taken, by far! I learned so much about how important forestry is to our state and how our forests are managed sustainably. – Karen Bybee, Rosewood Elementary, Columbia

I enjoyed the field experiences and gained valuable knowledge that I can pass on to my students. –Serena Oldfield, Summerville High School

I really liked the lessons from Project Learning Tree and how diverse they are for different content and grade levels. –Jane Moody, Bamberg-Ehrhardt High School

I gained new perceptions about how foresters work to conserve the forests as skilled stewards of the land and about the thousands of forest products that we use every day.

The speakers and instructors were extremely knowledgeable. We were treated in such a special way and it was a great experience! –Rosy Matthews, Manning

My perception that we have a dwindling forest resource has been corrected! I was inspired by Tree Farmer Joanna Angle and her love of nature. – Zhila Jaime Vego, Edisto High School, Orangeburg

Excellent tour! It was an eye-opening experience to understand forest industry and I appreciate the effort of foresters to promote sustainability. –John Eskridge, Wil Lou Gray Opportunity School, West Columbia

As a passionate environmentalist I appreciated learning about the sustainability of forestry and wood products. I

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loved visiting all the sites and seeing how everything comes together. – Grace Johnson, Riverside Middle School, Greer

Best professional development I have ever attended! The industry tours enabled us to see where products come from, how they are made, and career path opportunities we can promote to students. –Kyle Penland, Laurens High School, Laurens

The Tour provided real world experience that I can now share with my students and peers. Loved the Tree Farm! – Jacqueline Boston, Hanahan Elementary School, Hanahan

The Tour appealed to all modalities of learning, and the knowledge of forestry and sustainability was invaluable. I have new respect for foresters and forest products workers who work in all conditions to make the products we use. – Sandra Baker, New Prospect Elementary, Anderson

Enlightening and engaging! This program is wonderful for educating teachers personally and professionally. –Peggy Melton, Mount Holly Elementary, Rock Hill

I was surprised and amazed by the amount of technology used both in the forest and in the mills. –Susan Mathews, Richland Northeast High School, Columbia

Thank you for the workshop! The subject was presented very in-depth and I learned far more than expected! – Ninita Brown, Johnsonville Elementary School, Hemingway

I now understand how important forestry is in everyday life and how involved the processes are for growing trees and making products. I know I will be able to use what I have learned in my classroom. –Carley Farmer, Whitmire Community School, Whitmire

This is a great class and I will share this information with my co-workers. It was well-prepared and all instructors were very knowledgeable and passionate about their field. –Robert Bannister, Golden Strip Career Development Center, Simpsonville

See more Teachers Tour photos on page 47-48.

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TEAM Safe Trucking: Raising Awareness

By Jimmie L. Locklear, Forestry Mutual Insurance Company Business Development Manager, Raleigh, NC.

TEAM Safe Trucking's Mission: To reduce accidents through effective fleet management, increasing the number of safe, qualified drivers in order to deliver a sustainable and profitable supply chain.

The forest industry continues to experience a high number of truck crashes related to the transport of materials and products. Major financial loss, personal injuries and a negative public perception of the forest industry has resulted from these accidents. Efforts to identify contributing factors are revealing that **load center of gravity, secondary road conditions and truck driver skill** are major factors when these crashes occur.

The TEAM Safe Trucking Initiative was formed as a national cooperative effort to increase awareness and create educational and training programs that will be available to all who have log and chip hauling operations or exposure to such operations. TEAM Safe Trucking consists of representatives from logging Companies, raw wood products consumers, insurance representatives, logging/forestry associations and other concerned individuals.

Forestry Mutual Insurance Company organized and hosted the first TEAM Safe Trucking (TST) meeting in Raleigh, NC on July 28, 2015. Since then, TST has become a topic of interest throughout the U.S. Forest Industry. With input from TST members, a TEAM Safe Trucking Awareness PowerPoint was developed as a way to educate the forest industry about factors that must be addressed concerning the trucking segment of our industry. The PowerPoint has captured attention across the country at various forestry and logging association venues.

A second meeting was held in conjunction with the SC Timber Producers Association annual meeting in Myrtle Beach, SC on February 5, 2016. The following individuals were elected to lead TEAM Safe Trucking in the future: Rick Quagliaroli, President; Richard Schwab, Vice President; Jeremiah O'Donovan, Treasurer; and JJ Lemire, Secretary.

Development of a driver training program, awareness materials, website, a research project and regional TST groups are underway.

In its outlook for 2016, insurance broker Marsh noted that many insurers have seen their combined ratios deteriorate as commercial automobile loss frequency and severity has increased. Marsh predicted that brokers and insureds will need to focus on loss control techniques, including driver safety training, fleet maintenance and the use of telematics through vehicle monitoring devices, Marsh said.

TEAM Safe Trucking needs the moral and financial support of forest industry to begin the process of turning things around to a positive direction.

For more information contact:

- Rick Quagliaroli, Swamp Fox Agency, LLC, rick@swampfoxagency.com, 843-203-5468.
- Jimmie Locklear, Forestry Mutual Insurance Company, jlocklear@forestrymutual.com, 910-733-3300.
- TEAM Safe Trucking group is also on Facebook.



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Timber Talk *Your Voice for South Carolina Timber Harvesting*

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

American Loggers Council Quarterly Report to the States April 1, 2016 – June 30, 2016

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



Executive Committee

The Executive Committee held one conference call during the quarter, on June 13th. During the meeting, reports were given on the activities of the committees and the work that they had been doing as reported below. The committee also reviewed the agenda for the upcoming ALC Strategic planning meeting scheduled for July 9th in Dallas, Texas.

Board of Directors

The ALC Board of Directors met on April 16, 2016 in Washington, DC. While the primary focus was on the four legislative priorities that the Legislative Committee had recommended for the Fly-In, written and oral reports were also presented by the Communications Committee, the Membership Committee, the Master Logger Certification Committee and the Biomass Committee.

Consultant Nick Smith was present at the meeting to assist Communications Committee Chair Brian Nelson on the discussion of the improvements that have been made in the ALC social media sites as well as the web page and monthly newsletter.

Myles Anderson reported on the progress that the membership committee had made on recruiting new sponsors for 2016 as well as more Individual Logger Members. He also reported on efforts to recruit Pennsylvania loggers into the ALC.

Crad Jaynes not only reported on the ALC Master Logger Certification program, but the Wood Supply Institute's initiatives for 2016, including two studies that

include total turn time for trucks in the woods and at the mill, and the forces behind hiring and retaining insurable drivers in the log trucking industry.

Travel

Travel in the 2nd Quarter of 2016 included the trip to Washington, Dc for the ALC Spring Fly-In and Board of Directors meeting.

President Schwab made the speaker's circuit by attending the Associated Loggers & Truckers of Minnesota's annual meeting, the Professional Logging Contractors of Maine's annual meeting, the Associated Logging Contractors (Idaho) annual meeting, and the Montana Logging Association's annual meeting. He and Danny also attended and represented the American Loggers Council at the Federal Timber Purchasers Committee meeting held in Panama City, Florida.

Danny Dructor and Michigan logger Jim Carey were able to travel to Colorado Springs, Colorado to attend the Wood Supply Research Institute's (WSRI) annual meeting where Danny was asked to serve on the Executive Committee of the WSRI and they also had the opportunity to attend the Forest Resources Association (FRA) annual meeting where they participated in the discussions on forest operations and the policy committee, sharing the ALC's point of view on various legislative issues from a logger's perspective with the members of the FRA.

Other Highlights

The ALC has remained active in the new Team Safe Trucking (TST) organization that is being established to make drivers more aware of the need for specialized training and safety procedures needed to lower incident rates and keep log truck drivers insurable within the industry. The ALC Executive Committee approved a financial commitment of \$2,500 to assist TST with administrative costs that include the establishment of a web site and other activities to help jump-start the program.

Since the April Washington, DC visits, the ALC has stayed involved in discussions with US House members on both the Future Careers in Logging Act and the need to pass comprehensive legislation to reform wild-fire funding to end the practice of fire-borrowing while increasing the pace and scale of forest management on US Forest Service lands.

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The ALC has posted new news stories and articles almost on a daily basis to the Facebook® page as well as the web site which can be found at www.amloggers.com. The stories that we are now posting are an attempt to cover all corners of the United States.

Requests were sent out in May asking for nominations for the ALC National Logging Activist of the Year Award. The deadline for submitting those nominees is July 31, 2016.

The ALC has retained the services of Tom Trone, retired executive with John Deere Construction & Forestry, to moderate the strategic planning meeting of the Executive Committee in early July.

**American Loggers Council
22nd Annual Meeting
September 29 – October 1, 2016
Panama City Beach, Florida
“Experience Florida”**



On behalf of the American Loggers Council and the Southeastern Wood Producers Association, I invite you to attend our 22nd Annual Meeting in beautiful Panama City Beach, Florida. Panama City Beach and the surrounding area offers one of the most beautiful beaches found anywhere in the Gulf of Mexico.

Getting to Panama City Beach is simple. Fly into Northwest Beaches International Airport (ECP) and you are a short 30 minute drive to the hotel via rental car.

All events with the exception of the Florida logging tour on Thursday and the ladies tour on Friday will be held at the luxurious Bay Point Conference Center located in the Bay Point Golf Resort & Spa. The resort is currently undergoing a multi-million dollar renovation project that is expected to be completed prior to our arrival.

There will be ample opportunities to enjoy the beaches along the Florida coast while meeting in a relaxed, family oriented atmosphere to discuss the progress of the American Loggers Council, and to visit with old and new friends alike.

Jennifer and I are excited that you are visiting our part of the country, and we, as well as SWPA, will do all that we can do to make this a trip that you will enjoy. Come relax in the surroundings and find out why we are proud to call the panhandle of Florida our home.

Richard Schwab
President
American Loggers Council

For information, contact SCTPA or visit American Loggers Council at www.americanloggers.org SCTPA encourages our members to come to the ALC annual meeting. It's driving distance from SC and you will have a great opportunity to see up close how the American Loggers Council is working on behalf of America's professional loggers. Plus get to meet and know professional loggers from around this country. It's a great experience! Room reservations can be made by calling 1-850-236-6033, ask for Savannah Ziem, and say you are coming to the American Loggers Council annual meeting. Rooms are very reasonable- Resort View – Single/Double \$139 per night: Bay View \$159 per night. Daily resort fee of \$10 added to room rate and includes Guestroom Internet Access, Self-Parking, Fitness Center Access & Boat Shuttle to Shell Island. Cut-off date is August 26th.



Looking Ahead



For the past 5 years, the members of the American Loggers Council have been working off of a strategic plan that was put in place in July of 2011. The goal was to initiate programs and activities that were Board approved in 2011 and then revisit that plan in July of 2016 and see how we are doing; what has worked, and what is not working so well.

By the time this editorial reaches the monthly newsletters and publications that it is intended for, the members of the American Loggers Council's Executive Committee will have concluded their work on the 2016 strategic planning session scheduled for July 9 in Dallas, Texas. The meeting was held as a part of a continual improvement process that the organization self imposes to make certain that we are meeting the needs of our membership and adding value to all of those that continue to support the organization.

Following the 2011 meeting, and prior to the July 2016 meeting, we are pleased to report that we have made significant improvements in many areas, including advocacy work in Washington, DC for the timber harvesting community, improving our presence on social media sites such as Facebook® and Twitter®, and building a new and better web site found at www.amloggers.com where visitors can explore current issues that we are working on as well as read the latest in "Logger News" that is having a national impact on timber harvesting operations.

We have also contracted with a consultant to help us determine what next steps are needed to better communicate with not only our peers, but the general public and policy makers in D.C.

Our Spring Fly-In to Washington, DC has grown with more loggers participating in 2016 than ever before, and making more one-on-one contacts with lawmakers and decision makers than in the history of the organization in order to educate and make them aware of the impacts that their decisions have on our industry.

While we have grown in numbers, including new states and Individual Logger members, we are still challenged with the desire to be "The National Voice for Independent Loggers" and to make certain that our positions are those of whom we represent.

In 2011, we change the title of our monthly editorial from "As I See It" to "As We See It" as a direct reflection of who we wish to represent; not one logger, but all loggers. All professional timber harvesters can be a part of the American Loggers Council, and what you think does matter to our organization. We not only invite your input, but encourage your input into this organization.

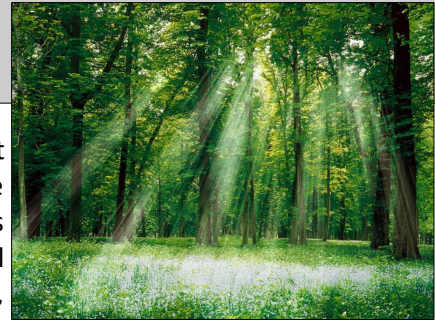
If you have something that you would like to share with us, please feel free to do so. Our phone number is 409-625-0206, our fax number is 409-625-0207, and our e-mail address is americanlogger@aol.com. If the line is busy, we do return calls. Looking ahead, your input, ideas and recommendations are what will keep us growing strong.

Log safe!

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



SO GOD MADE A LOGGER



And on the 8th day, God looked down on the earth he had created and said, “I need an old school conservationist, someone who will care for the forests I’ve created, someone who understands that I planted these forests for man’s pleasure and needs.” God said, “I need someone who will travel deep into the woods that I’ve created just so he can get the trees I want him to cut, so that my forests will continue to grow and provide shelter for the many people who populate my earth. I need someone who can travel up and down steep hills all day carrying a chainsaw and cables, snow, sleet rain or shine. I need a family man who always has time for his wife, three sons, even when he is dead tired, a man who teaches his boys the importance of honesty, the value of hard work.”

And then God said, “I need a careful man willing to face danger because working in the woods will be dangerous work. I need an artist who can maneuver a 60—ton machine through a stand of fine timber without harming the rest of the stand. I need someone who is devoted to his community, who can go home after a long day in the woods, eat supper, and go out to a firemen’s meeting that won’t end until past midnight. And then God said, “I need a man with simple faith, someone who doesn’t get discouraged when his prospects look dim, a man who faces every day with a smile on his face, even when he doesn’t know what the day will bring or where he will find his next job. I need an innovator, a problem solver with practical skills that only years of woods experience can teach. I need a guy with common sense who can keep a small business together, meet payroll every Friday and explain to his banker why he needs to borrow three million dollars to buy new equipment to replace stuff he bought five years ago that’s already worn out.

God said, “I need someone with the strength of an ox, someone who isn’t afraid to get his hands dirty, someone who sees opportunity in life’s disappointments and is willing to just keep working when nothing else seems to work. I need a mechanical wizard who can fix almost anything, anytime, anywhere with a nine-sixteenths socket wrench, a screwdriver and a roll of duct tape, someone who won’t quit on me on the nights when he has to work in his shop until 2 a.m. fixing what he couldn’t fix in the woods 18 hours earlier. I need a man who takes pride in his work, someone who

will go the last mile to be sure that the streams just down the hill are protected, who fells his timber carefully, cleans up after himself and never forgets that the soil beneath his feet is where the next forest will grow.”

God said, “I need somebody with a generous heart willing to give up weekends when he’d rather be home napping in his recliner, a man willing to help out at the local fundraisers, Relay For Life, and Log A Load For Kids. I need a man with the patience of Job, who can overlook the insults hurled at him by people who have no appreciation for the wonderful work he does, someone who will explain for the umpteenth time that forests aren’t fragile, the last forest will be replaced by the next forest and that trees turned into lumber are the best building material I ever made. I need a man who won’t turn his back on the less fortunate, someone who will throw all of their leftover pocket change into any charitable cause, or write a check to sponsor little league baseball teams, and even supports the local FFA.”

So God made a logger... “I need someone who loves the woods as much as I love them, someone who admires the wilderness areas, as much as he respects the forests that put food on his table and a roof over his head.”

Then God said, “And last and most important of all, I need a father who won’t discourage his sons and grandkids from following in his footsteps, because I will always need loggers.”

So God made another logger...

SCTPA Comments: This piece was given to all the guests and read aloud at the celebration of William Wilkerson and Wilkerson Logging, Inc.’s 50th anniversary of being in the logging business. The May 28th event was held at their shop in Hickory Grove, SC. Congratulations to William, wife Linda, their sons and entire family for being in the professional logging business for 50 years. SCTPA president Crad Jaynes and wife Brenda were in attendance. SCTPA presented William and Linda a special plaque commemorating this special occasion. Congratulations to Wilkerson Logging, Inc.



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HAZARDS AROUND THE INDUSTRY *CHAIN SHOT*

What is chain shot? This is a real serious risk faced by loggers each day. Basically, when a chain from a saw buck, or dangle head processor fails, the fragments are forcibly thrown at an extreme speed. The pieces are shot like a bullet and the danger lies in where or what these fragments hit. These chains are turning at high revolutions per minute (rpm) and can take out an eye in less time than you can react once you hear the distinct noise of the chain breaking.

In recent years, we have witnessed severe injuries such as broken jaws, eye damage and even a fatality when a chain fragment hit an individual.

Saw bucks and dangle heads can hurl fragments over 250 feet. If the saw buck is not set up facing away from the cab of the loader, you, the operator are in the direct line of fire. The fragments have been known to penetrate the Lexan side shields of loaders and still have enough force to fracture an operator's jaw.

When operating the processing head, when you grab a tree make sure the processor bar is not directly in line for you to see as you cut it. Process logs closer to the ground to reduce the distance chain shot fragments can travel.



Logging is an inherently dangerous business. When you do not inspect or maintain your equipment properly, complacency can lead to someone being injured or killed. Remember there is risk all around the logging site. Ground personnel are at the highest risk. They do not have the protection of the cabs but equipment operators are at risk too of flying projectiles.

Precautions to reduce the risk of injury from chain shot:

General Safety – all bar and chain assemblies

- Follow manufacturer's specifications
- Do not raise chain speed and rpms as it could cause trouble.
- Maintain proper tension and lubrication
- If a chain breaks more than twice, take it out of service until you fix the problem.
- Inspect daily and repair worn bar and sprockets before use.
- Always use new parts. Do not put new chain on worn out sprockets.
- Make sure your chain catcher and chain guard, and shields are on.
- If the bar hangs up -check the chain.
- Do allow ground personnel within 250 ft. of the processor or saw buck.
- Position the saw buck so the bar and chain through chips away from the cab of the loader.
- Make sure the processing head is positioned to direct the plane of the bar from the cab
- Replace windows with the appropriate size of polycarbonate glass (lexan).

Make sure **EVERYONE** (operators, ground personnel, visitors, land owners, truck drivers, fuel delivery and mechanics) is aware of what chain shot is and that they must be vigilant at all times when on an active logging site. Tell them to stay out of the danger zone.



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SCDOT to Replace 400 Load Restricted BRIDGES

A Major Victory for Forest Industry

Governor Haley Signed Senate Bill 1258, the road funding bond bill, into law June 8, 2016.

"SCDOT is placing a strong emphasis on addressing structurally deficient bridges across the state," said Secretary of Transportation Christy A. Hall, P.E. "In particular, the load restricted bridges on the Secondary system will be targeted for elimination over the next ten years. We recognize the impact these hundreds of bridges across the state have on the forest industry, school bus traffic as well as fire and other emergency response timelines and we are excited about finally having a program to specifically address this need."

Forestry Association President & CEO Cam Crawford praised Hall for her leadership and said the forest industry is the biggest winner in the legislation to fix our roads and bridges. "Every load restricted bridge in South Carolina will be replaced during the next ten years. All 400 of them," he said. "There are one million truck loads of wood and chips delivered to our mills annually. The cost savings to our industry will be tremendous. Helping obtain the \$250 million to fund load restricted bridge replacements is one of the greatest legislative achievements in the Forestry Association's history—similar to securing the agricultural use exemption for timberland and the Right to Practice Forestry Act.

S. 1258 raises \$200 million annually to be used for bonding construction projects – totaling \$2.2 billion in one-time funding. The \$200 million recurring fees would be obligated to bond debt service for 15 years.

Secretary of Transportation Christy Hall said the Senate proposal frees up other money the Department of Transportation (DOT) can use to replace bridges and pave roads enabling the state to spend about \$2 billion on interstates, \$1.2 billion on paving projects and \$950 million on structurally deficient bridges.

Governor Haley stated that the reforms to the SC DOT's governing structure are inadequate. Under the new law, the Governor appoints the eight DOT Commissioners, but lawmakers must agree to the appointments in a three step confirmation process that Haley called "deeply flawed."

Article appeared in the July/August 2016 issue of the Journal of the Forestry Association of SC.



SCTPA comments: SCTPA sincerely appreciates the efforts of SCFA and Cam Crawford in the passage of the roads and bridges bill. SCTPA stayed fully aware of the legislative process and was fully supportive of the bill and the efforts to improve SC's infrastructure to improve the transportation of unmanufactured forest products to our state's wood consuming mills. As Cam stated, "A great legislative achievement."





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Part of the Agriculture Industry Also Hit By Wet Winter Not Included in SC Farm Aid Fund

By Alexandra Olgin • Jun 24, 2016

A large metal claw clamps down on a 45 foot high 15 year old pine tree and severs it at the stump.

The man operating the large green piece of equipment, called a feller buncher is part of Donnie Lambert's logging crew.

"I got five machines out here," he said.

Lambert's crew is cutting down trees on this 300 acre plot of land north of Summerville. The feller buncher moves down a dirt path surrounded by loblolly pine trees. With the scent of freshly cut pine, it smells like Christmas.

"We've been pretty busy since it's been drying up," he said.

Lambert's happy to have some consistent dry weather after an unusually wet fall and winter. He wasn't able to find much work during that time because the ground was too wet for the large machines. Lambert said he was sending employees all around the state to find work as a contractor.

"We tried to get them as many working days as we could," he said. "It gets tiresome on them driving two or three hours every morning and every evening."

That's in addition to the several hours employees spend hauling freshly cut wood to paper mills. The industry with an estimated annual economic impact of more than \$18 billion statewide, suffered many of the same troubles as farmers. Much of the land was too wet to access, and they couldn't work for several months. But loggers aren't eligible for the same aid. The state approved 40 million dollars in grants to help farmers.

"Forest industry felt like they deserve the same relief," said Georgetown logger Joe Young.



"I still believe that would have been fair."

According to the South Carolina Department of Agriculture people who grow timber may be eligible for aid if they can prove they lost more than 40 percent of their crop. But loggers, the ones who harvest the trees aren't able to apply for the same assistance. When South Carolina Governor Nikki Haley vetoed the measure that was eventually overridden by the legislature, she said didn't want to give special aid to farmers

that wasn't available to other small businesses. And other business, like Young's also suffered from the flooding.

"When the cash quits flowing you aren't able to pay salaries, you are not able to pay your expenses, and pay your vendors. It just gets very crippling," Young said. "Yet you know not to close the doors because after 59 years of doing this, I know this will pass."

Young said the bad weather was an especially hard hit to the industry because it came during the high season.

"Fall of the year is usually your best logging chance, generally speaking up until about middle of December," he said. "We got our knees cut

right out from under us."

The state forestry commission estimates the industry lost more than \$100 million as a result of October's flooding. Crad Jaynes is the

President of the South Carolina Timber Producers Association, a trade group. He said it is nearly impossible for loggers to make up the revenue they lost. "Once it's gone it's gone," he said.

Jaynes explains many logging companies aren't able to make up for those lost working days because they are already working at full capacity.



(Continued on page 22)

(Continued from page 21)

You can't ramp up enough to make up for anything that's lost," Jaynes said. "You can try, but what will happen is you are going to start pushing your employees and your equipment to a point of breaking."

Back in the woods north of Summerville, Lambert is happy to be contracted to cut wood here for nearly 10 weeks. In a navy blue uniform with yellow reflective stripes and a hard hat he said this job can be stressful, but at least it isn't boring.

"Hey, if you didn't love this business you wouldn't be in it," Lambert said.

SCTPA Comments: Alex Olgin was treated by SCTPA and Donnie Lambert to an on-site visit to Donnie's timber harvesting operation to understand timber harvesting by seeing a "live" operation. She interviewed both Donnie and Crad on Donnie's timber harvesting site for her Public Radio broadcast about our industry. She truly was amazed at the operation and learned much about sustainable forestry and professional timber harvesting. Thanks to Alex for doing a positive broadcast about our industry.



AFTER MORE THAN 20 YEARS, LOGGING STARTS AGAIN ON HILTON HEAD ISLAND



By Teresa Moss
tmoss@islandpacket.com

About 60 acres of long leaf pines are being logged on the north-end of Hilton Head Island, raising the ire of nearby residents and leading to calls for a prohibition on the practice.

Residents living near the sites say the logging — an unwanted anomaly that hasn't happened in more than 20 years — is heartbreaking and could lower the value of nearby properties.

As of last week, town officials have said about 29 of the 60 acres have already been logged.

"It will take 20 to 30 years to replace what has been taken from this community," said Gary Higgins as he looked at a field of stumps across from his home in Port Royal Plantation. "This town has to fight the state and get these laws changed."

One of the logging sites borders Port Royal Plantation, separated only by a fence. Others border Hilton Head Island's public school complex and the Planter's Row Golf Course at Port Royal.

Landowner Tom Barnwell said harvesting trees on land that his family has owned for more than 135 years is an acceptable agricultural activity fitting with native islanders' heritage.

"We had agricultural land before Hilton Head was a town," said Barnwell, a native islander whose family recently received approval to log 26 acres they own off Gumtree Road. About 12 of those 26 acres have

yet to be harvested, he said, because rain has delayed the process.

"Many years ago, my family planted these trees. They were planted for the purpose of being harvested," said Barnwell, a longtime advocate for the town's Gullah community who was inducted into the town's Hall of Fame in 2013.

A second applicant, David White, has received a permit to log about 34 acres spread across nine parcels on Ben White Drive and off Gumtree and Union Cemetery Road.

A man claiming to be the owner of the logged property off Ben White Drive refused to comment or provide his name for this story.

We had agricultural land before Hilton Head was a town. Many years ago, my family planted these trees. They were planted for the purpose of being harvested.

Town can't stop logging

Charles Cousins, Hilton Head's director of community development, said he has never witnessed logging on the island in the past 28 years on the job.

But there is little the town can do to stop the logging. State law, passed in 2009, allows for certain woodland areas to be timbered if a set of requirements are met.

According to S.C. code 48-23-205: "A county or municipality must not adopt or enforce any ordinance, rule, regulation, resolution or permit related to forest activities on forestland ..."

A 2012 S.C. Attorney General's opinion reaffirmed that the state law trumps any local rules, said Dwight Stewart of Dwight L. Stewart Jr. & Associates LLC.

"In meeting with the folks and planners on the island, that opinion helped show that we were indeed within the law," said Stewart, who was hired by Barnwell and White to create forest management plans for the logging sites.

The plans, required by state law, call for the replanting of trees for future timbering. It also recommends the trees be planted in the fall but states the work could be delayed a year in the case of inclement weather.

Even though the town lacks jurisdiction to prevent the logging, staff is still keeping an eye on the projects, said Rocky Browder, the town's environmental planner.

They recently located about six acres off of Ben White Drive that are owned by the White family but not included in the management plan, Cousins said. White has been notified, and the town is looking into

(Continued from page 23)

what enforcement options can be used to rectify the issue.

Browder said he's also been in contact with the S.C. Forestry Commission.

"They have come out and performed site visits," he said. "They have assured me that it looks good."

Plans afoot to change state law

Higgins said he moved to Hilton Head Island from Maryland two years ago because of its natural beauty.

"It is so beautiful because of the trees," Higgins said. "This is what made us fall in love with Hilton Head and in fact the whole area. When we suddenly see all the trees being cut down right here, it was a major shock and disheartening."

The town should have fought the attorney general's ruling, Higgins said. At the very least, the public should have been notified, he added.

Higgins is one of many residents who have complained to John McCann, a Town Council member who represents the area where the logging is taking place.

McCann said he wasn't aware there was logging happening on the island until phone calls from concerned residents started pouring in.

"I have heard from a lot of residents," McCann said. "The calls are everything from 'It is dangerous' to 'We love our trees' to 'It is going to hurt our property values.'"

McCann said he will work to tweak the town ordinance so that residents are, at least, informed of upcoming logging activity. He also plans to pair up with town residents to attempt to change the state law.

"In August, I plan to bring a motion (at the Town Council meeting) that anyone filing for a permit — whether logging or anything else — will have to be published on our website," McCann said. "We have to find a way to get the information out there."

A newsletter sent out to more than 1,000 recipients by McCann also will encourage concerned residents to contact state officials about changing the law, McCann said.

Sen. Tom Davis, R-Beaufort, said the issue is one he would be interested in looking into, if contacted. Yet, he said, it is impossible to have an opinion on the matter without further research.

"When an issue like this arises, I want to hear from all stakeholders," said Davis, who is an attorney. "I would like to hold discussions with residents, Town

Council and land owners. I would review town ordinance, state law and the attorney general's opinion."

Controlled burns to be held

Barnwell said everyone has a right to free speech, but he also has a right to continue timbering his forestland.

"We are not doing anything illegal or anything to hurt anybody," Barnwell said. "People must understand that there was a culture here on Hilton Head before they came. Newcomers don't understand the way of life of those of us who were here before the bridge."

Educational programs are needed to inform people about native islanders' history, Barnwell said.

Barnwell said he plans to replant a variety of trees that will be more efficient for forestry and have a positive economic impact for him and his family.

Until then, acres of trees are still waiting to be logged. Other acres are littered with the stumps and branches left from the work.

The sites management plans call for controlled burns to get rid of the leftover brush.

The town has strongly encouraged the landowners to work with the town's fire marshal and have a burn expert on site when conducting the burns.

"Due to the proximity of these properties to other residents and schools, we have concerns, but we can't prohibit it," Browder said.

Teresa Moss: 843-706-8152, @TeresaIPBG

Read more here: <http://www.islandpacket.com/news/business/article89891032.html#storylink=cpy>



*A view of logged property at the end of Ben White Drive on Hilton Head Island as seen on July 6.
Delayna Earley dearley@islandpacket.com*

Haley cites progress in S.C. recovery from more than \$ 1B in flood damage

By Melinda Waldrop,
Columbia Regional Business Report



June 30, 2016

South Carolina is rebounding from \$741 million in housing losses, \$137 million in damages to state roads and \$35 million in tourism losses resulting from October's historic flooding, Gov. Nikki Haley said today, though there is still work to be done.

While touting the state's humanitarian response in the wake of the flood, including \$1.6 million raised by the Central Carolina Community Foundation's One S.C. Flood Recovery Fund, Haley said significant needs remain, including residents who are still homeless and private dams that are still awaiting repair.

"We are not done yet, just because the water is gone," Haley said. "There are still people in need. ... Thousands of business were damaged. Sadly, many have closed. We've had financial losses for individuals, businesses and whole communities."

Haley was flanked by government officials, including retired Army Col. Kevin Shwedo, state disaster recovery coordinator, secretary of transportation Christy Hall, and DHEC director Catherine Heigel. The governor said she didn't want to wait until the one-year anniversary of the Oct. 3 storm to address the progress made since then, including the opening of 505 of the 541 state roads closed in the wake of the flooding and the issuing of permits for 25% of the 76

dams given emergency repair orders by DHEC.

Two-thirds of the 36 still-closed roads are related to the existence of unstable dams, while only three dams currently require state intervention, Haley said.

Haley said 1,100 homes have been or in the process of being rebuilt. She also cited a 7.8% year-over-year increase in hotel revenue – the fourth consecutive year of tourism growth in S.C. – as a sign that flood recovery is progressing well.

Haley also announced that Shwedo will be returning to his duties as director of state Department of Motor Vehicles. J.R. Sanderson, the current DMV director of operations who has worked in Shwedo's recovery office and is the former chief of staff at Fort Jackson, will replace him.

"He has been with Col. Shwedo since day one," Haley said. "This is not bringing someone new. This is someone who has been doing all the work, and now we're just going into the next phase. That next phase is very much how we're going to deal with the housing grant money going forward."

In February, the U.S. Department of Housing and Urban Development allocated \$157 million to the state.

The first of the five town hall meetings soliciting public input on the state's current disaster action plan will be held July 5 at Charleston Southern University in North Charleston, followed by a July 6 meeting at Francis Marion University in Florence and a July 7 meeting at Alex Chatman Complex Auditorium in Kingstree. On July 11, a meeting will be held at Sumter County Patriot Hall in Sumter, and on July 12, a meeting will be held at Howard Recreational Center in Georgetown.

October's flood left 19 dead and more than 40,000 without water at its peak, according to a release from the governor's office. It caused more than \$200 million in damage to other public assets and \$76 million in losses for insured crops while displacing more than 20,000 people.

"We should never forget," Haley said. "We should never forget that it happened, and we should never forget that it could happen again."



HIGHWAY VIOLENCE HAS TRUCKERS NERVOUS

By Sandi Soendker,
Land Line editor-in-chief

The rash of random highway shootings lends a darker meaning to phrases like defensive driving and the friendly “travel safe.” Especially for those who spend the most time on the nation’s highways.

Last month, more highway shootings in Phoenix made headlines along with a chilling report of a UPS driver who was randomly shot at in St. Louis while doing his job.

Jon Osburn, OOIDA senior member and pilot of the Association’s tour truck, reports a lot of talk on the road about the violence.

“The talk now is from drivers that are worried about going into potentially dangerous places,” said Osburn. “Seasoned truckers of all types talk to me every day. They don’t want to deliver or pick up in those cities, the places where demonstrators are blocking highway, shooting and throwing things.”

Recently, Land Line polled readers on its website, asking if their truck had ever been shot at or had rocks thrown at it. Of those who responded, 51.72 percent said yes, 31.03 percent said no, and 17.24 percent said they thought so, but weren’t sure.

The rash of random shootings and rock-throwings on our interstates has become a growing concern to truckers, motorists, law enforcement and, well, everyone who spends any amount of time on our nation’s big roads. All drivers – and passengers – are at risk, but when it comes to who spends the most time out there, truckers win hands down.

Sometimes it’s broken glass; sometimes it’s worse. In mid-May, a 68-year-old truck driver was shot in the face while bobtailing on the Dan Ryan Expressway in Chicago. According to the police report, someone in a passenger car pulled alongside and opened fire, shattering the driver’s-side window. Chicago’s ABC7 reported he was recovering. At press time, the shooter was still at large.



In the statistics, truckers are not distinguished from motorists, but it was the third expressway shooting in Chicago in a week. News sources reported the police said there had been at least 20 highway shootings in 2016.

This sounds like a number that might lead the national list far and away. But it’s not. A quick Google search tells you that the recent incidents in California’s Bay Area since November have now reached 28, with most on I-80, as well as Highway 4, and some on Highway 101 and Interstates 580 and 880. Area mayors claim to be “under siege.”

In February, drivers on Highway 75 in Tulsa County, Okla., were terrorized for two nights. Nearly a dozen Wal-Mart trucks and two cars were shot at. Police arrested two 14-year-old boys who were out hunting and decided to do some target practice. They said they didn’t mean any harm.

In Florida, four people were injured in one of three pellet-gun shootings in mid-May on I-295 in Jacksonville. As of press time, the assailant is still at large. The week before that, a New Jersey trucker was shot and killed while trucking on eastbound I-10. This one, police say, was thought to be another trucker who pulled up beside him and fired.

Of course, the latest outbreak is a continuation of a history of many, many snipers. The Beltway, or D.C., snipers killed 10 people and injured three back in 2002.

Our Land Line staff clearly recalls how menacing it was when a guy was shooting at motorists here in the Kansas City area about two years ago. Most of us drove through the area (where I-70 becomes I-470) twice a day. The guy was shooting from his own car with a .380 pistol. There were about a dozen shooting incidents, and three people were injured. When they caught him, police said he seemed to have absolutely no motive.

How safe are you inside your truck?

How safe are truck drivers? Are those “heavy-duty” trucks that dwarf four-wheelers any safer than other highway vehicles? We asked Wayne Brown, president of Bodyguard Armoring, Austin, Texas. Brown has more than two decades of experience armoring vehicles and knows how to fend off bullets.

(Continued on page 27)

(Continued from page 26)

"Truck drivers are no safer than any other driver," says Brown. "A .22 will go right through a truck door or window."

Brown has a national reputation for bullet-proofing vehicles for clients. He says the basic handgun armor used consists of 3/8-inch Kevlar composite in the doors and body, and transparent armor that is 3/4-inch thick. It defeats handguns up to .44 Magnum.

To shield you from rifle shots at both metal and glass requires more protection. For truck drivers, both expense and additional weight are a consideration, and there's plenty of square footage in a sleeper cab truck that can represent a target.

"Handgun protection in the doors, sidewalls, pillars, kick panels, etc. (not counting the roof, floor or transparent armor for windows) would probably add only a couple of hundred pounds," Brown estimates. "Transparent armor glass in Level IIIA handgun protection is about 10 pounds per square foot."

Brown says these windows must be custom-formed to fit the truck.

"I have done special request jobs where I have installed special multi-layered flat polycarbonate panels behind the vehicle's OEM glass," he says. "This is an effective but less costly method of protecting a vehicle."

If you're shot at? What do you do?

OOIDA Director of Safety and Security Operations Doug Morris has been involved with transportation safety and security for more than 33 years. He represents OOIDA as the chairman of the Highway Motor Carrier Sector Coordinating Council of the Department of Homeland Security and as the secretary of the Partnership for Critical Infrastructure Security.

Before joining the staff at OOIDA, Morris was employed as a Maryland State Trooper, retiring in 2009 after 28 years of service. During his tenure with the Maryland State Police, he served as the assistant commander of the Commercial Vehicle Enforcement Division as well as the commander of the Transportation Security Section and Transportation Safety Division.

Morris has more than 500 hours in advanced training in transportation emergency management, disaster assistance and incident command.

We asked him what to do if you are shot at while you

are at the wheel. While all situations are different, one rule is always the same. In those few intense moments, you must get as much info as you can.

"If you are getting shot at while driving, continue driving as efficiently and safely as possible. Call 911 with your location and follow the instructions of the police dispatcher," said Morris. "If you know the shooter's general location, report that to police as well. When in a safe area you may also want to warn other drivers on the CB if you have one."

Morris said if you find bullet holes in your truck or trailer, contact police and file a report of where and when it occurred if possible.

Of course, if you are driving and you are hit, or a passenger is hit, pull to a safe area if possible. In the case of the trucker shot recently on the Dan Ryan, it was not feasible for him to drive. Afterward, witnesses say the tractor began veering and then stopped in the center lane. The wounded trucker got out and collapsed. Another motorist stopped and helped give medical assistance until paramedics arrived.

If you have a co-driver or passenger who has been wounded, Morris says to call 911 and while help is on the way, do your best to render aid.

A number of carriers with satellite communications in each truck have a personal danger code on onboard computers. PeopleNet, for example, has one for drivers if they are in personal danger. Qualcomm has a "Macro" number if a driver is hurt or deathly ill and needs immediate help.

Can you call 911 from your cellphone from anywhere? Yes. Unless it's in a "dead zone" you should get through. The Federal Communications Commission requires that wireless service providers complete the 911 call, whether you subscribe to that provider's service or not. In any instance, when placing a 911 call from a cellphone, you need to be prepared to give your phone number and specific location. If you cannot talk, emergency responders are faced with the challenge of finding you. The good news is that the FCC does require your wireless service provider to now give the center accurate location info, up to 50 to 300 meters.

Tragic, true

In 1953, a roving shooter gunned down three truckers in separate incidents as they slept while parked in different locations off the Pennsylvania Turnpike. Two

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of the three truckers died. Whether you are driving or parked sleeping, true stories like this and the tragic reports of many others lend a darker meaning to phrases like defensive driving and the friendly "travel safe."

The New York Daily News writer Mara Bovsun described the actions of the Pennsylvania Turnpike gunman and wrote in 1955 that it "forever changed the habits of interstate truckers, who learned that being encased in a steel behemoth offers no security against a maniac with a gun."

- See more at: http://www.landlinemag.com/Story.aspx?StoryID=31520#.V4bi8al_9fl

DOT Drug Testing: To Test or Not to Test?

J. Bennett Crites
Smith Moore Leatherwood, Attorneys at Law
Transportation Newsletter, July 1, 2016

*To test, or not to test, that is the question:
Whether 'tis nobler in the mind to suffer
The slings and arrows of outrageous plaintiff's attorney,
Or to take arms against a sea of labor troubles...*

Apologies to Shakespeare, Hamlet.

When is a driver required to report for a post-accident Department of Transportation ("DOT") alcohol and drug test? This seems like a simple enough question. However, it is not rare for a driver to report for a DOT test when none is required or to fail to report when one is required. Sloppy safety management can make the defense of a truck accident case more difficult. Mistakes in the process can also be an aggravating factor that increases the value of the case. Even law enforcement has been known to tell drivers incorrect testing instruction.

Pursuant to §382.303 (a) and (b) of the FMCSR there are only three instances where a post-accident drug and alcohol test is mandatory:

- A test must always be conducted on a surviving driver when an accident involving a commercial motor vehicle results in a fatality. A driver does not need to be cited for a moving violation, nor does the driver need to be deemed at-fault. If a fatality occurs, the driver is tested regardless;
- A test must be conducted if the driver receives a citation for a moving traffic violation and one or more of the vehicles involved in the accident is towed from the scene of the accident; and



- A test must be conducted if the driver received a citation for a moving traffic violation and one or more persons involved in the accident immediately receives medical treatment away from the scene of the accident.

The alcohol test must be conducted within 2 hours of the accident, and the drug test should be conducted within 32 hours of the accident. If the alcohol test is not conducted within 2 hours, the employer should continue to make an effort to have the driver tested for up to 8 hours. If the alcohol or drug test is not conducted within the time limit, then the safety manager should document why the test was not administered.

This creates an important distinction between DOT and NON-DOT testing. NON-DOT testing is sometimes referred to as "drug free workplace" testing. A trucking company should have a safety manual for drivers that addresses DOT issues and a separate employee manual for all employees that addresses the drug free workplace. The DOT manual should address only DOT required testing, and the employee manual can go beyond DOT testing.

There are instances when a carrier's safety manual's policies include broader post-accident alcohol drug and testing requirements. For instance, some companies have an absolute policy for testing after an accident. Just because an accident occurred, however, does not mean that a DOT test is required. In a recent case, the carrier

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required a test, but the Federal Motor Carrier Safety Administration ("FMCSA") did not. The driver tested positive on a DOT testing protocol that was not required.

Carriers should also take note that the DOT protocol, forms, and testing panel (outdated 5 panel test) should only be used for testing required under the FMCSRs. Drug free workplace testing should be done on alternate forms.

Drug testing, regardless of results, also implicates discovery dilemmas. In the scenario where the driver has failed the test (and is now a former driver) there are a couple of important regulations to keep in mind.

49 CFR, Subpart P of §40 of the FMCSR discusses confidentiality and release of this type information. Typically when this information is requested in discovery on a former employee, an objection is lodged asserting that the information cannot be provided except if a release is executed by the former employee.

However, 49 CFR §40.323(a) states that an employer may release information pertaining to an employee's drug or alcohol test without the employee's consent in certain legal proceedings. The proceedings that the regulation refers to include, among others, a civil action "resulting from an employee's performance of safety/sensitive duties." 49 CFR §40.323(a)(2). Here, a court of competent jurisdiction must first determine that the drug or alcohol testing information is relevant to the case. If so found, the court will then issue an order directing the employer to produce the information.

The example provided in the regulation is that "in personal injury litigation following a truck or bus collision, the court could determine that a post-accident drug test result of an employee is relevant to determining whether the driver or driver's employer was negligent." *Id.*

If the test result is ordered to be produced, the regulation also allows for the release of this information to be made only to parties to the proceeding. 49 CFR §40.323(b).

Finally, if an employer is ordered to produce test information pursuant to this section, it must immediately notify the employee in writing of any information released. 49 CFR §40.323(d).

This creates the need for more analysis. A positive drug test does not create a presumption of impairment. This is backed up by toxicology research.

The drug testing process creates additional dis-

covery issues. Opposing counsel likely sends a letter asking for the sample and requesting that it be preserved. The carrier says it does not have the sample, it is not their sample, and it is not their problem. The inquiry does not end there, however.

Under 49 CFR §40.11, employers have general responsibilities for the carrying out and implementing of DOT drug and alcohol testing requirements. DOT employers utilize service agents, which is defined as "any person or entity, other than an employee of the motor carrier, used to help implement the DOT/FMCSA drug and alcohol testing regulations." 49 CFR §40.3. These individuals include specimen collectors, screening test technicians, breath alcohol technicians, laboratories, and medical review officers, among others. *Id.*

Per 49 CFR §40.11 DOT regulated employers are responsible for all actions of employees, representatives, and agents (including service agents) in carrying out the requirements of the DOT agency regulations.

Employers are thus responsible for the laboratories performing the analysis. Laboratories are required to maintain positive specimens for a minimum of one year (49 CFR §40.99(a)) under secured, long-term frozen storage (49 CFR §40.99(b)). Additionally, the employer may request in writing within the one year period that the laboratory retain the specimen for an additional period of time. The laboratory must comply with this request. 49 CFR §40.99(c).

The point is simply this—a carrier must be familiar with, understand, and comply with the FMCSR. The carrier must draw clear distinctions between an employer's non-DOT policies and compliance with the regulations (which includes ensuring that there is clarity in your policies on these issues). After an accident, the carrier should consider discovery issues relating to preservation of samples/specimens. As defense lawyers, respect the driver's privacy rights under the regulations. Finally, carriers should be cognizant of the responsibilities over their service agents and the preservation requirements for lab specimens within twelve months of testing.

Do You Know Who Is Behind Your Wheel?

At the 2015 Sierra Cascade Logging Conference and the 2015 Redwood Region Logging Conference, Don Milani gave classes on the importance of driver selection and what you, as a business owner, can do to protect your business, and more importantly, your bottom line.

What your drivers do (or don't do) can impact your business and assets. Anything from a minor speeding violation to a major accident can affect your profitability. Therefore, you need to ensure that you have the most skilled drivers behind the wheels of all your vehicles.

Suggestions for Driver Selection

- Develop written driver criteria – your criteria should be at least as strict as your insurance company's guidelines.
- Have the driver submit a recent motor vehicle report.
- Check the driver's license as well as the medical history.
- Request information from previous employers (with prospective employee's written authorization, of course).
- Interview the applicant.
- Conduct a driving test.

- Beware of red flags, such as prior convictions/ drug charges, employment gaps and health concerns.

It is important to research a potential driver's employment history, driving record and medical history (to the extent permissible by law). During this process is when you want to look for any red flags. In addition to references, you will need to interview the driver to determine if their personality, attitude and skills are a good fit for your company's "safety culture." If you have doubts, trust your instincts.

Whatever your driver selection guidelines are, stick to them. Be consistent. Sometimes, you may be tempted to make an exception for friends or family members. Keep in mind that such exceptions can come back to haunt you in the event of litigation resulting from an accident. Also, exceptions can have unexpected consequences, such as claims of discrimination by other applicants who were turned away.

The key thing to remember is this: when you put a driver in a truck, you are entrusting that driver with your company's assets and business reputation.

Article printed in the Associated California Loggers newsletter, The Reporter, and prepared by Victor O. Schinnerer & Company, Schinnerer Insurance Services.



Carbon Neutrality Language Passes in House

House Appropriations Bill, H.R. 5538 passes on a 231-196 vote



Hemphill, TX – Today, July 14, 2016, the U.S. House of Representatives passed the FY17 Interior Appropriations Bill which contained language supporting the American Loggers Council (ALC) position on carbon neutrality of biomass feedstocks when used as a renewable fuel.

The ALC has long supported utilizing forest biomass as a renewable feedstock to generate energy; making markets available for taking low value underutilized material from the forests as a means to improve forest health, reduce insect and disease infestations, and reduce the probability of catastrophic wildfires.

Management of both public and private forest lands can benefit from utilizing woody biomass, and the markets that could be created would also serve to further lessen our dependence on foreign fossil fuels.

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The Senate version of the Appropriations Bill, still waiting for floor action, also contains language favorable for recognizing forest biomass as carbon neutral.

Both the House and Senate have adjourned for the August recess and work to reconcile the difference in the bill is not expected until after the November elections and then will be placed in an omnibus appropriations package to help avoid a Presidential veto. The current administration recently published a statement pointing out 30 provisions to which it objected, with the carbon neutrality provision being one of them.

About American Loggers Council

The American Loggers Council is a non-profit 501(c)(6) organization representing 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.



Canfor eyes Prince George for major biofuel facility

New facility could produce up to 400,000 barrels of biocrude annually, says Canfor Pulp president

By Jon Hernandez, CBC News
Posted: July 2, 2016

One of the world's largest logging companies is looking to get into the oil business. Canfor is in the early phases of developing what would be the first ever commercial-scale biocrude oil plant. The logging company is looking to convert wood waste from its pulp mills into mass quantities of crude oil at a new facility in Prince George.

"In the next few years we'll be announcing a project and building a real facility that will produce upwards of 400,000 barrels of oil a year," said Bret Robinson, president of Canfor Pulp.

The impending project comes after Canfor formed a joint venture with Australian biofuel production start-up Licella to explore the economic possibilities for large-scale biocrude production plants.

The partnership formed after Licella successfully converted wood waste from Canfor's Prince George mill into a stable biocrude that's nearly indistinguishable from traditional crude oil.

Canfor plans to invest funds to integrate Licella's technology into their current pulp mills. The new project would streamline waste directly from their pulp mills, coupled with virgin fibre, into an attached crude oil processing facility that will cost upwards of \$70 million.

The biocrude can seamlessly fit into the existing refining infrastructure to produce petroleum products, according to both Robinson and Licella CEO Len Humphries.

Cellufuel turns lumber into renewable biofuel

Airlines betting on biofuels to fill growing energy need

Canada may try biofuels in navy ships

A partner from down under

"We spent about \$60 million AUD on developing the technology," said Humphries. Licella has spent the last eight years refining and scaling up the technology, and began trials converting mill waste from Canfor's Prince George mills in 2013.

Current plans are to send engineers from Licella to Canada to train Canfor workers on the technology.

"The whole intent is for us to do a knowledge transfer," said Humphries, adding that the new facility will look to employ local operators.

Prince George Mayor Lyn Hall believes the plant will not only help create jobs in the town, but also define Prince George as a leader in bioenergy. "We really are, from a community perspective, on the forefront of bioenergy," said Hall. "And not just in Canada, quite frankly, but throughout the world."

Improve Fleet Performance by Changing Driver Behavior

Coaching your drivers to adopt better driving habits can boost the productivity of your fleet and the profitability of your business. GPS tracking provides the tools to accomplish both.

Whitepaper developed by Verizon Networkfleet as appeared in “*automotive Fleet, The Car and Truck Fleet and Leasing Management*” magazine.

GPS vehicle tracking provides a powerful tool for managing your vehicles more effectively, helping you control fleet costs and improve productivity. But operating a fleet isn’t just about managing vehicles – it also requires managing the people that drive them. That’s where a wireless fleet management system can provide many benefits for your company and its drivers.

The vehicle and driver performance data provided by a telematics solution like GPS vehicle tracking can help you:

- Improve driver safety
- Reduce unnecessary idling
- Reduce unauthorized vehicle use
- Control fuel and other operational costs
- Improve vehicle utilization
- Improve productivity and customer service

Using GPS data in a positive manner can allow you to coach and reward drivers to adopt safer, more efficient driving habits. Start by getting drivers involved in the implementation and use of GPS tracking so they understand how the system works. Then provide examples of how GPS tracking will directly benefit them, as well as the company. Emphasize that the system is not a tool for micro-managing drivers. Rather, it’s a resource that can be used by everyone to improve their performance and help the business grow.

Once drivers gain experience with the system, they usually come to depend on it for important information, roadside assistance, verification of work performed on time, and data that impacts many other aspects of their jobs. When implemented with a disciplined approach that includes changing driver behavior, GPS tracking can lead to dramatic produc-

tivity improvements that deliver substantial return on your investment.

Improve Driver Safety

Driver safety is the top priority for every fleet. Yet, drivers can put themselves and others on the road in danger with excessive speeding and other risky driving behaviors. By monitoring the location and speed of every vehicle in your fleet, GPS tracking provides the data you need to coach drivers to slow down and drive safer.

- **Speeding alerts** notify you in near-real time when speeding incidents occur. You determine the alert criteria, such as speed thresholds, time of day, and type of vehicle, and the system automatically sends you a text or e-mail when a violation occurs.
- **Speeding reports** provide summary data on all speed-related incidents. These can be scheduled for automated delivery on a daily, weekly, or monthly basis, allowing you to identify current violations as well as month-by-month trends.

GPS tracking can also monitor hard braking, fast acceleration, and other risky driving behaviors. Armed with this data, you can put policies in place and provide coaching and reinforcement to encourage drivers to protect themselves and others on the road.

Reduce Fleet Idle Times

Idling wastes fuel, adversely affects engine wear, and contributes to air pollution. In fact, the U.S. Department of Transportation estimates that medium-duty trucks burn about 2.5 billion gallons of fuel while idling each year, or 6.7% of the total fuel they consume. Most commercial fleets can’t eliminate idling. But you can use remote vehicle monitoring to cut down on unnecessary idling, thereby lowering fuel usage and extending the lives of your vehicles.

- Monitor vehicle idle times 24x7 and set thresholds to determine which vehicles consistently exceed preset idle times.
- Access data from customizable alert notices and reports to control idle times and reduce fleet emissions.
- Compare idle times and fuel consumption between vehicles to identify drivers what

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regularly violate policies or vehicles that may need servicing.

- Track fuel efficiency over time to determine whether other factors besides idling are driving up fuel consumption.

In addition to idle time alerts, customizable reports provide the data needed to set idle time reduction goals and coach drivers to achieve the desired results. Giving your drivers feedback on their idle times will make them more aware of the habits and encourage them to idle their vehicles only when necessary.

Reduce Unauthorized Vehicle Use

Unauthorized personal use of company vehicles can drive up fuel and maintenance costs and reduce the service life of your vehicles. GPS tracking can help nip this common activity in the bud by providing multiple tools for monitoring after-hours usage.

- **The odd hours/movement report** identifies when and where vehicles are being used during weekends, after work, and other unauthorized hours.
- **The odd hours alert** identifies unauthorized vehicle usage as it occurs, so you can take immediate action.

When drivers know their vehicle usage is being monitored and measured, unauthorized usage declines.

Boost Driver Productivity

GPS vehicle tracking can help boost driver productivity in many ways, allowing you to:

- Track vehicle stop/start times. Alerts and reports let you monitor driver behavior to verify that they are complying with company break policies.
- Improve on-time arrival. Near real-time alerts help you manage vehicles to get them where they need to be on time. Staying on schedule lets your drivers make more deliveries in less time.
- Do more jobs without adding overhead. Improved dispatching and better routing can help your drivers take on more jobs in a day.

When drivers work more efficiently, you can increase revenues by completing more jobs in the same

amount of time (or less), improve on-time deliveries and service calls, and satisfy customers as you deliver faster, more responsive service.

Reduce Fuel Use

Most fleet managers work hard to reduce fuel usage and keep those costs in check. But unless improving fuel efficiency becomes a company wide effort, any cost savings are likely to be minimal. GPS tracking gives everyone in the organization, including your drivers, the information and tools they need to improve fuel efficiency and cut costs.

Using telematics data to change driver behavior, you can lower fleet idle times, reduce speeding, decrease unauthorized vehicle use, improve routing efficiency, and more. All of which help to reduce fuel consumption and the associated costs.

Some telematics systems also offer national fuel card programs to provide more control over fuel purchases. Providing drivers with these cards can help control fuel costs by allowing you to verify the time, location and amount of all fuel transactions.

Coach and Reward Your Drivers

Changing driver behavior requires three basic steps:

- Set goals
- Educate and coach drivers on how to achieve the goals
- Reward good performance

Remember that drivers are more likely to embrace a telematics system when you emphasize the positive aspects. Start by establishing clear company policies so that drivers understand how GPS tracking will be used to measure their performance. Then explain that the data obtained from the system will be used as a training tool to reduce costs, improve driving habits, and increase driver safety. Make it clear that drivers who fail to comply with company policies will be held accountable. However, the primary focus should be on rewarding drivers for developing better driving habits.

Rewards can come in many different forms, including bonuses, gift cards, time off, or other perks. GPS data can be used to create contests that motivate drivers to improve performance and achieve company goals. You may consider holding company events to publicly recognize drivers who achieve the desired performance levels.

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The Verizon NETWORK FLEET Solution

The Networkfleet telematics solution helps you control costs, automate and streamline processes, and utilize your people and your vehicles more efficiently. The result is a leaner, more efficient fleet that helps improve your business and your bottom line.

These results are more easily achieved when you use the data to change inefficient driver behaviors. Use Networkfleet performance data to set clear, measurable goals for improvement. Train your drivers on how to achieve them. Then reward them when they do. When you have a GPS system like Networkfleet and a team of drivers that understands how to use it, everyone benefits.

This article (white paper) is provided for information only. SCTPA does not endorse Verizon's GPS telematics vehicle tracking system. For information regarding Verizon's GPS vehicle tracking telematics system, visit networkfleet.com or contact 1-866-869-1353, email at sales@networkfleet.com, website www.networkfleet.com

Joint statement by the Prime Minister of Canada and the President of the United States on softwood lumber

Ottawa, Ontario
29 June 2016

Given the great importance of the softwood lumber industry to the economies of the United States and Canada, on March 10, 2016, we instructed the United States Trade Representative and the Canadian Minister of International Trade to intensively explore all options and report back on the key features that would address the issue.

In response to these instructions, our Ministers and their teams have been meeting diligently on softwood lumber over the past three months. These discussions have been challenging but productive.

A Vital Sector

The softwood lumber industry is a vital sector for both the United States and Canada, and bilateral trade and investment in softwood lumber is key to the competitiveness of our industries. The U.S. and Canadian federal governments have made significant advances in understanding our industries' sensitivities and priorities since March. The United States and Canada are working together to find a path forward that reflects our shared goals and that results in durable and equitable solutions for softwood lumber producers from both countries.

Canada has long been the largest source of imports of softwood lumber to the U.S. market and the United States is by far Canada's most important customer. Extensive cross-border investment also exists, with U.S. firms operating lumber mills in Canada and Canadian firms making investments in the United States. Firms in both countries also have worked jointly and in parallel to develop markets for softwood lumber.

Common Goals for Pursuing a New and Durable Agreement

A new softwood lumber agreement will need to reflect the realities of Canadian timber management policies and the U.S. domestic market. A new agreement must be equitable and provide a predictable business environment that gives producers on both sides of our border the ability to react confidently to changing market conditions. Any agreement must deliver a durable and equitable solution and benefit softwood lumber producers from Canada and the United States, related industries and consumers, and support the overall economic well-being of both countries. On the basis of discussions to date, our governments are committed to working to achieve such an agreement.

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Key Features

Efforts to achieve such an outcome will be facilitated by focusing on the following key features:

- an appropriate structure, designed to maintain Canadian exports at or below an agreed U.S. market share to be negotiated, with the stability, consistency and flexibility necessary to achieve the confidence of both industries;
- provisions for region or company exclusions if justified;
- provisions promoting regional policies that eliminate the underlying causes of trade frictions, including a regional exits process that is meaningful, effective and timely, recognizing that should an exit be granted, it would be reversible if the circumstances justifying the exit change;
- provisions to ensure information collection and exchange to create meaningful transparency;
- institutional arrangements to administer the agreement;
- effective enforcement tools that are neutral, transparent, binding, expeditious, and well-timed to address concerns as they arise;

- associated commitments regarding the use of trade remedies;
- provisions for appropriate duration and flexibility to anticipate and adapt to a range of market situations, industry innovations, and shifting demand patterns;
- provisions to address other issues, such as product scope, remanufacturers and joint market development.

Next Steps

The United States and Canada have made important progress in our negotiations, but significant differences remain regarding the parameters of the key features. Our governments will explore approaches to ensure effective management of the agreed market share. We are encouraged that both industries remain committed to working toward an agreement and will continue to consider ideas for achieving that objective. Our dialogue will continue and, building on the progress achieved to date, our Ministers will maintain an intensive pace of engagement with a view to achieving a mutually-acceptable agreement this fall, bearing in mind the expiration of standstill after October 12, 2016.

SENATOR GROOMS SHOUT-OUT

Senator Larry Grooms, Chairman, Senate Transportation Committee, negotiated the final compromise that led to the General Assembly passing Senate Bill 1258 that Governor Haley signed into law on June 8, 2016. The legislation provides \$2.2 billion in funding to fix our roads and bridges.

In particular, Senator Grooms spearheaded the legislative effort to replace the 400 load restricted bridges in our state. Senator Grooms as Senate Transportation Committee Chairman championed the issue for the forest industry stating in February "No industry is impacted by the posting of load restricted bridges more than our state's forest industry. I understand that there are approximately one million truckloads of logs and wood chips delivered to mills in our state every year. The forest industry's entire supply chain is impacted by restricted bridges. The larger wood and paper products mills receive 400-500 loads of wood daily, and the increased costs of navigating alternate, longer routes significantly

increases transportation costs. In turn, property owners receive lower bids when their timber tract is located near a restricted bridge."

Without support of Senator Grooms, sufficient funding necessary to eliminate the state's load restricted bridges would not have been included in Senate Bill 1258.

The Forestry Association sincerely appreciates the hard work by Senator Grooms to remove the biggest transportation issue facing the forest industry. A job well done.

Article appeared in the July/August 2016 issue of the Journal of the Forestry Association of SC.

SCTPA comments: SCTPA sincerely appreciates Senator Larry Grooms for his great efforts and has communicated with him expressing our association's appreciation for his leadership, commitment and efforts for Senate Bill 1258.



June 2016 - HealthyForests.org

CONGRESS DUELS FOR ACTION ON WILDFIRE, FORESTRY REFORM

After months of inaction the Senate Energy & Natural Resources Committee has released a draft bill to reform the way the Forest Service pays fire suppression costs, fights wildfire, and implements forest management projects. Committee Chairwoman Lisa Murkowski (R-AK), Ranking Member Maria Cantwell (D-WA), along with Republican Senators Jim Risch and Mike Crapo of Idaho and Democrat Ron Wyden of Oregon, released the discussion draft, which includes provisions that:

- Provides the Forest Service access to emergency wildfire suppression funds, once 100 percent of the 10-year average suppression costs have been both appropriated and exhausted. It also allows the agency to retain unspent suppression dollars for hazardous fuels work in the event of a "light" fire year.

- Make a number of reforms to fire suppression management, communications, and preparedness;

- Allows "streamlined NEPA" for collaboratively developed projects intended to reduce hazardous fuel loads; install fuel and fire breaks; restore forest health and resilience; protect a municipal water supply or a critical communication site; or improve wildlife habitat to meet management and conservation goals, including State population goals.

- Prohibits the Forest Service from finalizing the Tongass National Forest plan revision until the agency has completed an inventory of old growth and young growth stands, consistent with the recommendations of the Tongass Advisory Committee.

- Makes a number of administrative changes to Stewardship contracting, including allowing the use of retained receipts to fund up to 25 percent of the costs of planning additional forest management projects.

- Creates a pilot program that theoretically expedites hazardous fuels reduction projects in ponderosa pine forests.

The committee is expected to hold hearings on the bill later this month, though its prospects are uncertain given the limited amount of time Congress will be in session until the 2016 election. Will Senate action lead

to meaningful solutions that improve the health of our federal forests, or is it too little, too late? We'll see.

U.S. House Continues to Press for Action

Last month we told you about the Senate's "energy bill," which includes forestry-related items as well as a permanent extension of the Land and Water Conservation Fund that supports federal land acquisition. Impatient with the upper chamber's inaction on forest management reform, the U.S. House inserted the Resilient Federal Forests Act (among many other items) and sent a revised version of the energy bill back to the Senate for a conference committee.

The prospects for the energy bill also remain unclear. House Natural Resources Chairman Rob Bishop reiterated his opposition to a permanent extension of the Land and Water Conservation Fund. Congressman Bishop also said it's unlikely there will be a final agreement on the energy bill without something specifically addressing California's drought and a provision on wildfires and forest management.

Timber and Recreation Are Not Mutually Exclusive

The World newspaper in Coos Bay, Oregon recently editorialized that "forces" are at work to "wean" forested communities off of timber. We responded with an op-ed of our own, arguing that efforts to remove active forest management from federal lands will have a detrimental effect on recreation and other values we expected from federal land. Here's an excerpt:

An editorial from the The World recently opined that "forces are working to wean us off timber," as if this is a new development. These forces have been at work for decades. Timber harvests on federal lands today are a fraction of what they were a quarter century ago. Ever since the development of the Northwest Forest Plan and creation of temporary "timber payments," politicians and organizations such as Pew Charitable Trusts have promised a prosperous "new direction" for rural communities once tourism replaced timber jobs.

Over the last 20 years, how has this transition worked for Oregon? Have these forces made Southwest Oregon's forests healthier and less vulnerable to wildfire? Has "hands-off" management resulted in a stronger economy and lower levels of poverty? And has increased activity from tourism provided the revenues that local governments need to educate kids and keep neighborhoods safe? These are the questions The World should be asking.

In reality, recreation and timber are not mutually exclusive, and pitting one sector against the other pre-

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sents a false choice. Such an “either-or” fallacy distracts from solutions that can protect and enhance the many uses and benefits we all expect from public forests. That’s why policymakers should focus on achieving a better balance in how our public lands are managed. It’s no coincidence that, as federal timber harvests have declined and timber receipts have dropped, federal land agencies are struggling to pay for basic costs such as firefighting and routine maintenance of roads and recreational facilities. Click here to read more.

Salvage Logging Can Reduce Danger For Decades

Massive fires that rage through the ponderosa pine forest leave a haunted wasteland in their wake. To find a stunning example, just drive on Forest Road 300

through the blackened scar of the Dude Fire, which charred 30,000 acres and killed six firefighters more than 20 years ago. Many of the blackened snags still stand, many more lie piled on the ground like jackstraws.

But at least the burn area forms a firebreak. Right? Not necessarily.

A tree-killing fire actually increases the amount of readily burned fuel on the ground for 20 years or more, according to a recent study by the Forest Service’s Pacific Northwest Research Station published in the *Journal of Forest Ecology and Management*. The study gives support for the controversial practice of salvage logging, which gives timber companies the go-ahead to move in quickly after a wildfire to harvest the dead and downed trees killed — but not consumed — by the fire.



U.S. Lumber Coalition Comments on United States - Canada Softwood Lumber Trade Agreement Negotiations

Jun 30, 2016, from The U.S. Lumber Coalition

WASHINGTON, June 30, 2016 /PRNewswire-USNewswire/

The U.S. Lumber Coalition welcomes the joint statement by President Obama and Prime Minister Trudeau regarding common goals for pursuing a new and durable agreement on softwood lumber trade. The Coalition supports continued negotiations between the two nations aimed at designing an effective framework for offsetting trade distortions and job losses in the U.S. market caused by unfairly priced Canadian imports.

The Coalition sincerely appreciates the hard work that the U.S. Government is doing on behalf of the entire U.S. industry and its workers to bring about an effective agreement to manage the harmful effects caused by subsidized Canadian lumber trade.

The Coalition applauds the acknowledgement by the two leaders that a key feature of any new agreement is for it to be designed to maintain Canadian exports at or below an agreed U.S. market share.

The U.S. lumber industry's overarching goal is to restore an environment in which it can invest, grow to its natural size, and better be able supply the U.S. market — which will help restore the thousands of jobs lost to unfair trade, and can only happen if the domestic industry is not being impaired by unfairly traded imports. For a

new agreement to be durable, it must establish border measures that are effective in all market situations and be sufficiently robust to prevent Canadian producers from exceeding the target market share. The U.S. industry will not give up its rights under the U.S. trade laws in return for an agreement that fails to meet these objectives.

The Coalition will continue working with the U.S. Government to support negotiations between the United States and Canada aimed at a new, effective, and sustainable Softwood Lumber Agreement. While we wish that the Canadian government had engaged sooner in constructive negotiations, we are hopeful that this process will secure an agreement that U.S. companies, their hundreds of thousands of workers, and their communities who must have fair trade to survive, can support.

About the U.S. Lumber Coalition

The U.S. Lumber Coalition is an alliance of large and small lumber producers from around the country, joined by hundreds of thousands of their employees, and tens of thousands of woodland owners. The Coalition is united in opposition to Canada's unfair lumber-trade practices, including the gross under-pricing of timber on government-owned lands. For more information, please visit the Coalition's website at

www.uslumbercoalition.org.



NEW OSHA ACCIDENT RECORD REQUIREMENTS

By Niels de Hoop

Associate Professor, Louisiana Forest Products Development Center, School of Renewable Natural Resources, Louisiana Cooperative Extension Service, LSU AgCenter

The U.S. Department of Labor, occupational Safety & Health Administration (OSHA) recently issued a "Final Rule" announcing new requirements for recording accidents.

Does it affect loggers? In short:

1. Recording requirements of employees (Forms 300, 300A and 301) stay the same, but larger companies must post these reports electronically in the future.
2. Companies with 10 or fewer employees are still exempted from these record-keeping requirements.
3. Employers will be required to inform employees of their to report work-related injuries and illnesses free from retaliation.
4. The accident reporting procedure must be set up in such a way that it does not discourage employees from reporting occupational accidents/injuries.

The Final Rule states that OSHA intends to post data from these records on a publicly accessible website (without names or personally identifiable information). It also clarifies the rights of employees to access these records. More specifically:

- Companies with 20 to 249 employees must start submitting information from Form 300A electronically next year.
- Companies with 250 or more employees must start submitting information from Forms 300, 300A and 301 electronically next year.

It looks like the websites and electronic submission forms are still being set up, so I anticipate that more

details are forthcoming.

The information from calendar year 2016 will need to be posted electronically by July 1, 2017. The same for the second year (2017 data must be posted by July 1, 2018). After that, the annual information must be posted by March 2.

The part about informing employees goes into effect August 10. This would be CFR 1904.35 and 1904.36, which can be searched on www.osha.gov. Regulation 35 states that employers must inform employees how to report accidents. Regulation 36 states that there may be no retaliation or discrimination for reporting accidents.

These regulations are already in effect, so I anticipate OSHA will issue clarification on the requirements to inform employees.

What is new is the part stating that the reporting procedure must be set up so the employees are encouraged to report accidents.

Some background:

For more than a decade, OSHA already has required companies with more than 10 employees to record accidents on OSHA Forms 300, 300A and 301.

OSHA's hope is that employers will become more competitive in providing safe worksites, motivating them to improve their own safety programs.

Form 301 is a one-page accident report form. OSHA will accept your insurance company's

report form as a substitute, as long as the form contains all the information that Form 301 asks.

Form 300 is a spreadsheet-style form that covers the entire year. For each accident recorded on Form 301, you enter brief information on a line of Form 300.

Form 300A is the annual summary form attached to the back of Form 300. You fill it in at the end of the year and post it on a bulletin board from February 1 to April 30 of the next year. All employees must have an opportunity to view this form.

The law states that employees have a right to know something about the nature and severity of injuries on their worksites.

These three forms are simply filed for at least five years in case an OSHA inspector asks for them.

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In the past, OSHA has not required that these forms be sent to anyone, unless OSHA or the Bureau of Labor Statistics (BLS) specifically asks for them. The BLS selects some companies in a randomly selected annual survey.

Now, companies with 20 or more employees will be required to start reporting this information annually to OSHA's website. OSHA intends to strip these reports of identifiable personal information and make these occupational accidents/illnesses publically available.

OSHA's intention is that employees will be able to identify workplaces where their risk of injury is the lowest, and that employers will be able to benchmark their safety performances against each other.

OSHA's hope is that employers will become more competitive in providing safe worksites, motivating them to improve their own safety programs.

Reprinted from Louisiana Loggers Council's Louisiana Logger magazine, July 2016 issue.

Wood chip facility bringing \$32 million investment

Orangeburg Development Commission
By Christopher Huff

The Price Companies, Inc. headquartered in Monticello, Arkansas, has recently announced plans to build a new facility near Holly Hill in Orangeburg County.

The new wood chip processing mill, named Carolina Chips, will be the company's second facility in South Carolina.

The operation will produce wood chips and processed bark for the KapStone paper mill in North Charleston. It is anticipated that once the facility is complete they will employ a minimum of 15 people and have a minimum capital investment of approximately \$32 million over the next five years. This investment will cover all personnel, buildings, and equipment to be installed into the new chip mill facility.

The chip mill and wood storage yard are scheduled for completion and start-up in the first half of 2017. "It's indeed another Great Day in South Carolina and Orangeburg County. This validates the importance of our strategic location in South Carolina's Global Logistics Triangle and our close proximity to Charleston. We welcome Carolina Chips to Holly Hill with open arms and are committed to a partnership of success," Sen. John W. Matthews, Jr. said.

The company processes over 14 million tons of wood per year at 20 facilities in the Southeast and Maine. Price provides complete wood supply chain services including procurement and collection; transportation and logistics; processing to specifications; facilities financing; long-term agreements and turnkey solutions. It is anticipated that once the facility is complete they will employ a minimum of 15 people and have a minimum capital investment of approximately \$32 million over the next five years. This investment will cover all personnel, buildings, and equipment to be installed into the new chip mill facility.



United States Senate

WASHINGTON, DC 20510

July 19, 2016

The Honorable Michael Froman
United States Trade Representative
600 17th Street, N.W.
Washington, DC 20508

Dear Ambassador Froman,

We commend you for the work that you and your team are doing on behalf of the domestic lumber industry to negotiate an effective, sustainable solution to the longstanding challenge presented by unfairly traded softwood lumber from Canada. A strong lumber industry is essential to the U.S. economy, and securing fair trade in lumber is of critical importance to domestic lumber manufacturers and their workers, as well as tree farmers and landowners, and the communities they support. In that regard, we in particular welcome the outcome of the most recent discussions between Canada and the United States, and specifically the recognition that any new agreement be “designed to maintain Canadian exports at or below an agreed U.S. market share.”

The adverse impacts of Canada’s subsidized lumber on U.S. producers, workers, and communities have been well-documented for decades. Subsidized and unfairly traded lumber imports continue to severely harm United States mills, workers and communities. Indeed, current import data show that Canadian imports are capturing an ever larger market share, displacing domestic manufacturing.

A negotiated solution provides one path to addressing these longstanding concerns. However, such a solution will only be acceptable if it is both effective in addressing Canadian timber policies and sustainable in the long term. The now-expired 2006 trade agreement became an ineffective framework for managing subsidized Canadian lumber trade as market realities changed since that agreement was put in place. A truly durable solution cannot be based on an outmoded framework that does not offset the harmful effects of subsidized Canadian lumber in the U.S. market or allow the U.S. industry to invest and grow to its natural size without being impaired by unfairly traded imports. To fully address these impacts, any new agreement must establish border measures that are effective in all market situations and that disallow further divergences between U.S. and Canadian timber costs created by Canadian subsidies.

Should Canada and the United States be unable to reach an agreement that meets these conditions, the U.S. industry has made clear that it is prepared to exercise its rights under U.S. trade laws. It is critical that U.S. trade laws be fully enforced against unfairly traded imports, including softwood lumber.

We look forward to continued close consultations and engagement in the months ahead.

Sincerely,

Ron Wyden, US Senator
John Tester, US Senator
Debbie Stabenow, US Senator
Robert F. Wicker, US Senator
Amy Klobucher, US Senator
Marco Rubio, US Senator
Steve Daines, US Senator
Diane Feinstein, US Senator
Mike Crapp, US Senator
Thad Cochran, US Senator
Al Franken, US Senator
James E. Risch, US Senator

Patty Murray, US Senator
Richard Shelby, US Senator
Benjamin L. Cardin, US Senator
Kelly A. Ayotte, US Senator
Michael Bennett, US Senator
Jeff Merkley, US Senator
David Perdue, US Senator
Jeanne Shaheen, US Senator
Johnny Isakson, US Senator
Bill Nelson, US Senator
Barbara A. Mikulski, US Senator
Tim Scott, US Senator
John Boozeman, US Senator

Loggers are Heroes

By Wendy Farrand
May 17, 2016

A hint of daylight seeps through the wooden blinds as I rise from my cherry bed, and go down the old pine stairs to the kitchen to make my husband's lunch. Holding onto the oak banister, I make my way slowly as my muscles wake up. Moving over the wide pine floors, they creak in harmony, singing the stories that they have entertained in this 250 + year old farmhouse that I call home.

I open the oak draw, grab a knife to spread the butter for my husband's sandwich. My kitchen is warm with planks of pine enveloping the fireplace that once served as the focal point for the lives that came before me. I finish packing my husband's lunch, throw in a paper napkin, and clean up my morning mess.

I work in the forest products industry, mostly the logging portion of that industry. I have a heightened awareness of all the things that fill my day, that come to me as a result of a logger risking his or her life to bring that product to me. I have worked in the woods, been a part of a working clan that moves the wood. I have stood in the pouring rain trying to remove a cracked slasher saw with my crew mates, and I have carried buckets of hydraulic fluid, determined to earn my own way. I have worked in the dust, heat, cold, mud and snow. I have worked with the DEP, MFS and other regulatory bodies. I have faced all the challenges that working in the woods brings with it. That is why I have such a great respect for loggers who work to bring the wood into our homes, in spite of all the daily challenges that go above and beyond what a normal business deals with.

As I write this, the paper scattered on my desk reminds me of the smell of pine pulp upon a visit to the paper mill. I look around my office and I see a beautiful oak desk, books, a handmade carved wooden clock my Dad gave me. Pine shutters to keep the outside beauty from distracting me when I need to concentrate. Beyond the shutters stately phone poles, most likely fashioned from southern yellow pine, carry much needed utilities to the homes in my community. Industry magazines beside me are a constant reminder of my mission statement to "strengthen the people side of timber harvesting". Turning on my radio, I can hear the



musical instruments and know that that most are carved from different kinds of wood that a logger risked life and limb to bring to the crafts person. Pieces of a logger's day surrounds us as we live with the forest products that we can't live without. Loggers are the heroes of the forest products industry, willing to risk their lives to bring us the much needed and desired forest products we use every day.

In my world, and your world, we are surrounded every day with products that we don't even consider where they came from. Products that have arrived in our lives from the forest. We sometimes forget that we are a part of the forest products chain, and we most definitely cannot escape it. We cannot judge something we are a part of, we need to come to the realization that we are a part of that chain, on the opposite end from the logger. We need to remember that loggers are working to serve us, and when someone risks their life for someone else, they are considered a hero. So when you reach for that piece of paper, baseball, golf tee, tooth pick, take out carton, paper coffee cup, coloring book, crayon, or take a ride on a yacht, or canoe, reach for a guitar to serenade your loved ones or enjoy a lobster dinner, you can thank a logger for risking his life, to make your life more enjoyable.

We cannot live without the forest products we use everyday. So that means we need to expect the best from our loggers, and if you really care about the environment, purchase certified products in order to reward the loggers who live up to the highest of environmental standards. Good logging is the answer to maintaining a renewable resource for years and years to come. Also, if you bump into a logger, thank him or her for risking their life to bring you the products that you cannot make it through your day without using.

Suthunuhs!

Just to clarify a few things for those who might have forgotten, didn't know, might be wondering, or will one day be inclined to wonder.

There ain't no magazine named "Northern Living" for good reason. There ain't nobody interested in livin' up north, nobody would buy the magazine!

Southerners know their summer weather report:

Humidity
Humidity
Humidity

Southerners know their vacation spots:

The beach
The rivuh
The crick

Southerners know everybody's first name:

Honey
Darlin'
Shugah

Southerners know the movies that speak to their hearts:

Fried Green Tomatoes
Driving Miss Daisy
Steel Magnolias
Gone With The Wind

Southerners know their religions:

Bapdiss
Methdiss
Football

Southerners know their cities dripping with Southern charm:

Chawl'stn
S'vanah
Foat Wuth
N'awlin's
Addlanna

Southerners know their elegant gentlemen:

Men in uniform
Men in tuxedos
Rhett Butler

Southern girls know their prime real estate:

The Mall
The Country Club
The Beauty Salon



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Southern girls know the 3 deadly sins:
Having bad hair and nails
Having bad manners
Cooking bad food

Only a Southerner knows the difference between a hissie fit and a conniption fit, and that you don't "HAVE" them, you "PITCH" them.

Only a Southerner knows how many fish, collard greens, turnip greens, peas, beans, etc., make up "a mess."

Only a Southerner can show or point out to you the general direction of "yonder."

Only a Southerner knows exactly how long "directly" is, as in: "Going to town, be back directly."

Even Southern babies know that "Gimme some sugar" is not a request for the white, granular, sweet substance that sits in a pretty little bowl in the middle of the table.

All Southerners know exactly when "by and by" is. They might not use the term, but they know the concept well.

Only a Southerner knows instinctively that the best gesture of solace for a neighbor who's got trouble is a plate of hot fried chicken and a big bowl of cold potato salad. If the neighbor's trouble is a real crisis, they also know to add a large banana puddin'!

Only Southerners grow up knowing the difference between "right near" and "a right far piece." They also know that "just down the road" can be 1 mile or 20.

Only a Southerner both knows and understands the difference between a redneck, a good ol' boy, and po' white trash.

A Southerner knows that "fixin" can be used as a noun, a verb, or an adverb.

Only Southerners make friends while standing in lines ... and when we're "in line"... we talk to everybody!

Put 100 Southerners in a room and half of them will discover they're related, even if only by marriage.

In the South, "y'all" is singular, "all y'all" is plural.

Southerners know grits come from corn and how to eat them.

Every Southerner knows that tomatoes with eggs, bacon, grits, and coffee are perfectly wonderful; that red eye gravy is also a breakfast food; that scrambled eggs just ain't right without Tabasco, and that fried green tomatoes are not a breakfast food.

When you hear someone say, "Well, I caught myself lookin'," you know you are in the presence of a genuine Southerner!

Only true Southerners say "sweet tea" and "sweet milk." Sweet tea indicates the need for sugar and lots of it -- we do not like our tea unsweetened. "Sweet milk" means you don't want buttermilk.

And a true Southerner knows you don't scream obscenities at little old ladies who drive 30 MPH on the freeway. You just say, "Bless her sweet little heart"... and go your own way.

And to those of you who are still having a hard time understanding all this Southern stuff ... bless your hearts, I hear they're fixin' to have classes on Southernness as a second language!

Southern girls know men may come and go, but friends are fah-evah!

Now Shugah, show this to someone who was raised in the South or wish they had a been!

If you're a Northern transplant, bless your heart, fake it. We now you got here as fast as you could.



The DOL's New Overtime Rules: What Do They Mean To Trucking?

Alexander L. Maultsby
Smith Moore Leatherwood, Attorneys at Law
Transportation Newsletter, July 1, 2016

In May, after years of build-up, the United States Department of Labor published new regulations that will affect who may be paid a salary and who must be paid by the hour. The changes, which take effect December 1, 2016, dramatically change the landscape for employers.

But first, what has not changed? While many employers do not realize it, the law has always required that employees do certain types of work before the employer is allowed to pay them a flat salary without paying extra for overtime. Generally, those duties fall under the headings of administrative, executive, or professional work.

Without going into a detailed analysis of what kinds of jobs fall under those categories, broadly speaking these employees are supervisors of two or more employees, managers of operations who use their own judgment and discretion to make important decisions, or employees whose jobs require some advanced educational degree. Being an office worker or carrying a Manager title, for example, does not necessarily mean one may be paid a salary.

If an employee has the right duties—say, a Safety Manager who researches, designs, and implements an overall driver safety program—then the employer may pay him or her a salary, as opposed to an hourly rate of pay that fluctuates based on hours worked. This is where the new regulations come into play. Until December 1, that salary may be as low as \$455 per week, or \$23,660 per year. On December 1, that amount will jump all the way to \$913 per week, or \$47,476 per year.

So, unless a person is paid a salary at the rate of at least \$47,476 per year, he must be paid by the hour and must be paid 1.5 times his hourly rate when he works over 40 hours in a workweek.

There is only one slight twist: employers may use bonuses and incentive payments (including commissions) to satisfy up to 10 percent of that \$47,476, if

these extra payments are paid at least quarterly. Stated otherwise, if an employer pays a bonus or commission at least quarterly, and the bonus or commission payments add up to at least \$4,747 over the course of a year, then the employer need only pay a salary of \$42,729. Note that this rule is not satisfied if the employee merely has the opportunity to earn that \$4,474, but only if the employee is actually paid the \$4,474.

As a reminder, the new regulations did not do away with the requirement that employees perform what has always been considered exempt work. Therefore, to be exempt from overtime, the employee must do the administrative, executive, or professional work that has always been required AND must receive the new enhanced salary—either (1) at least \$47,476, or (2) at least \$42,729 plus an annual total in bonuses or commission, paid quarterly or more often, to reach the new level.

The upshot of the new law is that employers need to look at every salaried individual paid less than \$47,476 per year and ask whether he or she should receive a raise to that new level or should become paid on an hourly basis. As simple as the new threshold is to understand, the decisions it requires of employers are not easy.

For example, consider a dispatcher whose pay is \$45,000 because he is a ten-year employee and a newly hired dispatcher whose pay is \$37,000. Raising the pay of the senior employee who is only \$3000 away from \$47,476 and converting to hourly pay the employee who is nearly \$11,000 away seems financially sensible. However, that approach would mean two employees with the same job, doing the same work, would be paid under different schemes. The newer dispatcher would need to keep time records while the other would not—disadvantage for him. However, the senior employee might be asked to work all of the overtime, for no more pay—disadvantage for him. Obviously, what might look like an easy fix can carry complications for employee relations.

Moving an employee to hourly status, of course, means his or her pay will fluctuate as he or she works more hours one week and fewer hours the next. If overtime is well-defined and predictable, an employer can calculate an hourly rate that will yield the same overall pay the employee now receives. However, the more that overtime changes from week to week, the more difficult it will be to make the conversion to

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hourly pay without affecting overall compensation. And, of course, controlling the hours of employees who work remotely requires careful management.

There is some good news for employers: examining the impact of the new salary threshold can create an opportunity for employers to address what might be existing problems. In looking at whose pay needs to change, employers might find that employees are presently misclassified. That is, some current employees might be receiving a salary without doing exempt work. Where those mistakes exist, they can now be corrected—with an explanation that the change is triggered by the new regulations' enhanced salary threshold.

Overall, these DOL-mandated changes will require good communication with employees to explain the reasons for the changes and, for some workers, the impact of moving from salaried to hourly status. In the end, employers and employees both will need to accept some degree of uncertainty and be flexible as a new pay scheme takes root.



National Alliance of Forest Owners
Investing in the Future of America's Forests

THE EVIDENCE IS CLEAR - THE MORE WE USE OUR FORESTS, THE MORE WE GROW THEM, AND THE BETTER OFF WE ARE

Dave Tenny, NAFO President and CEO
National Alliance of Forest Owners
Thursday, June 30, 2016

Two new studies* underscore an important positive relationship between privately owned forests and American society: the more wood we use, the more trees we grow.

Analysis by Forest2Market, a leading research organization specializing in using market and government data to identify significant trends, provides some illuminating insights:

Private forest owners grow 40% more wood than they harvest annually.

Annual timber harvest on private forests is less than 2.5% of the total inventory of growing trees.

Annual timber harvests support 2.4 million jobs and \$99 billion in paychecks.

The benefits of sustainably managed private forests are self-evident but worth repeating. Growing more trees than we harvest means that our forests continue to provide clean water and air, species habitat, outdoor recreation opportunities and other benefits we all enjoy and sometimes take for granted. Supporting millions of good paying jobs means that families all over America are better off and communities – especially in rural areas – are thriving. And, considering the many things we

use that come from these forests – from our homes to the screens on our cell phones (yes, those have wood in them too), all of us enjoy a better quality of life.

Our privately owned forests are an American success story. Considering that during the last century our nation experienced a more than three-fold increase in population, a seven-fold increase in home construction and a nine-fold increase in the production of pulp for paper, packaging and other consumer products, it is truly remarkable that our forests not only met this unprecedented demand but increased in total tree volume by over 50% in the process. Clearly society's demands provide the incentive to continue investing in sustainable forestry.

This positive relationship provides an important reminder to policy makers who are sometimes told that using our forests to meet our nation's needs, whether for more housing, more paper and packaging or more energy, will somehow deplete them. In fact just the opposite is true. If we want to have abundant, productive, life improving private forests in the future, the best thing we can do today is support existing and new opportunities to use them.

Bottom line: the more we use our forests the more we grow them and the better off we are. That is a good rule of thumb for anyone who cares about the future of privately owned forests.

**NAFO released United States Forest Inventory and Harvest Trends on Privately-Owned Timberlands and The Economic Impact of Privately-Owned Forests in the United States June 29, 2016. See NAFO's news release for more information.*

“Timber Market Improves Amid Concerns”

*From California Farm Bureau Federation Sources
June 2016*

With U.S. new home sales rising 23 percent compared to the annual pace of 2015, California timber operators say they’re guardedly optimistic about improving markets for harvested logs and lumber products. But they note the outlook can vary greatly, depending on the type of wood, where it’s grown, forest health and market conditions.

“The timber market is better than 2008 when the recession hit, but it’s not breaking any records,” said logger and Associated California Loggers board member Mike Anderson of Anderson Logging, Inc., Fort Bragg, CA. “Margins now are extremely tight because of exorbitant costs of regulation, transportation and manufacturing.”

There are many wild cards that can impact lumber prices, Wood Markets Gerry Van Leeuwen said. “A big element impacting the lumber price outlook will be the industry’s schedule and strategy for putting curtailed or even closed sawmill production back online, not to mention whether log inventory companies are willing to build in advance of demand,” Van Leeuwen said.

California loggers are back in the woods and busy, Anderson said, noting current market log prices are generally up about 15 percent compared to last year as forest harvest season gets underway.

“There’s more work because there are fewer people in the business now compared to 2008,” Anderson said, “and fewer people are willing to make the investments necessary to create jobs in California’s forests because of regulatory and economic uncertainties. That said, the market is better.”

New home sales in April were the strongest they’ve been in more than eight years, government surveys found, but that doesn’t necessarily translate into increased demand for California lumber products, market analysts noted. There’s considerable international competition, depending on the species of trees.

Currency exchange rates make Canadian imports cheaper than American wood prices, at the same time Chinese log imports have declined by about 30 percent because of a slowing economy, analysts at Random Lengths International reported.

Redwood Empire Sawmills area manager David Van Lennep described redwood prices as strong, better than last year. Most of the company’s products are sold in California and surrounding Western states. The company owns or manages redwood forests from Del Norte to Santa Cruz counties, said Van Lennep, who is Santa Cruz County Farm Bureau president.

“With the exception of red cedar, we don’t have much competition from other species,” he said. “We’re running a longer single shift this year, because we’re seeing a need for additional product, but it has been many years since we’ve run two full shifts.”

Santa Cruz County forester Matt Bissell said redwood log prices have risen and land owners are seeing good returns. “But with all of the drought mortality in the Sierra, the pine market is flooded and prices are low,” Bissell said. “Some long-term landowners are losing money to get rid of the fire and beetle hazard.”

Last fall, Gov. Brown issued an emergency proclamation citing the hazard posed by an estimated 22 million dead trees – and many million more likely to die this year – in California forests. Researchers for the Carnegie Institution for Science estimated last November that up to 58 million trees in California are dying due to the state’s ongoing drought.

State and federal officials currently are surveying for tree mortality and forest health, with updated results expected in coming weeks. Drought-stressed trees are susceptible to bark beetle infestations, which kill trees and cause a distinctive blue staining that greatly reduces the value of salvaged logs milled for the finished lumber market.

“Pine log prices are still low when compared to historical norms,” Tuolumne County forest owner Shaun Crook said. “There’s a huge supply of ‘blue’ pine (salvage logs from beetle kill) that has to be worked through the system before prices will improve.”

Different species of trees are used for different portions of home building, said Crook, who is Tuolumne County Farm Bureau president, adding “redwood lumber companies have a valuable niche market and have done a good job of marketing their products, when it comes to construction.”

Larry Duysen of Sierra Forest Products in Terra Bella said, “We’re always optimistic that markets will be favorable, but there will be plenty of lower-value logs on the market.” The logging and milling company has been in operation more than 40 years.

“In the past decade, timber supply has been a big problem,” he said. “We had to cut our workforce in about half. But now, because of the glut of logs on the market from tree mortality in this region, there’ll be more than we can manage.”

In his area, Duysen said he’s seeing whole mountains and valleys of trees dying. “I visit a tree one day, come back a week later and it’s dying,” he said.

Mark Pawlicki, spokesman for Redding-based Sierra Pacific Industries, Inc., said the company is seeing an uptick in lumber demand because of the recent increase in housing starts, but supplies are under pressure from Canadian lumber coming into the U.S.

A key U.S. – Canada softwood agreement expired a year ago, and there are few controls on lower-cost

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Canadian lumber flowing into U.S. markets. Trade officials are working on a new agreement, but have not announced a final deal, Pawlicki said.

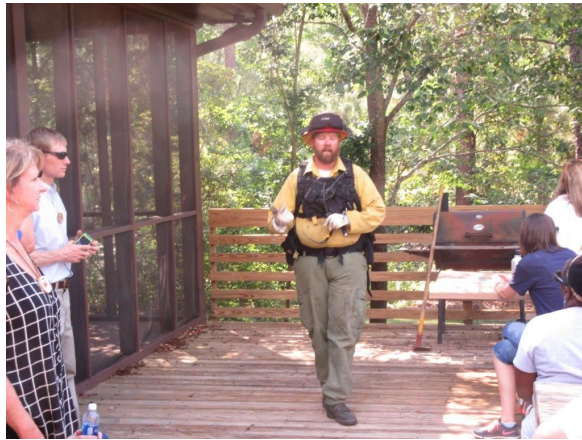
“Another problem is tree mortality, particularly in the central Sierra, but we’re seeing bark beetles moving farther north and they are now being found in El Dorado,” he said. “Right now, there’s a glut of fire and beetle killed trees on the market and there aren’t enough mills to take all those dead trees.”

Some forestry experts suggest that deteriorating global market conditions and severe lack of wood processing infrastructure will make managing current levels of tree mortality in California forests extremely difficult. In addition to lost economic benefit, they said the situation enhances the risk of catastrophic wildfire.

Article appeared in the Associated California Loggers newsletter The Reporter June 2016 issue.

Teachers Tour 2016 Gallery





FOR IMMEDIATE RELEASE

July 13, 2016

NEW NATIONAL FIELD GUIDE HELPS WETLANDS AND FOREST ROADS COEXIST USING A MODERN SPIN ON OLD METHODS

OTTAWA, ON — Corduroy is back in fashion with foresters and conservationists who want new ways to conserve wetlands crossed by resource roads. The earliest days of Canada's timber trade featured wetland crossings made of logs lined up in rows, which resembled corduroy fabric. Road building gradually became more permanent, sometimes affecting water flow in wetlands.

Putting a modern spin on corduroy roads is one of the recommendations in a new field guide just released by FPInnovations and Ducks Unlimited Canada. The guide, "Resource Roads and Wetlands: A Guide for Planning, Construction and Maintenance," developed in part with funding from the SFI Conservation and Community Partnerships Grant program, offers best management practices to mitigate the impacts of roads on wetlands in Canada's forests.

The new field guide's road-building best practices are predicated on understanding the nature of individual wetlands. "These are delicate ecosystems with different characteristics. For example, water in bogs is stagnant; in swamps it fluctuates; and in fens it's a slow trickle. Understanding the way water flows is key to choosing the right road construction," said Greg Siekaniec, CEO of Ducks Unlimited Canada.

Scientists, biologists, wetland ecologists, engineers and GIS specialists at FPInnovations and Ducks Unlimited shared their expertise to plan and build roads in ways that conserve Canada's critical boreal forest wetland ecosystems.

"FPInnovations and our partners are committed to working together to support and promote best practices in the planning, construction and maintenance of resource roads in wetlands," said Pierre Lapointe, FPInnovations President and CEO. "We are proud of this collaboration which demonstrates the forest sector's continued leadership in reducing its environmental footprint and adapting to climate change. By working together we can better develop and promote best practices that maintain the health of wetlands while supporting communities dependent on sustainable resource-based industries."

"One of the most exciting things about this new guide is its potential to promote the use of best practices for resource road wetland crossings on millions of hectares of forestland certified to the SFI Standard across Canada," said Kathy Abusow, President and CEO of SFI Inc. "We're pleased that SFI Program Participants including Louisiana-Pacific, J.D. Irving, Resolute Forest Products and Weyerhaeuser have been involved in this important work led by FPInnovations and Ducks

Unlimited Canada."

This guide is primarily directed at road managers, planners, and construction crews who plan, build and maintain resource roads across wetlands. But it is also relevant and useful for conservationists and anyone concerned with protecting and managing wetlands, as these resource roads are also often the main way people access the backcountry for recreation.

Project partners included: FPInnovations, Ducks Unlimited Canada, the New Brunswick Department of Environment, Natural Resources Canada, and SFI Program Participants J.D. Irving, Louisiana-Pacific, Resolute Forest Products and Weyerhaeuser.

About FPInnovations

FPInnovations is a not-for-profit world leader that specializes in the creation of scientific solutions in support of the Canadian forest sector's global competitiveness and responds to the priority needs of its industry members and government partners. It is ideally positioned to perform research, innovate, and deliver state-of-the-art solutions for every area of the sector's value chain, from forest operations to consumer and industrial products. FPInnovations' staff numbers more than 525. Its R&D laboratories are located in Québec City, Montréal, and Vancouver, and it has technology transfer offices across Canada. Learn more at: fpinnovations.ca.

About Ducks Unlimited Canada

Ducks Unlimited Canada (DUC) is the leader in wetland conservation. A registered charity, DUC partners with government, industry, non-profit organizations and landowners to conserve wetlands that are critical to waterfowl, wildlife and the environment. DUC's mission is to conserve, restore and manage wetlands and associated habitats for North America's waterfowl. These habitats benefit other wildlife, people and our environment. We partner with government, industry, non-profit organizations and landowners to get our work done so we can connect people to nature and make a healthier world for future generations. Learn more at: ducks.ca

About the Sustainable Forestry Initiative

The Sustainable Forestry Initiative, Inc. (SFI) stands for future forests. An independent nonprofit organization, SFI promotes sustainable forestry with comprehensive programs supporting ecosystem research and conservation, education and professional accreditation, community engagement, and an internationally-recognized forest certification program. Since 1995, SFI program participants have invested more than \$1.5 billion in sustainable forestry research and more than 113 million hectares in the Canada and the US have been certified to the SFI Forest Management Standard. SFI Inc. is governed by a three-chamber board of directors with equally balanced representation from the environmental, social, and economic sectors. Learn more at sfiprogram.org. Inc. (SFI)®

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About the SFI Conservation and Community Partnerships Grant Program

The SFI Conservation and Community Partnerships Grant Program fosters partnerships between organizations interested in improving forest management in the United States and Canada, and responsible procurement globally. Projects address topics of current importance such as improving wildlife habitat management and conservation of biodiversity, avoiding controversial sources of fiber such as those resulting from illegal logging, and assisting local communities through forest education programs and green building projects for low-income families. Since the program began in 2010, SFI has awarded 50 Conservation and 35 Community Partnership grants totaling more than \$3 million to foster conservation and community-building projects. When leveraged with project partner contributions, that total investment exceeds \$9.5 million.

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Mark Your Calendar

JULY 2016

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

AUGUST 2016

- 17 & 18 TOP 2-Day Classes, Horry-Georgetown Technical College, Georgetown.
Contact Guy Sabin, SC Forestry Association for registration.
SCFA 803-798-4170.
- 18 SCTPA Board of Directors Meeting, SC Forestry Commission Headquarters, Columbia, 10 a.m.
- 23 Newberry District Meeting, Farm Bureau, Newberry, 7 p.m.

SEPTEMBER 2016

29 – Oct 1 American Loggers Council Annual Meeting, Bay Point Golf Resort & Spa, Panama City, FL. For info, go to ALC website, www.amloggers.com

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

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

Need SFI Trained DVD Class or other training?

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

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

Timber Talk

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

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Our Mission

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