



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

NOVEMBER/DECEMBER 2017



As We See It ...

DECEMBER 2017

AMERICAN LOGGERS COUNCIL

RECRUITING LOGGERS: MILLENNIALS SEEK FINANCIAL SECURITY

By Mark Turner



I have had numerous conversations over this past year, involving the lack of young people going into the logging business. Everyone seems to have their own opinions about why the problem exists and persists.

I recently talked with a mill representative about this problem. He suggested that the solution is education. He said that "we need to reach out to, not only students, but also teachers. Since they are the ones that advise the students."

My reply was "oh, you mean like we have been doing for the last 25 years?" I went on to explain that we have been doing that with very limited success. He was convinced that "education is the answer to the problem." And didn't really want to hear any more about it.

It is my contention that the problem is much more complicated than that. I have a logger friend who has three sons that are involved in the business. From the outside, his company looks

like the perfect example of a logging company with an effective transition plan. However, this logger confided to me that one of his sons had recently asked him if he thought there was "a future in logging?" He said that the best answer he could tell his son was "I don't know."

When you think about it, that's a very damning statement. But, in a nutshell, it describes where we are at. If we can't, as loggers ourselves, say with confidence that there is, not only a future, but a bright future, then we are in serious trouble.

I had to get a new phone a few months ago and the young guy that was helping me, started asking questions about my logging company. It was obvious that he knew a little about logging. He asked, "How much he could expect to get paid, if he decided to go logging?" I explained what the average starting wage was, for someone with no experience. He immediately responded with "double that and I'd think about it." I must admit, I was a little shocked by that statement. However, he was just stating what was on his mind. His job

(Continued on page 2)

Inside ...

Recruiting Loggers	47
Former Lumber Executive Pleads Guilty for Embezzlement	2
2017 FASC Logger of the Year	3
ALC State of the Association Report	4
ITC Finds Canadian Subsidies Harm US Producers and Workers	5
Highway to Headache: Federal Regulations Affecting Small Trucking	6
ELD Exemptions Explained	7
ELD Violations Won't Ding Carriers' CSA Scores Until April	8
Welcome New Members	9
Safety Alert: Think Before You Act	11
Why is Logging the Most Dangerous Job in America?	12
SC Unemployment Insurance Tax Rate Continues to Fall	14
EPA Aiming to Yank Glider Kits from GHG/MPG Rule	20
EPA Proposal to Exempt Gliders Draws Criticism in Hearing	21
How do You Decide Whom to Marry?	24
Final Determination of AD and CVD	25
Five National Priorities Build on Legacy, Guide Agency Forward	26
Sustainable Growth & the Future of Forested Watersheds	29
Will your Next Employee Come from the US Military	32
Loggers' Trucks Help Hurricane Cleanup	32
Planning & Communications in Wood the Wood Supply Value Chain	34
WestRock Co. Invests \$410 Million	36
ALC/SCTPA Peterbilt Rebate Program	37
2018 SCTPA Annual Meeting	38-39
Annual Mtg. Schedule & Registration Form	40-42
More 2018 Annual Mtg. Forms & Info	43
Mark Your Calendar	47

(Continued from page 1)

at the phone store didn't pay much less than a beginning logging job, however, it was a lot easier. I felt a little embarrassed to explain that the profit margins are so low in logging, which we can hardly afford to pay the going rate.

Then there was the young guy, with his family, that I met in a restaurant. As we were waiting to be seated, we started up a conversation. When he learned that I had a logging operation, he told me that he had logged for a while. He told me that he liked logging, but continued to explain that he could hardly pay his bills, much less get ahead. He explained that he works for a construction company now and makes the kind of money he needs. His last word to me were "logging is way too hard of work for way too little money."

When I talked to a forestry professor, at Oregon State University, he explained to me that "beginning wages in the logging business have traditionally been three times the minimum wage." Unfortunately, things have gotten really out of whack over the last 25 years. Now the minimum wage is only slightly below the starting wages for loggers.

I keep hearing about how millennials think completely differently than we did when we were young and that it will take a new approach to get them interested in logging. I don't think they are really that different at all. I think there are a lot more opportunities for them than there were for us, when we were young. But I think they really want the same basic things that we wanted. They want to feel like they are appreciated and that there is a future in what they are doing. They want to be able to make enough money to be able to buy a house and raise a family. And even be able to buy some of the finer things in life.

In my opinion, until we can provide those things for young people, anything else we do to try to recruit them into our industry, will fall flat on its face.

Mark Turner is the President of the American Loggers Council. Mark and his brother Greg operates Turner Logging out of Banks, Ore. Mark is an active leader with the Associated Oregon Loggers.

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

FORMER LUMBER EXECUTIVE PLEADS GUILTY FOR EMBEZZLING OVER \$800,000

Former CFO at lumber company in Beckley, West Virginia, pleads guilty for embezzling over US\$800,000, admitting that, while over-seeing log inventories from vendors, he issued checks to a sham vendor and falsely inflated log inventories to conceal fraud Beckley, West Virginia, December 7, 2017 (U.S. Attorney's Office)



A former Chief Financial Officer for a Beckley lumber company who embezzled over \$800,000 pleaded guilty yesterday, announced United States Attorney Carol Casto. James Matthew Miller, 42, entered his guilty plea to two counts of wire fraud.

Miller formerly worked as an executive for a lumber company until September 2013. In his role as Chief Financial Officer, his responsibilities included oversight of log inventories from vendors. From approximately December 31, 2007, to August 30, 2013, Miller admitted that he issued payments to a sham vendor, a close friend of Miller's, and falsely inflated log inventories to conceal the fraud. He created a fictitious log vendor that has never hauled or delivered logs to the lumber company. Miller also admitted that he created false payment requests and then drafted and signed checks from the lumber company to the fake vendor. The vendor cashed the checks or deposited the checks in his bank account, then provided Miller with the money, minus a small amount Miller permitted the vendor to keep. During the course of the fraud, Miller was responsible for 160 checks totaling \$822,396.63 from the company to the sham vendor. Miller admitted that he concealed the fraud and committed wire fraud by submitting company reports based on artificially inflated log inventories, and then emailed the reports to a lumber mill manager in Tennessee and a BB&T in Georgia.

Miller faces up to 20 years in federal prison and a fine of up to \$250,000 on each count when he is sentenced on March 15, 2018.

The FBI conducted the investigation. Assistant United States Attorney Jennifer Rada Herrald is in charge of the prosecution. United States District Judge Irene C. Berger presided over the plea hearing.



2017 FORESTRY ASSOCIATION OF SOUTH CAROLINA LOGGER OF THE YEAR AWARD JOSH T. KEY

Beech Island Timber & Construction, Inc., Jackson, SC

Primarily Operates in: Aiken, Barnwell, Allendale, Edgefield

Type of Operation: Fuel Chipping & Roundwood / Fully Mechanized Timber Harvesting

Josh Key started his own logging company in 1985. "We started out with a CAT 518 Cable Skidder, a 210 Prentice Loader, and a couple of chainsaws," he says. "I and my brother, John Key, have seen a lot of early mornings and late nights in our life, but that is what it takes to make it work. It is now 2017 and I still love what I do."

TYPICAL DAY: "I start around 5:30 every morning; leaving to check on the jobs. I might be on the bull dozer building new roads and decks or I might be marking boundary lines on a new tract. I personally move my fellerbunchers to the next tract of wood most of the time. When we get there, I then have a preharvest plan with my operators. We will talk about deck locations and we always walk the lines if necessary. Then something might break down and I might be the lucky one to run and get parts and then get back to help fix it."

WHAT MOTIVATES YOU: "Moving on a tract of timber with a landowner smiling when you get there and smiling when you leave. That's the best feeling in the world. Do unto others as you would have them do unto you."

ENCOURAGE OTHERS TO ENTER THIS PROFESSION?: "Yes, but only if you love it, and are willing to work for it. I wouldn't want to do anything else because I do love what I do."

FUTURE OF LOGGING: "I think if things continue the way they are now, you will see less and less independent contractors in the line of work. You might see more mill owned operations. There will be very few young men that will be able to finance a new logging operation of today. You will see more generational logging jobs. But you will have some like me and others that will figure out a way."

FUTURE PLANS: "I want to maintain what we have accomplished with the company, and leave a strong well-oiled organization behind for the future."



JOSH KEY

Beech Island Timber & Construction, Inc.

SERVICE: "I volunteer because I love to help people. I believe this is what God wants me to do; to give back some of my time or money that I have been blessed with all of my life."

RECOGNITION: Key received the 2013 Gene Collins Activist Award from the SC Timber Producers Association.

SCTPA congratulates Josh Key for being awarded the Forestry Association of South Carolina 2017 Logger of the Year award. Josh received his award at the Forestry Association's 2017 Annual Meeting November 3rd in Greenville, SC. Josh currently serves as SC Timber Producers Association's Board of Directors Vice-Chairman.

Article above provided by Frances Taylor of the Forestry Association of South Carolina.



State of the Association Report 2017



The American Loggers Council has flourished under the leadership of Presidents Ken Martin and Mark Turner and the entire executive committee and Board of Directors in 2017. Our membership remains strong and many of our goals and targets have been met due to the hard work and diligence of the many volunteers who work tirelessly to not only promote the organization, but this profession that we call logging.

On the legislative front, we set a record attendance at the Spring Fly-In with 61 participants making another record 160+ visits to Capitol Hill over a two day period. We carried 4 primary issues that included the Future Logging Careers Act, The Resilient Federal Forest Act, The Right to Haul Act and the Wildfire Funding Act to members of Congress. We also discussed creating parity between woody biomass and other renewable energy sources to promote markets and create jobs for our industry, and were able to make inroads with other organizations as we moved all of these issues forward. For the first time in 20 years, we received support from the Forest Resources Association for our truck weight language and we also were asked and assisted the Biomass Power Association in seeking opportunities to promote markets for woody biomass utilization. We have seen movement in all four primary efforts, including the inclusion of the Future Logging Careers Act in the Resilient Federal Forests Act which has cleared both the Natural Resources and Agriculture committees in the House.

To be certain, the ALC has established excellent working relationships with many offices and agencies in Washington as a direct result of the commitment that many of the Officers and Directors of the ALC as well as their respective State and Regional Association Executives continue to make each and every Spring during the journey to DC.

We remain in close contact with the Federal Forest Resource Coalition as they pursue legislation to expedite and increase the pace and scale of the Federal Timber Sale program, and the ALC is an integral part of Team Safe Trucking organization promoting driver training to reduce accidents and lower CSA scores as well as the Wood Supply Research Institute seeking ways to reduce costs and increase efficiencies across the entire wood supply chain.

Our membership continues to grow with the addition of Individual Logger Memberships, our finances are strong, we have welcomed two new sponsors into the organization in 2017, and the rebate opportunities for ALC members and affiliates should help our member state and regional organizations to attract new members. Thanks go out to both Peterbilt and Western Star for making those programs available to ALC members.

In July, Board member agreed to fund a revitalization of the ALC Master Logger Certification program as proposed by the Trust to Conserve Northeast Forests and the PLC of Maine, and we are excited about the opportunities that the program could bring in promoting the timber harvesting profession and helping to gain public understanding of the role that we, as loggers, play in sustainable timber harvesting techniques.

Our communications network continues to expand through both our web site and social media outlets, and Nick Smith has done an excellent job of keeping the monthly electronic newsletters both timely and informative on the issues that are currently impacting our industry.

(Continued on page 5)

(Continued from page 4)

We have had the opportunity to visit face-to-face with many of those that we represent by attending various trade shows throughout the country, and in return have been able to expand the number of recipients to our monthly newsletter. We have developed and distributed trifold leaflets as well as the 2016 annual report and ALC bumper stickers with the slogan “Loggers Working for Loggers” to further increase our branding and marketing efforts.

It has been a great year for the ALC, but we will not sit back on our heels as we enter into another fiscal year. As an earlier “As We See It” editorial eluded to, it would appear that the pendulum has stopped swinging in one direction, but now it is up to us to get it swinging in our direction. We are looking forward to the opportunities and challenges that 2018

will bring us, and we sincerely appreciate all of the hard work and dedication of all of those who have helped the American Loggers Council to remain the National Voice for Professional Timber Harvesters during the 2017 period.

We wish all of you and your families a safe and happy holiday season and a prosperous 2018!

Danny Ductor is the Executive Vice President for the American Loggers Council with headquarters in Hemphill, Texas.

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

ITC Finds Canadian Subsidies Harm U.S. Producers and Workers; Restores Fair Trade in the Softwood Lumber Industry

The United States International Trade Commission (ITC) ruled on Dec. 7 that the U.S. lumber industry is materially injured by Canadian government subsidies of their softwood lumber industry. Voting 4-0 in favor of the U.S. lumber industry, the ITC ruling follows a U.S. Department of Commerce determination that imports of softwood lumber from Canada are sold in the United States at less than fair value and subsidized by the government of Canada.

“The U.S. Lumber Coalition fully supports the enforcement of America’s trade laws. The evidence presented to the ITC was clear - the massive subsidies that the Canadian government provides to its lumber industry and the dumping of lumber products into the U.S. market by Canadian companies cause real harm to U.S. producers and workers,” said U.S. Lumber Coalition Co-Chair and Co-President of Pleasant River Lumber Company, Jason Brochu. “Now, with a level playing field, the U.S. lumber industry, and the 350,000 hardworking men and women who support it, can have the chance to compete fairly.”

“With the enforcement of U.S. trade laws, lumber mills across the country will be able to make important investments in employees and mill operations so we can expand production to meet demand,” added Joe Patton, U.S. Lumber Coalition Co-Chair and Vice President of Wood Products at The Westervelt Company.

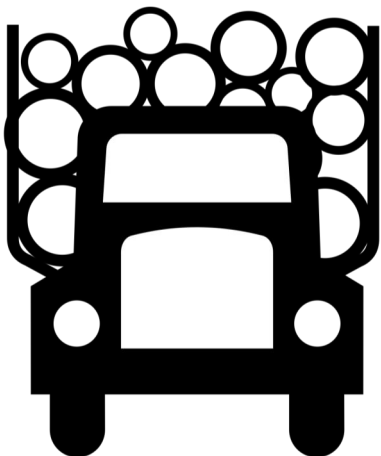


Additional information and background:

In November 2016, the Committee Overseeing Action for Lumber International Trade Investigations or Negotiations (COALITION) petitioned the U.S. Department of Commerce and the U.S. International Trade Commission to restore the conditions of fair trade in softwood lumber between the United States and Canada.

In November 2017, the U.S. Department of Commerce announced its final determination that Canada subsidizes softwood lumber production and that exporters from Canada have sold softwood lumber to the United States at less than fair value, distorting the U.S. softwood lumber market to the detriment of U.S. sawmills, their employees and communities.

Highway to Headache: Federal Regulations Affecting The Small Trucking Industry



The House Committee on Small Business last month held a hearing to examine how federal regulations affect the small trucking industry and explore ways to provide regulatory relief to them.

“With many regulations taking a one-size-fits-all approach, small trucking companies are forced to comply with expensive, confusing, and time-consuming regulations. This is not only costing small businesses, but America’s economy as a whole, through lost time and delays in receiving all types of goods and products,” said Chairman Chabot (R-OH).

One-Size-Fits-All Regulations Don’t Work for the Trucking Industry

Small trucking companies are subject to many of the same federal requirements as large trucking companies, and the regulations tend to take a one-size-fits-all approach. Industries that rely on the trucking industry or use trucking as part of their business model can also be subject to many of the same burdensome regulations.

“Frequently, regulations promoted by these large fleets are disingenuously billed as silver bullet solutions to enhancing highway safety, despite a distinct lack of reputable evidence to support their claims. In reality, they are economic weapons used to squeeze smaller competitors out of the trucking industry by increasing their operating costs. Contin-

uance of the ‘one-size-fits-all’ approach has left the federal government complicit,” said Monte Wiederhold, President of B. L. Reeve Transport, Inc. in Maumee, OH.

“Small business trucking bears a heavy load of rules, regulations, and red tape that are counter-productive to their stated intentions. These regulations, such as the inflexible HOS [Hours of Service] rules, the CSA [Compliance Safety Accountability] program, and the ELD [Electronic Logging Device] mandate add costs, time, and attention, as well as sap small firms’ resources unnecessarily. Instead of making the road safer, these rules and government mandates make both truckers and the driving public less safe,” said Marty DiGiacomo, Owner of True Blue Transportation in Harrisburg, NC.

“Our major concern with the current regulatory structure is that small industry stakeholders are continually swept into these ‘one size fits all’ transportation regulations that are best suited for large commercial companies,” said Stephen Pelkey, Chief Executive Officer of Atlas PyroVision Entertainment Group, Inc. in Jaffrey, NH. “There are often many ways to achieve the same goals, and if small businesses are to survive, the DOT [Department of Transportation] regulatory agencies need to do a better job in recognizing the differences between small and big businesses, and that different approaches may be necessary.”

Chairman Chabot introduced H.R. 33, the Small Business Regulatory Flexibility Improvements Act, to ensure that federal agencies actually examine how their new regulations would impact small businesses and require them to consider ways to reduce unnecessary costs and burdens. The bill was included in a larger bill, H.R. 5 – the Regulatory Accountability Act – which passed the House with a bipartisan vote in January.



ELD Exemptions Explained: Understanding the 100/150 Air Mile Exemption



The following article is from Foley Carrier Services:

As the deadline for the Electronic Logging Device (ELD) mandate approaches, there is still a considerable amount of confusion surrounding who exactly will be exempt from installing the devices into their Commercial Motor Vehicles (CMVs). We've covered many of these exemptions in the past, but there's still a big one that deserves some attention: the 100/150 air mile exemptions. If you meet the criteria for either of these exemptions, you aren't required to follow federal hours of service regulations – and therefore won't be required to have an ELD.

Demystifying the 100/150 Air Mile Exemptions

If you are a **CDL driver**, you:

- Must operate solely within a 100 air-mile radius*
- Must be completely off-duty within 12 hours
- Must report back to the same work location every day
- Must have at least 10 consecutive hours off-duty between each shift.

If you are a **non-CDL driver**, you:

- Must operate solely within a 150 air-mile radius*
- Must not drive through any state that requires a CDL for the type of vehicle being operated
- Must report back to the same work location every day
- Must not drive after the 14th hour of coming on duty in a period of 7 consecutive days

- Must not drive after the 16th hour of coming on duty in a period of 2 consecutive days

Drivers are currently required to fill out a paper log if any one of the criteria listed above is not met. For example: a CDL driver gets a job that will bring in a lot of cash, but he has to travel 300 air miles to deliver the load. He is required to maintain a paper log for the duration of the trip.

*An air-mile can be calculated by starting from the principle place of business (the city & state where the company is based) and calculating in a straight line the distance to the farthest point that will be traveled to.

Other ELD Exemptions

If the 100/150 air mile exemptions don't apply to you, there are currently three other major ELD exemptions, as determined by the FMCSA. They include:

1. Drivers who keep logs for no more than 8 days during a 30-day period. Many drivers infrequently travel over the 100/150 air mile radius. Take the example given above of the CDL driver who goes over 100 air miles one time. Even though he has to keep a paper log for that trip, he does not have to purchase an ELD provided that the situation rarely occurs...specifically, no more than 8 days in any 30-day period.
2. Driveaway-towaway operators who meet one of two specific criteria: either the vehicle being driven is the commodity being delivered OR the driver is transporting a motor home or recreational vehicle trailer with one or more sets of wheels are on the roadway.
3. Drivers of vehicles with a model year of 1999 or earlier. These vehicles are exempt simply because some do not have the ports required to connect an ELD. There has been some confusion about model vs. manufacture year, but the FMCSA has been clear: it's the model year of the vehicle they'll use to determine compliance...not the year it was manufactured or the year of the vehicle's engine.

ELD VIOLATIONS WON'T DING CARRIERS' CSA SCORES UNTIL APRIL, FMCSA ANNOUNCES



From the *Construction Carrier Journal*:

Carriers who are hit with citations for non-compliance with FMCSA's electronic logging device mandate will not have points recorded against them in the Compliance, Safety, Accountability carrier scoring system, safety officials said today at a public hearing in Birmingham, Ala. It was previously announced that those drivers also will not be put out of service during that period.

A driver found after the mandate's implementation, Dec. 18, but before April 1, with no ELD or compliant AOBDR (automatic onboard recording device) will be cited for having no log, but it will have no impact on the associated motor carrier's Safety Measurement System ranking, said Jon Dierberger, FMCSA field administrator.

That policy originated with the Commercial Vehicle Safety Alliance, said Anne Collins, FMCSA's associate administrator of field operations. CVSA brings together highway safety officials from every state and trucking representatives to set enforcement policies and practices, including the out-of-service criteria.

In August, CVSA and FMCSA said enforcement of ELD-related out of service criteria would be delayed to April 1 as a phase-in for ELDs' implementation. Officials have also said inspectors will have some discretion as to writing citations as the mandate takes effect.

An AOBDR must have been used in the truck prior to Dec. 18 to be grandfathered in as com-

pliant. As of Dec. 16, 2019, only ELDs that meet FMCSA criteria will be compliant.

In her first public appearance since starting her job Monday, FMCSA Deputy Administrator Cathy Gautreaux addressed the lingering opposition to the ELD mandate.

"FMCSA recognizes motor carriers, particularly independent and small motor carriers, want an extension," Gautreaux said. As for the agency doing so on its own, "FMCSA cannot arbitrarily change the compliance date of Dec. 18." The final rule was issued more than two years ago and the ELD mandate changes nothing about hours of service, so at this point there is no reason to change it, she said.

FMCSA has been training state-based trainers since October to have all jurisdictions ready for implementing the ELD mandate, she said.

Gautreaux also outlined three priorities for the agency: improving highway infrastructure, regulatory reform and safe deployment of autonomous vehicle systems.

Highway congestion wastes an estimated \$3 billion per year in time and fuel, she said, and highway fatalities have begun to rise again. FMCSA hopes to support public-private partnerships that could help solve the problem.

Regulatory reform entails "removing unworkable and cost-prohibitive regulations." That has meant, as the Trump administration has dictated, removing two existing regs for every new one approved.

FMCSA has coordinated meetings for all parties interested in autonomous vehicle development, Gautreaux said. The agency is working toward "eliminating obstacles and providing opportunities" for development of "driver-assisted and automated driving systems."

The agency is also working with carriers, troopers and others to expand awareness of human trafficking. Inspectors and truck drivers can do a lot to detect potential human trafficking and report it to law enforcement, she and others said.

WELCOME NEW MEMBERS

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

Stanley Timber & Trucking PTR, *Tabor City, NC*
Hardway Timber, *Clover*
Rikard Enterprises, LLC, *Leesville*
Pre-Trip, LLC, *Laurens*
International Paper, *Georgetown*

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

WORKING TOGETHER TO MEET THE TRANSPORTATION NEEDS OF THE TIMBER INDUSTRY



Offering Trailer Sales, Finance, Service and Parts

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

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

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

"Locations in North Carolina, South Carolina and Virginia"



Commonwealth Trailer Rentals



Offering Trailer Leasing and Rental Programs

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

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

CTR LOCATIONS

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

(Baltimore and Orlando pick up and drop off available)



LOGGING MATS



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

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



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

MOVE MORE WOOD

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



SS.

— THE FLINTCO FAMILY OF COMPANIES —



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

229-432-7468



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

229-888-1212



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

229-888-1900

THINK BEFORE YOU ACT



SAFETY

If you can recognize safety hazards you have taken the first step to preventing accidents.

Employees and supervisors cannot be so focused on the job that they cannot see what is in front of them. A tailgate safety meeting gives each employee an opportunity to avoid simple mistakes that lead to injuries. A quick review of the known hazards (broken branches, dead snags, etc.) can provide a situational awareness throughout the day. Sometimes the short “safety talk” becomes extremely important in getting each employee home safely each day.

Being aware of known hazards is only one-half the equation. Making employees aware of past accidents and unknown factors can give them an edge. Your job site can have many hidden dangers, i.e., stump holes, bee hives, poison ivy/oak, etc. You cannot cover every hazard but over a series of safety meetings, you may highlight the one item that will keep your workers safe today.

Look up for overhead hazards and look down for slip, trip and fall hazards.

Another idea that has been shared over time is the **two-minute rule**. It requires workers to simply take time before starting a job to become aware of the immediate work

area and address or discuss unexpected conditions. Review your work rules to make sure each job site is inspected before work begins. The key to preventing injuries is to reduce or remove the risk. A daily, but brief review of the job site gives each individual time to detect potential risk or abnormalities. If an employee encounters an unfamiliar situation, have them stop and assess the issue before they continue to work.

Use the 2-minute rule to assess the area:

1. Explore the jobsite – walk the area to identify unsafe conditions:
 - Safety hazards (overhead or ground)
 - Other hazards – weather, visibility
 - Use the right tools – a step ladder instead of a 5-gallon bucket
 - Terrain – water, mud, etc.
2. Talk with coworkers or supervisors when an unexpected condition occurs:
 - Report the hazard
 - Eliminate the hazards
 - Install a barrier or develop procedures to avoid the hazard if it cannot be removed.
 - If a breakdown occurs, always lockout and tagout the machinery **before** work is started.

Deadlines, quotas, breakdowns, and weather can create stressful situations and sometimes safety is not a priority. Avoid the following pitfalls that lead to accidents:

- Rushing without thinking
- Think the job is routine or mundane
- False sense of security that nothing bad will happen
- Not notifying other workers of the hazard
- Not listening to your gut that says this is not safe.



Why Is Logging the Most Dangerous Job in America?

By Timothy Moore
October 23, 2017

While many of us believe we are giving too much of ourselves — our time, mental exertion and personal freedoms — to our jobs, we likely have it better than workers in riskier career fields. In fact, there are several careers that put their workers' lives in danger every day just by the nature of the job: police officers, fishermen and pilots, to name a few.

But what is the job with the single highest fatality rate? Logging, by a mile.

According to the most recent data from the Bureau of Labor Statistics, 67 loggers died on the job in 2015. While more truck drivers (885) and farmers (252) died that year while on duty, loggers had the highest number of deaths per 100,000 workers: 132.7. That is more than double the second highest, fishermen, at 54.8 per 100,000 workers. The American average, for reference, is 3.4 per 100,000, making logging 39 times more dangerous than the average job in the U.S.

So what is it that loggers do on a daily basis, and why does it make them so prone to on-the-job fatalities? And more importantly, what safety regulations are in place to protect them, and is it enough? I turned to Jeff Wimer, a senior instructor and manager of the Student Logging Training Program at Oregon State University (OSU) and chairman of the Western Region of the Council on Forest Engineering, to find out.

What Do Loggers Actually Do?

Loggers harvest timber from forests, making their line of work essential for our way of life. Trees provide materials for our buildings and furniture; their sawdust becomes our paper; their fibers can be used to make asphalt. Heck, we even owe a debt of

thanks to trees and the loggers who fell them for baby food and toilet seats.

What Dangers Do Loggers Face?

"The dangers to loggers are the same as they have always been," Wimer says. The terrain of the Pacific Northwest, for example, is rugged and steep. "The majority of this ground still requires workers who have a much greater exposure to hazards than someone in a machine."

According to the Occupational Safety and Health Administration (OSHA), some of those hazards come from the very tools loggers rely on. Equipment such as logging machines and chainsaws, while they have come a long way from the days of homemade choppers, still pose a threat.

Add the force of Mother Nature to that. Per

OSHA, the incredible weights and unavoidable momentum of trees as they roll and slide can quickly lead to injury or death.

This is only made worse when dangerous environmental conditions arise, such as uneven, unstable or rough terrain; inclement weather, including rain, snow, lightning,

winds and extreme cold; and remote work sites far from health care facilities.

How Is the Logging Industry Responding to These Dangers?

With fatalities so high, and on the rise since the beginning of this decade (in 2010, there were 91.9 deaths per 100,000 loggers), I wanted to know what the industry was doing in response.

What safety regulations are in place currently, and why aren't they working as well as loggers would like?

I came across a 1995 publication from the National Institute for Occupational Safety and Health (NIOSH), which detailed six logging deaths and how they could have been prevented. It also included revised regulations from OSHA that had been released earlier that year. These regulations included more job and first-aid training, more protective

(Continued on page 13)



(Continued from page 12)

equipment, more requirements for the equipment used and “comprehensive manual felling procedures.”

So why aren’t those regulations working?

Wimer says much of the dangers come down to working outside of a machine. “The best solution is to get a worker into a machine,” he says. “He is 10 to 20 times safer while operating machinery.”

Unfortunately, ground-based machinery can only be used on a maximum 50% slope (26.57 degrees), and loggers frequently come across slopes that are much steeper and must tackle the challenge sans machinery.

Jeff, as an active member on a committee that advises Oregon OSHA, is looking forward to a new technology called tethered assist, which will allow loggers to work a machine on slopes approaching 100%, or a 45-degree angle.

Tethered assist technology takes an old piece of machinery, like a bulldozer, renovates it and attaches a purpose-built winch to it, which would be tethered to the newer piece of machinery that will actually navigate the slope. Per Wimer, “In essence, when the machine on the slope needs to move, the tethering machine provides enough tension on the cable to allow the tethered machine to navigate the steep slope.”

So what’s the holdup with this tethered assist machinery? The first problem is safety. “The industry wants to ensure that we are not putting anyone at risk in operating these machines,” says Wimer. “Our hope is that this technology will greatly decrease the exposure to the man or woman on the ground.”

Perhaps an even bigger hurdle? “Economics,” says Wimer. “These systems will cost in the \$1.2 million range. The question is how to make that much capitalization pay for itself. How can we increase production enough while maintaining a safe work environment to make these systems cost-effective?”

What Does the Future of Logging Look Like?

The importance of logging to our way of life is clear, but how do we move forward in this industry while battling these safety issues? Wimer believes pushing for more safety regulations and improving machinery is our best bet.

“We have to create a safer work environment if we want to attract young people to our industry,” says Wimer, who offered some advice to anyone considering a career in logging:

“Be diligent,” he says. “Don’t let up. Our industry has a terrible safety record. These young [loggers] need to be leaders when it comes to safety in our industry. Logging can be dangerous, but with proper training and awareness, we can greatly reduce the accidents and fatalities that occur all too regularly.”

Jeff Wimer currently works as an instructor at OSU and manages the student logging training program. He has worked as vice president for

Wimer Logging Company, served as president of the Oregon Logging Conference and is the incoming president of the Pacific Logging Congress. His career in logging safety spans 20 years and includes investigations into more than 25 logging fatalities and three books on logging safety.

Timothy Moore is a writer and editor based out of Nashville, where he lives with his partner and their two dogs.



SAFETY FIRST



Safety Starts Here

**Think Safe...
Work Safe...
Be Safe**



SC Unemployment Insurance Tax Rate Continues to Fall

By Travis Boland
Columbia Regional Business Report
November 14, 2017

Gov. Henry McMaster announced today (Nov 14) the unemployment insurance tax rate will be going down again starting next year. It is the fourth consecutive year the rate has been reduced.

"It's a reduction of 10.2% in the tax, which equates to about \$25 million less paid in by the businesses of South Carolina," McMaster said.

McMaster held a press conference at the Statehouse with Cheryl Stanton, executive director of the Department of Employment and Workforce, Debbie Varner, CEO and chairman of Recruiting Solutions, Ben Homeyer, National Federation of Independent Business state director, and Mark Nix, executive director of the Homebuilders Association of S.C.

During the Great Recession of 2008, South Carolina borrowed nearly \$1 billion from the federal government to provide unemployment benefits. After the loan was paid off in 2015, the state Legislature passed a law requiring the Department of Employment and Workforce to rebuild the trust fund within five years to a level that will fund potential future benefits without borrowing money.

"More than 70,000 businesses are paying less in taxes now than under the old structure," Stanton said. "That shows how far we have come with this process."

Varner said the tax reduction will incentivize employers to hire more people, but also invest

in capital improvements around the state.

"The growth rate in South Carolina has been nothing short of phenomenal. We're going right to the top in South Carolina," McMaster said. "Businesses are growing in the state, entrepreneurs and innovation are on the rise, and big companies from around the world are fascinated with South Carolina. They're all saying the same thing: This is best place for prosperity and growth in the United States."

Homeyer was impressed with the responsibility with which the trust fund has been rebuilt and rates have been lowered.

"The numbers show hiring is going on in the state and money is going back into small businesses," Homeyer said.

Nix said the tax reductions put money back in the pockets of all workers.

"The unemployment rate is the lowest it's been since 2001, we have the most people employed in the state than we ever had, and taxes just went down," McMaster said. "That's a pretty good path to be on."

Stanton said DEW currently has the new tax structure on its website and the agency will mail the rate structure to businesses next week so they can begin budgeting and planning for 2018.





Serving South Carolina
for over 70 years
with quality forestry
equipment, parts & service

CONWAY, SC
(843) 397-9400

WALTERBORO, SC
(843) 538-3122

NEWBERRY, SC
(803) 276-8030

POLKTON, NC
(704) 272-7685

ELIZABETHTOWN, NC
(910) 247-6391

TIDEWATER EQUIPMENT COMPANY

featuring:

Tigercat
Tough • Reliable • Productive



PROUD SUPPORTERS OF THE SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION





Pioneer
South Carolina

Blanchard

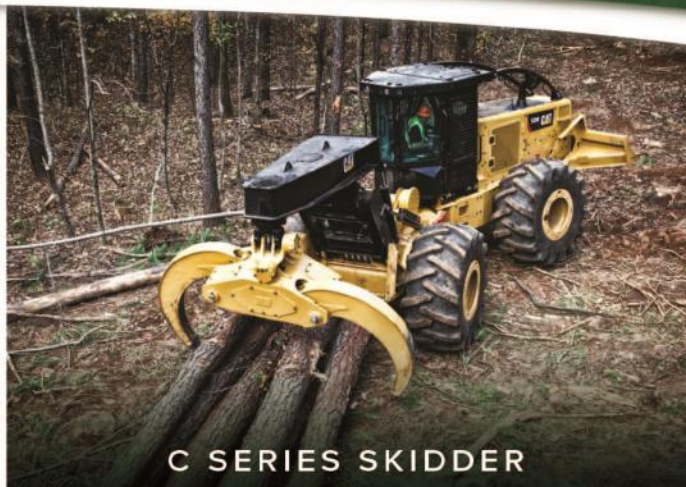


YOUR SOURCES FOR NEW AND USED FORESTRY EQUIPMENT

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



553C FELLERBUNCHER



C SERIES SKIDDER



5900 PETERSON



4750 GRINDER



Peterson
an Astec Industries Co.



COLUMBIA • FLORENCE • GEORGETOWN • SIMPSONVILLE • WALTERBORO



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



Interstate

TIRE SERVICE

Pelzer,

South Carolina

888-641-6058



K516 Model,

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

K516 Model,

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

All Tires Are
Smart Way Approved



ah13rn



ag57dh



K216 Model

295/75R22.5 • 19/32nds

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



*While Supplies Last



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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

IS YOUR INSURANCE COMPANY WILLING TO GET ITS BOOTS MUDDY?



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

For more information
contact Art Laney today!

Office: (803) 451-5831

Cell: (803) 530-9010

alaney@hrinsurance.com

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



Proud Sponsor Of The
American Loggers Council

Hawkins Rawlinson

INSURING THE FOREST PRODUCTS INDUSTRY

140 Stoneridge Drive, Suite 255 Columbia, SC 29210



ENGINEERED TO DOMINATE THE HARSHTEST CONDITIONS.

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



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



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



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

EPA AIMING TO YANK GLIDER KITS FROM GHG/MPG RULE

October 31, 2017

By David Cullen, HDT Truckinginfo



The new rules as written call for allowing glider kits only for their original purpose, which was seen as reclaiming powertrains from wrecked trucks and reusing them in new bodies and chassis. This restriction is to become effective in January of 2021.

Back on August 17, EPA Administrator Scott Pruitt announced that the agency would address concerns about the GHG Phase 2 rules raised by stakeholders in the trailer and glider industries by initiating “a rulemaking process that incorporates the latest technical data and is wholly consistent with our authority under the Clean Air Act.”

As far as trailers go, a court decision has outpaced any reform action by EPA. On Oct. 27, a court granted a motion by the Truck Trailer Manufacturers' Association that sought to stay the trailer provisions of the GHG rule until ongoing litigation regarding the rule ran its course and the agencies that jointly promulgated the rule (EPA and the National Highway Transportation Administration) determined their course of action.

That court ruling only pertains to the conflict over trailers, but now EPA has moved forward on its stated intention to strip the glider kit restriction out of the Obama-era GHG rule by initiating a highly targeted rulemaking.

According to the White House Office of Management and Budget, on Oct. 20 it received the proposed rule to repeal the glider, RIN #2060-AT79, titled “Repeal of Emission Requirements for Glider Vehicles, Glider Engines, and Glider Kits.” However, the OMB

website indicates that the rule’s text cannot be viewed as it “has not been published in a Unified Agenda” yet.

Though glider kits account for a small percentage of total new truck sales, the older-model diesel engines they are powered by produce far more exhaust emissions than current engines, contended EPA during the Obama administration.

At the time, the agency had become concerned at a surge in sales, from a few hundred per year 10 to 20 years ago to more than 20,000 in 2015. Most of those were highway tractors, and were undisguised efforts to get around modern emissions limits and the expensive engines needed to meet them, the agency claimed.

As currently written, the glider kit restrictions will phase out gliders over the next four years. Beginning this January, volume production and sales of gliders using “pre-emission” diesels will be greatly curtailed. But low-volume builders, including individual truckers, may continue to buy and assemble glider kits using older engines until 2021.

For major truck makers, the battle over glider kits may amount to fighting the last war and therefore it is a conflict they may well prefer to sit out. Consider what Daimler Trucks North America President and CEO Roger Nielsen told HDT recently about glider kits. “Regardless of what happens with the glider rule, we’re going to keep to the [Phase 2] rules we agreed to. We have moved on, so in our business plans, we took it as certain that this would happen. That phase-out of gliders, that’s our course.

Nielsen added that “it’s interesting to watch the discussion,” noting that there are “not too many left providing gliders. There are certainly cases where customers need remanufactured engines to help replace wrecks, but the direction we are taking, and [at this point] still is the rule, that’s the path we’re going to take.”

HDT's Deborah Lockridge and Tom Berg contributed to this report.



EPA PROPOSAL TO EXEMPT GLIDERS FROM GHG REGS DRAWS CRITICISM IN HEARING

December 04, 2017

By Deborah Lockridge, HDT Truckinginfo

A public hearing in Washington, D.C., Monday, was scheduled to gather comment on the EPA's recent proposed rulemaking to eliminate provisions affecting glider kits within the Phase 2 Greenhouse Gas Emissions and Fuel Efficiency Standards, which start to take effect in January.

The Phase 2 rules as written would allow glider kits only for their original purpose, which was seen as reclaiming powertrains from wrecked trucks and reusing them in new bodies and chassis. But the EPA announced earlier this fall a proposal to drop the glider kit portion of the regulation.

Rachel Muncrief, the heavy-duty program director for the International Council on Clean Transportation and a participant in Monday's hearing, called them "zombie trucks," writing in a recent blog post, "Scott Pruitt's EPA is bringing the oldest and dirtiest diesel engines back from the dead—but disguising them in a shiny new host body. How? In the form of the innocuous-sounding glider truck."

More than 60 people signed up to testify at the hearing. Not just environmental groups, but also representatives from the trucking industry, including speakers from Volvo, the Engine Manufacturers Association, the American Trucking Associations, and the Heavy Duty Fuel Efficiency Leadership Group.

The EPA's proposal to undo the glider kit portion of the GHG regs "would undermine investments made in the industry, encourage the use of older, less efficient technologies, and increase smog-forming pollution that harms public health," said Pat Quinn, executive director of the Heavy Duty Fuel Efficiency Leadership Group. This "informal alliance" of companies involved in trucking, including Cummins, Eaton, FedEx, PepsiCo, Wabash National and Waste Management, supports the development of national fuel efficiency and greenhouse gas emission regulations for heavy-duty vehicles.

"Truck and engine manufacturers over the past 10 years have made enormous investments in sophisticated

emission control technologies to comply with current emissions standards," Quinn said. "If EPA's proposed repeal of emission requirements for gliders has the anticipated effect of expanding glider production, truck and engine manufacturers will face a significant competitive disadvantage."

Dueling data

Quinn was one of a number of speakers citing EPA's own data. That data, he said, "suggests that gliders have become much more common since 2010, when the agency's latest heavy duty NOx standard took effect, with 'significantly over' 10,000 vehicles in 2015. The agency's data also indicate that 'nearly all engines for recent glider production' are MY 1998-2002 that are not equipped with exhaust gas re-circulation (EGR), which lowers NOx emissions. The re-use of

these older powertrains in glider kits also produces elevated levels of PM emissions that significantly exceed current standards and currently certified OEM products. Based upon recent EPA data, glider vehicle NOx levels are four to 40 times higher than current powertrains and PM levels are 50 to 450 times higher."

Dave Cooke, senior vehicles analyst for the Union of Concerned Scientists, also spoke at the hearing. In a blog post published before the hearing, he discussed the research being used in this rulemaking process.

He criticized research submitted by Fitzgerald Trucks, the glider kit manufacturer reportedly behind the push to take glider kits out of the rule. "The tests were paid for by Fitzgerald and conducted using Fitzgerald's equipment in Fitzgerald's facilities," Cooke said. "The results of the tests were incomplete and indicated that the work was sub-standard." Among the shortcomings, he said, were that researchers did not use industry standard testing procedures; did not take samples of soot during testing but only "visually inspected" test probes; and did not test under "cold start" conditions when engines put out the most pollution.

Meanwhile, he said, higher quality data was recently published from EPA testing. "According to the test results, it appears that these engines actually exceed the legal limits they were initially designed for. This means that the "special programming" of the engine Fitzgerald claims to do to the engines may result in greater fuel economy, but it means greater pollution, too," Cooke writes.

(Continued on page 22)



(Continued from page 21)

More concerns

Quinn of the Heavy Duty Fuel Efficiency Leadership Group also emphasized the importance of national regulations, saying the group was concerned that repealing the glider provisions “could lead to an inconsistent patchwork of federal and state requirements, producing uncertainty for truck and engine manufacturers and fleets.”

California, of course, would be the most likely state to implement its own rules, and if so, it could be followed by others. Indeed, the California Air Resources Board spoke at the hearing as well. “This illegal effort by EPA will open the floodgates to allow unlimited numbers of old and dirty trucks to pour onto our streets and highways masquerading as brand new clean trucks,” said Steve Cliff, CARB deputy executive officer.

“The proposed repeal would legitimize the actions of the glider industry, which ... has been blatantly circumventing emission control requirements and undermining the vast majority of businesses that play by the rules and clean up their trucks.”

Cliff and others also said repealing the glider requirements would also be in violation of the federal Clean Air Act. Excluding glider vehicles from the definition of “new motor vehicle,” he said, is inconsistent with the fact that glider vehicles are being manufactured, marketed, and sold as “new” vehicles.

The Diesel Technology Forum, which promotes “clean diesel,” issued a statement on the occasion of the hearing, noting that “the greatest benefits for the environment and for trucking customers lie in the adoption of the new generation of clean diesel technology, which would be slowed if the current requirements regarding glider vehicles were changed.”

“Almost 3 million heavy-duty diesel commercial vehicles introduced in the U.S. from 2011 through 2016 are now on the road, powered by the latest generation clean diesel engines. These trucks have delivered important benefits in the form of cleaner air, fewer carbon dioxide emissions and dramatic fuel savings,” said Allen Schaeffer, DTF executive director. “Over a five-year period, the newest generation commercial vehicles have saved 4.2 billion gallons of diesel fuel, and reduced 43 million tons of carbon dioxide (CO₂), 21 million tons of nitrogen oxides (NO_x) and 1.2 million tons of particulate matter (PM).”

This ICCT graphic shows per-mile emissions of glider vehicles vs. EPA-2010 trucks. Results derived from testing conducted by EPA's National Vehicle & Fuel Emissions Laboratory. Results reflect a 95% weighting of highway activity and 5% weighting of transient activity for a test vehicle with a combined weight of 60,000 pounds.

Per-mile emissions of glider vehicles versus 2010 compliant vehicles

PM_{2.5} (milligrams per mile)



NO_x (grams per mile)





AN EXPERIENCE-DRIVEN UNDERSTANDING OF THE FOREST INDUSTRY

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



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

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

FM: Workers' Comp Program endorsed by:

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

Forestry Insurance Specialists:

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



801 Jones Franklin Rd. ◆ Raleigh NC 27606

www.forestrymutual.com

Toll-free: 800-849-7788

Proudly serving NC, SC, VA, TN & GA

How Do You Decide Whom To Marry?

Responses By Kids

We All Need A Little Enlightenment



1. HOW DO YOU DECIDE WHOM TO MARRY?

You got to find somebody who likes the same stuff. Like, if you like sports, she should like it that you like sports, and she should keep the chips and dip coming.

-- Alan, age 10

No person really decides before they grow up who they're going to marry. God decides it all way before, and you get to find out later who you're stuck with.

-- Kristen, age 10

2. WHAT IS THE RIGHT AGE TO GET MARRIED?

Twenty-three is the best age because you know the person FOREVER by then

-- Camille, age 10

3. HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?

You might have to guess, based on whether they seem to be yelling at the same kids.

-- Derrick, age 8

4. WHAT DO YOU THINK YOUR MUM AND DAD HAVE IN COMMON?

Both don't want any more kids.

-- Lori, age 8

5. WHAT DO MOST PEOPLE DO ON A DATE?

Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough.

-- Lynnette, age 8 ... Isn't she a treasure!!

On the first date, they just tell each other lies and that usually gets them interested enough to go for a second date.

-- Martin, age 10

6. WHEN IS IT OKAY TO KISS SOMEONE?

When they're rich.

-- Pam, age 7

The law says you have to be eighteen, so I wouldn't want to mess with that.

-- Curt, age 7

The rule goes like this: If you kiss someone, then you should marry them and have kids with them. It's the right thing to do.

-- Howard, age 8

7. IS IT BETTER TO BE SINGLE OR MARRIED?

It's better for girls to be single but not for boys. Boys need someone to clean up after them.

-- Anita, age 9 ... Bless you child!

8. HOW WOULD THE WORLD BE DIFFERENT IF PEOPLE DIDN'T GET MARRIED?

There sure would be a lot of kids to explain, wouldn't there?

-- Kelvin, age 8

... and, the # 1 Favorite is ...

9. HOW WOULD YOU MAKE A MARRIAGE WORK?

Tell your wife that she looks pretty, even if she looks like a dump truck.

-- Ricky, age 10

Just a note: The ole saying is something like this ... Out of the mouths of babes... Comes the truths. Like it or not... but that is really something to consider... and ... it's probably the truth!!



November 2, 2017

CONTACT: Zoltan van Heyningen
zoltan@uslumbercoalition.org | 703-597-8651

FOR IMMEDIATE RELEASE

Final Determination of AD and CVD a Positive Step Forward for the U.S. Lumber Industry

WASHINGTON, DC – Today, the U.S. Department of Commerce announced the final determination of antidumping and countervailing duties on imports of Canadian softwood lumber products into the United States. The U.S. Lumber Coalition fully supports this development as it will proportionally counter the unfair subsidies that the Canadian government provides its lumber industry in abuse of U.S. trade laws.

“We are pleased the U.S. government is enforcing our trade laws so that the U.S. lumber industry can compete on a level playing field,” said U.S. Lumber Coalition Co-Chair and Co-President of Pleasant River Lumber Company, Jason Brochu. “The massive subsidies the Canadian government provides to their lumber industries have caused real harm to U.S. producers and their workers. With a fair-trade environment, the U.S. industry, and the 350,000 hardworking men and women who support it, have the ability to grow production to meet much more of our country’s softwood lumber demand.”

Additional information and background:

The combined final determination rates as announced by the U.S. Department of Commerce are: Canfor 22.13 percent; Resolute 17.90 percent; Tolko 22.07; W. Fraser 23.76 percent; Irving 9.92 percent; All Others 20.83 percent.

In April, the U.S. Department of Commerce ruled that Canada subsidizes softwood lumber production, distorting the U.S. softwood lumber market to the detriment of U.S. sawmills, their employees and communities. The U.S. Lumber Coalition’s statement can be found [here](#).

Additionally, in June, the U.S. Department of Commerce ruled that exporters from Canada have sold softwood lumber to the United States at less than fair value based on factual evidence provided by the interested parties. The U.S. Lumber Coalition’s statement on the antidumping duties can be found [here](#).

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 underpricing of timber on government-owned lands. For more information, please visit the Coalition’s website at www.uslumbercoalition.org.

FIVE NATIONAL PRIORITIES BUILD ON LEGACY, GUIDE AGENCY FORWARD

October 27, 2017

Leadership Corner – Chief’s Message to
USFS

U.S. Forest Service Chief Tony Tooke

Since becoming Chief, I have frequently been asked about my vision for the Forest Service, as well as our immediate priorities. In this column, I’ll share my responses to these questions, then I will pose a couple of questions and ask for your feedback.

First, I want you to know that I expect us to remain the preeminent land management agency in sustaining the health, diversity, and productivity of the Nation’s forests and grasslands to meet the needs of present and future generations. The Forest Service today is the same great organization it was when I started my career as a GS-2 cooperative education student in south Mississippi. And, even though demands have changed with the times over the course of our 112-year history, the American public has always needed us to help provide clean water, clean air, forest and rangeland products, mineral and energy resources, jobs, quality habitat for fish and wildlife, exceptional recreational opportunities, and memorable experiences. As we have evolved, however, they also need us to serve those who depend on our knowledge and support, such as scientific communities, State agencies, and private forest owners. Citizens in local communities also need us to be good neighbors, offering our best service and contributing to their economic stability and quality of life. I wholeheartedly believe we can do the same for both today’s generations as well as those of the future.

With the rise of extreme events like wildfires, floods, drought, insect and disease outbreaks, and invasive species, the conditions of the Nation’s forests and grasslands demand pressing, consistent attention. At the same time, we are seeing increasing needs for benefits from forests, rangelands and natural resources. We must increase results and outcomes on the ground to improve the condition

of forests and grasslands, to make them healthier and more resilient to extreme events, and to respond to these public needs. Our continued credibility and citizen support depends on our progress.

The five national priorities I name today align with both Secretary Perdue’s seven Strategic Goals for USDA for the next five years and the USDA Forest Service’s Strategic Plan: FY 2015-2020. Collectively, these priorities will guide essential work we must perform to respond to the needs and challenges faced by our forests and grasslands and demands from citizens. These priorities emerged from my conversations with employees in recent years, what I heard from citizens and stakeholder groups, and what I, personally, have observed. Most are not new—we are building on our progress and past efforts. But there is greater urgency around them, and we must redefine what equates to success within them.

Five Priorities for Our Work

These five national priorities do three things: They give urgency and focus to critical needs; help foster the work environment we want for our employees; and set expectations for the manner in which we accomplish our work with citizens, partners, volunteers, and each other.

1. Uplifting and empowering our employees through a respectful, safe working environment.

I have enormous respect and admiration for the work every employee does. I am committed to ensuring our work environment is safe, rewarding, respectful, free of harassment, and resilient—that every one of you works in an environment where you are recognized and valued for your contributions. I want every employee to be empowered to continuously improve our work.

2. Being good neighbors and providing excellent customer service.

We will work with efficiency and integrity with a focus on the people we serve. I envision a broad, diverse coalition for conservation, working across boundaries and using all authorities available to us. We have a backlog of special use permits, range

(Continued on page 27)



(Continued from page 26)

allotment work and deferred maintenance and other needs to address. To increase customer service, we must understand customer requirements, expand our use of best practices, apply innovative tools, and address barriers that get in the way of doing good work. Each and every visitor, forest or grassland user, contractor, partner, cooperator, permittee, volunteer, and citizen deserves our very best service.

3. Promoting shared stewardship by increasing partnerships and volunteerism.

We can't do this alone and only on National Forest System lands. It takes others to help us make a difference on the whole landscape. We will work with all citizens—from rural and urban communities—as we pursue the work in front of us. Strengthening and expanding partner and volunteer programs around shared values is critical for a sustainable future.

4. Improving the condition of forests and grasslands.

About 80 million acres of the National Forest System are at risk from insect disease and wildfire. About one-third of these lands are at very high risk. Drinking water, homes, communities, wildlife habitat, historic places, sacred sites, recreation opportunities, and scenic vistas are among many of the values at risk of loss. Having sustainable, healthy, resilient forests and grasslands in the future depends on our ability to increase work on the ground and get increased outcomes. We will use all management tools and authorities available to us to improve the condition of our forests and rangelands. Improving the National Environmental Policy Act (NEPA) environmental analysis and decision-making processes will help us increase our capacity and ability to improve the condition of forests and rangelands. This work will also restore ecosystem function, deliver dependable energy, provide jobs and economic benefits for rural communities, and be responsive to the American taxpayer.

5. Enhancing recreation opportunities, improving access, and sustaining infrastructure.

Most Americans experience the national forests and grasslands through recreation activities. Although these lands offer some of the most valued

outdoor recreation settings in this country, the settings and visitor experiences are increasingly at risk. Deteriorating recreation facilities and roads, eroding trails, and increasing user conflicts pose numerous challenges and a decline in the quality of the visitor experience. Currently, we can only maintain to standard half of our roads, trails, facilities, and other components of our infrastructure. Access to the National Forest System is more limited. We will take steps to address these challenges and create more enhanced, sustainable recreation opportunities, access, and infrastructure to better meet the needs of visitors, citizens, and users.

NEPA environmental analysis and decision-making improvements can help us achieve goals and objectives for enhanced recreation, improved access, and a more sustainable infrastructure.

This is the work before us. Please understand, I am not asking you to do more with less. To achieve this work, we will focus on the highest priority assignments. We will learn to work differently to accomplish our goals and ease the pressures on our workforce. I frequently hear about multiple, changing demands that put a strain on employees. I am aware of unnecessary processes that block your ability to do priority work. My aim and commitment is to lift burdens that weigh on employees and remove barriers that get in the way. I will work to better equip you and empower you. This is more essential than ever when we must optimize the diverse talents and skills of every employee, avail ourselves of every resource and authority, and make the most of every dollar.

My questions for you are: What do you see standing in your way? What are you experiencing that we can collectively learn from?

In the coming weeks, I will ask you to share your thoughts and ideas. I look forward to hearing from you and addressing them in future columns. I will also be sharing more details about these five priorities and how we will measure and maintain progress.

In the meantime, thank you for all of your hard work and efforts to successfully deliver the agency's mission. I look forward to rolling up my sleeves and working with you to increase our capacity to accomplish work on the ground, deliver customer service, and better respond to the pressing needs of our day.

PALMETTO STATE INSURANCE AGENCY, LLC

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

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



Circle of Excellence Partner
BITCO INSURANCE COMPANIES

BEST COVERAGE IN THE WOODS
803-785-7742

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



Sustainable Growth & the Future of Forested Watersheds

Mixed Land Use Watersheds in the Piedmont Vulnerable

By Sarah Farmer, USDA US Forest Service Southern Research Station - Science Communications
December 7, 2017

Forests provide high quality and dependable supplies of surface water. More than 19 million people in the Southeast get at least some of their drinking water from national forests, as U.S. Forest Service research revealed.

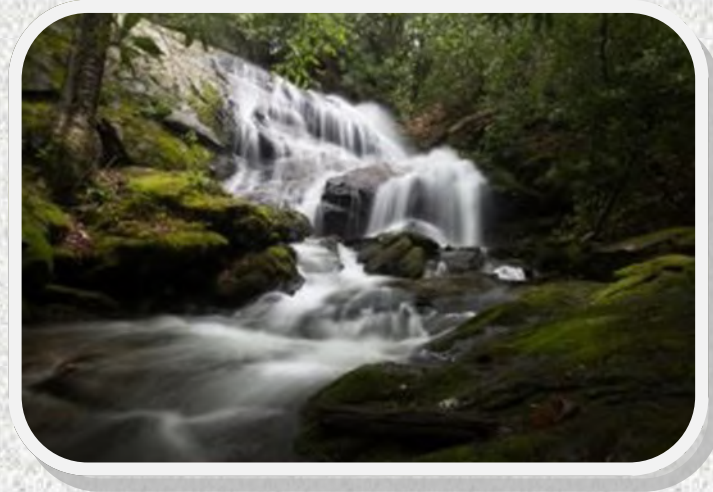
However, most forest land in the Southeast U.S. is privately owned. Such land could be converted to other uses in the future.

“Some models project that urban land uses in parts of the Southeast will double by 2060,” says James Vose, a project leader at the SRS Center for Integrated Forest Science.

“Average annual temperatures are projected to increase by 2 to 4 degrees Celsius,” says Vose. “Precipitation projections are much more uncertain, but many of the models project greater variability; that is, dry years become drier and wet years become wetter.” Understanding how such changes could impact water supplies has been a major challenge.

Vose is part of an interdisciplinary research team devoted to untangling the potential impacts. The team recently published initial findings in the journal *Ecohydrology*. Katherine Martin, a research fellow with the Center and an assistant professor at North Carolina State University, was the senior author of the study.

The scientists modeled three watersheds in the Yadkin–Pee Dee River Basin, which stretches from the mountains of Virginia to the coast of South Carolina. The basin, which drains over 7,000 square miles, includes major cities, including much of the Charlotte metropolitan area.



Forested watersheds provide clean drinking water to millions of people.
Photo by Sarah Farmer.

The Yadkin–Pee Dee River Basin is part of the Piedmont region, which is growing quickly. Over the next 40 years, up to 20 percent of Piedmont forests could be replaced with varying intensities of development. The changes could have profound impacts on water supplies.

“Research team members John Coulston and David Wear developed a new model for projecting future land use patterns at small spatial scales,” says Vose. “The model allows us to understand how

(Continued on page 30)

(Continued from page 29)

fine-scale land use patterns impact hydrologic processes and provided information at scales small enough to be useful for city planners and other decision makers.”

“The full range of possible futures is difficult to capture in one analysis,” says Vose. “However, our approach that combines future land use scenarios and climate projections with a detailed ecohydrological model can show where the impacts may be greatest.”

The scientists modeled watersheds that represented a range of land uses, from urban to heavily forested.

In the future scenario where timber prices are low, the land use model projected that more forest would be converted to other land uses. In scenarios where timber prices are higher, the results suggest forest loss would still occur, but at a slower pace.

“In every land use scenario we tested, we found that losing forests will affect water resources,” says Vose. “We found that mixed-use watersheds were especially vulnerable to forest loss”

When impervious surfaces replace forests, rain does not seep into the soil – it runs off the surface and into storm drains and streambeds. High flows can become more common.

“Increasing drought will reduce water availability in some years,” says Vose. “However, as forest cover is reduced, water managers should also anticipate periods much higher flows in extremely wet years.”

Water managers and city planners can use the model to see where forest loss might have the greatest impact. Knowing which forests are vulnerable can help guide management and policy responses.

“Sustainable growth is possible,” says Vose. “One option is to focus on conserving forest land uses in areas that are the most vulnerable to forest loss and climate change.”

LARGEST SALVAGE YARD IN SOUTHEAST



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



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



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

DISMANTLING DAILY

CAT

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

BARKO

160B, 160B, 275B & 775B

FRANKLIN

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

HYDROAX

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

JOHN DEERE

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

PEERLESS

2770

PRENTICE

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

TIGERCAT

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

TIMBERJACK

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

TREEFARMER

C6D & C7F



Andrews Tire Service

*309 N. Morgan Ave. Andrews SC
29510*

(843) 264-5269 or toll free 1-877-264-5269



*Primex ♦ Goodyear ♦
Westlake ♦ Firestone*

PINNACLE
SALES • PARTS • SERVICE
We Know Trailers

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

CHIP TRAILERS • LIVE FLOOR

LOG TRAILERS • LOWBOYS

New & Used Stock

Parts & Service



Inventory updated daily
www.pinnacletrailers.com



Will Your Next Employee Come from the U.S. Military?

Eric Kingsley | FRA Northeast Region Coordinator

Many employers in the forest industry are looking for workers who can show up on time, follow procedures, and pass a drug screening test. At FRA's Fall Board Meeting we heard from two speakers who made a case for finding these employees by seeking out veterans of the United States military.

In October, Lt. General Howard Bromberg (Retired) and Lieutenant Colonel Keith Wilson spoke to FRA's Supplier-Consumer Relations Committee about the strengths and capabilities that veterans bring to the workforce, and how our industry can connect with this underutilized resource.

What I learned from their talk:

- Only about two in 10 high school graduates are qualified to join the armed forces. While this is a significant problem for the military, it also means that individuals leaving the service are a select set of individuals and part of a high-quality workforce.
- Veterans are a good fit for private sector employment not only because of their skill sets and training, but also because they are experienced leaders who have been provided the opportunity to build leadership and management skills.
- When you hire a military veteran, you get someone who:
 - ✓ Has developed a habit of showing up on time
 - ✓ Is used to high standards
 - ✓ Is accustomed to responsibility and accountability
 - ✓ Has a desire for self-improvement
 - ✓ Is experienced working with a team
 - ✓ Has passed drug tests – not only at the time of enlistment, but at random intervals throughout their service
- Most veterans leaving the service do not have experience in the civilian workforce, and all parties benefit by recognizing and addressing this. It may be helpful to assign someone (a



veteran, if at all possible) to work with newly hired veterans to help them understand issues such as health care choices, expense forms, corporate policies, and other issues they may not have dealt with during their time of military service. This may be less of an issue at smaller firms common in the forest industry, but is still something for employers to be prepared to address.

- The military has trained individuals in many areas of interest to our industry, including:
 - ✓ Truck driving
 - ✓ Engine repair and maintenance (including diesel engines)
 - ✓ Heavy equipment operators
 - ✓ Drone operators
- The military has many ways to help companies find, hire and integrate service members into the private sector workforce. These include:
 - ✓ The Soldier for Life program, designed to help companies and industries establish veteran's programs
 - ✓ The Career Skills Program, which allows on-the-job training through an internship or apprenticeship during a soldier's last 180 days of service
 - ✓ Through a partnership with the US Chamber of Commerce, the Hire Our Heroes job fairs allow companies to connect with veterans

As the forest industry nationwide looks for new employees and leaders, the U.S. military provides a fantastic resource of trained and qualified individuals. FRA will continue to look for ways to connect our members with veterans, building a strong and experienced pool of talent in the forest industry supply chain.

Wisconsin & Upper Peninsula Michigan Loggers' Trucks Help in Hurricane Cleanup

Dozens of logging trucks from northern Wisconsin and the Upper Peninsula of Michigan have headed to Texas and Florida to aid in the cleanup and recovery in hurricane-ravaged areas.

The trucks, outfitted with telescoping arms that have giant metal claws, are designed to lift, load and haul 3,000-pound logs. The trucks also do a fine job clawing, loading and hauling hurricane debris, said Henry Schienebeck, executive director of the Great Lakes Timber Professionals Association, based in Rhineland.

"We've got members who are down there now, and they figure they aren't going to be back until sometime in April or May," said Schienebeck, whose industry is among several that have been, or may be, called on to aid in the hurricane recovery efforts. "They just have tons and tons of stuff to move down there."

"There are a lot of log trucks from Wisconsin and Michigan headed down to Florida," he added. "The guys who are going down there ... I'm glad they can be of service to try to help those people get back on their feet a little bit faster."

Schienebeck said he knows of at least 40 to 50 trucks from GLTPA members that were sent to hurricane-damaged areas. The loggers are paid for each yard of debris they clear and haul to landfills.

Max Ericson, owner of Ericson Logging Inc. in Minong, said one of his trucks is headed to Texas this week "to help clean up the mess." His truck will join up with crews from another GLTPA member who are already clearing debris in Texas and said they could use more help.

"They'll be running seven days a week, 12 hours a day, the way they're talking," Ericson said. "One of our young drivers is going."

Schienebeck said a friend of his also is working in Texas with a logging truck. "I talked to him and he said, 'You pull in there and everything looks normal. But then you see that all the stuff from the houses is on the curb,' Schienebeck said. "So they have to pick all that up and haul it, then they have to come back, and they have to tear the house down because the water was up to the second floor." The remains of the houses have to then be hauled away. Eventually, those houses will need to be repaired or rebuilt.

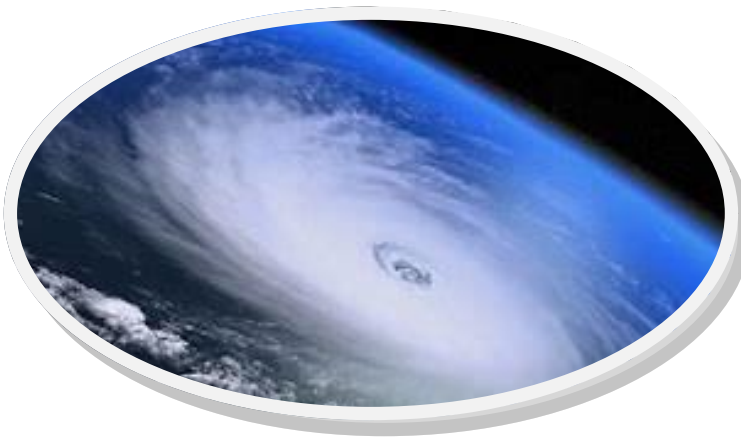
Central and northern Wisconsin are likely to play a role in that process, too. That region of the state is home to a large concentration of door, window and other construction material manufacturers.

A check with several of those companies shows they are carefully watching the situation, but as of now really don't have much of an idea how their business might be affected.

At this point, "there's not even any reliable count," of how many buildings were damaged or destroyed across Texas, Florida and Puerto Rico, said Michael O'Brien, president and CEO of the Window and Door Manufacturers Association, a trade group with offices in Washington, D.C., and Chicago.

"We've never had three (major hurricanes) right in a row," hit the U.S. and/or its territories, he added. "It's going to be months" before the full extent of the damage is tallied, he said.

Hurricane Harvey made landfall in Texas on Aug. 25. Hurricane Irma made landfall in Florida on Sept. 10. Then, Hurricane Maria made landfall in Puerto Rico on Sept. 20. All three storms were considered major hurricanes with estimated wind speeds of 130 to 156 mph.





Planning and Communications in the Wood Supply Value Chain: An Enduring Opportunity

By Steve Carruth, Executive Director for the Wood Supply Research Institute

In 2002, the Wood Supply Research Institute (WSRI), in collaboration with Virginia Tech (VPI), published its first study on the subject of planning and communication in the wood supply chain. In later years, WSRI revisited this important subject with additional studies. As part of a series of articles summarizing past and still-relevant WSRI work, the following observations from the VPI project are presented. Based on conversations with many WSRI members, challenges remain in the efficient management of wood supply that can be addressed with robust, targeted planning and communication. Wood consumers, wood dealers, loggers, and forestland managers may find value in refreshing their familiarity with WSRI's third project.

Finding 1

Planning in the wood supply process is primarily reactive rather than proactive, resulting in extremely short planning horizons for many key segments of the wood supply value chain. Frequent short-term changes in delivery schedules, inventory targets, and wood specifications drive numerous upstream constraints and inefficiencies.

Lessons Learned

Conversations with WSRI members suggest that while the above findings remain true across many local wood supply systems, there are organizations that plan and communicate with net positive results. This suggests that attention to the information in this VPI report can bring value.

Take Action

The Executive Summary in the VPI report does a good job of highlighting key findings and opportunities. A table on page 17 of the report presents a ma-

trix of opportunity and value. Access the full report on the WSRI website at www.wsri.org.

Finding 2

Enhanced communications technology in the form of cell phones et cetera can actually reduce planning horizons, the opposite of what is recommended. Quantity of communications threatens quality. Micro-management is occurring in some areas as consumers adopt and use these technologies to actively control daily (rather than weekly or monthly) wood flows. Also communication up the management chain is very rare. Consumer upper management doesn't interface much with the supplier community.

Lessons Learned

It is increasingly well documented that the speed and ease of messaging in the modern world does not necessarily correlate with substance or even accuracy of communications. Also, the VPI study was done before much of the vertical de-integration in the forest products industry occurred. The finding that suggests little interaction between consumer upper management and suppliers may be true today with another WSRI membership segment, Woodland Owners.

Take Action

A key recommendation from this report is to lengthen the planning horizon and put more substance into the information that is being shared. Communication needs to flow both up and down the chain. Do not mistake a quick phone call or text with a plan. Do what you can to facilitate a positive connection between corporate decision makers and the folks who make wood supply happen.



Too much reliance on quick, last minute cell phone calls can be counterproductive. There is no substitute for detailed planning and communications.

(Photo courtesy of Rick Meyer, FRA.)

(Continued on page 35)

Finding 3

Delivery rates often ignore a critical element in the models and calculations that set them, i.e. actual production. Related to that, logger business decisions that lead to “capacity creep” are not always shared or negotiated with consumers and/or land management organizations.

Lessons Learned

Viable pricing demands attention to production capacity utilization. The many drivers of production, e.g. equipment mix, labor availability, trucking distance, tract characteristics, quota, et cetera are generally well known. In the end, what matters most when it comes to piece rate pricing is weekly, monthly, and annual production relative to targets that leave room for profit.

Take Action

Set, communicate, and mutually track production targets. Mutually take steps throughout the year to stay on or above production target lines. Whenever possible, suppliers should discuss business decisions that will lead to capacity creep with their markets and others who impact their production. Develop wood supply relationships based on quality and trust and value them when you have them.

Finding 4

Surprise! Suppliers in the VPI report suggested that trucking was mismatched with woods production 40 percent of the time or more. Over 25 percent of the mismatch was attributed to too much variation in trucking distance and a lack of adequate trucking supply.

Lessons Learned

Short and reactive notice on market demand and which tract to cut next are parts of this problem.

Take Action

Lengthen the planning horizon. Keep trucking capacity in mind when allocating tracts for harvest. Support initiatives that seek to improve the quality and allocation of trucking assets.



Create and discuss options for tract moves, markets, haul distance, etc, as far in advance as possible.

(Photo courtesy of Rick Meyer, FRA.)

Finding 5

Seventy-one percent of consumer employees interviewed estimated that suppliers commonly have less than one week of advance notice on which tract they would likely move to next. This information included location, volume, and markets.

Lessons Learned

Short lead times of this nature reduce the ability of loggers/suppliers to plan in terms of expenditures and resource allocation. They also reduce the consumer’s ability to coordinate purchase volumes with inventory. Other research on the subject of tract moves indicates that many moves would become unnecessary with better planning and communication.

Take Action

Repeat – Success requires planning, communication, and lead-time. By way of support systems, modern geospatial mapping and database tools offer a lot of opportunity when it comes to managing stumpage portfolios, including tract allocation based on common sense, easy-to-document parameters.

The VPI report ends with interesting anecdotes from the numerous interviews held with suppliers, consumers, and wood dealers. Read with an open mind, there is plenty for today’s soul searchers within the wood supply value chain to contemplate.

Go to WSRI.org for more information on factors that affect the wood supply value chain.

COLUMBIA REGIONAL BUSINESS REPORT

WestRock Co. to invest \$410 million in Florence County mill

Columbia Regional Business Report

November 17, 2017

Paper and packaging solutions provider WestRock Co. will invest \$410 million during the next two years in its Florence County kraft linerboard mill.



Improvements will include the installation of a state-of-the-art linerboard machine and related equipment that will replace three older machines. The new machine will produce approximately 710,000 tons of kraft (virgin pulp) linerboard annually, the company said.

“This investment will make our Florence mill a state-of-the-art manufacturing facility, sustaining good manufacturing jobs and promoting the long-term success of the mill,” WestRock CEO Steve Voorhees said in a statement. “The support of the Florence County Economic Development Partnership and the S.C. Department of Commerce helped make this investment possible and is greatly appreciated.”



WestRock will also invest \$60 million during the next five years to support the new machine and other projects at the mill, where a modern woodyard was recently completed.

The company expects the new equipment to begin operating in the first half of 2020.

“WestRock supports hundreds of jobs in Florence County and remains one of our top employers,” said Florence County Council chairman Kent Caudle. “We are very pleased that this company will continue to be an important part of Florence County's economy.”



SCTPA license plate on B & D Logging's new Peterbilt truck



B & D Logging, Inc., Pickens, SC, took advantage of the American Loggers Council / SCTPA Member Rebate Program to purchase this new 2017 Peterbilt truck from SCTPA Allied Supplier member, The Pete Store in Piedmont, SC.*



*As an active SCTPA member, you are a member of the American Loggers Council. Active logger, trucker and/or truck owner members can participate in this Peterbilt program. SCTPA must verify member status and send verification to the dealer.





19th SCTPA Annual Meeting

SCTPA is excited about our 19th Annual Meeting to be held February 9 – 11, 2018 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, 3200 South Ocean Boulevard,

Myrtle Beach, SC.

Our 2017 meeting had a large attendance of over 400 people. We are excited to be returning to the DoubleTree Resort by Hilton Myrtle Beach Oceanfront for our 2018 venue.

Our meeting focus will look at issues in the Trucking and Wood Hauling. Our theme will be... *Trucking Is THE Challenge Now!*

Friday's schedule will be a board of directors meeting, afternoon registration and evening welcome reception with food and entertainment. Friday's Welcome Reception entertainment will feature the No Holds Barred Band-DJ-KJ Mix.

Saturday general session speakers will be Jimmie Locklear of *Team Safe Trucking* to update the committee's progress addressing driver training and trucking issues. Dustin Meierhofer, Director Transportation, of the British Columbia Forest Safety Council will address trucking issues and what needs to be done to sustain the log trucking segment and the successes he has seen in Canada. Attorney Rob Moseley of Smith Moore Leatherwood will present the Do's and Don'ts of what to do after a trucking accident.

We'll also hear at our Saturday luncheon from D. K. Knight, Editor and publisher of Hatton-Brown Publishers about the status of the timber harvesting and log trucking industries.

Saturday's association business session will feature the association's 2017 financials, Board of Directors elections, any bylaws changes, awards and presentations. We'll also have our prize drawings for the Honda Pioneer or ATV, Honda Generator and free stay at DoubleTree by Hilton Resort Myrtle Beach Oceanfront. Saturday evening is free to enjoy Myrtle Beach.

We'll have the gospel group His Way Mine for our Sunday Prayer Breakfast to bless us with Southern Gospel music and faithful testimony.

Our Silent Auction will be available with a variety of nice items for bidding. Please donate an item. The prize drawings and silent auction help the association financially.

Exhibitors will be inside the conference center with their products and services. Outside exhibits of equipment, trucks, etc. will be in the parking lots. And of course there will be plenty of door prizes. We'll draw a winner for a Very Special American Legacy Firearms Loggers Edition Henry Big Boy .44 MAG Brass Rifle engraved with logging scenes.

Discounted Carolina Opry tickets for the Saturday evening show February 10th are available for \$32 each and can be ordered with your meeting registration. *That's a \$20 per ticket savings versus regular price.*

Contact the Hilton World Wide Reservations directly to make your room reservations. **SCTPA's room reservation code is... TIM.** Call Hilton World Wide Reservations at 1-800-770-6895. Be sure to specify *DoubleTree Resort Myrtle Beach* when making reservations. Book online at <http://group.doubletree.com/SCTimberProducersAssociation>. SCTPA room block cut off is January 17, 2018. After January 17, 2018, standard room rates apply. SCTPA has no flexibility on this cut off date.

Our meeting is a casual family atmosphere. We encourage everyone to bring your family and employees. Dress is business casual. We ask attire suited for a business meeting is worn.

Go ahead now and block the dates to join us February 9 – 11 for our 19th Annual Membership Meeting. Brenda and I look forward to seeing you in Myrtle Beach.

Yours truly,

Crad

Crad Jaynes

Please Note: Sponsor / Exhibitor Packages will be mailed separately to Allied Supplier & Allied Supporters.



2018 SCTPA Annual Meeting

SCTPA 2018 Annual Meeting will be February 9 – 11, 2018 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, 3200 South Ocean Blvd, Myrtle Beach, SC.

Reservations are to be made directly with **Hilton World Wide Reservations** by calling
1-800-770-6895.

The SCTPA annual meeting Group Code is...**TIM.**

Provide **Group Code TIM** when making room reservations. Be sure to specify
DoubleTree Resort Myrtle Beach when making room reservations.

Reservations can be made online by using this booking link.
Be sure to use the entire URL for it to work properly.

Booking link: <http://group.doubletree.com/SCTimberProducersAssociation>
Hotel: DoubleTree Resort by Hilton Myrtle Beach Oceanfront
Group Name: SC Timber Producers Association

SCTPA room block rates cut off is January 17, 2018. After January 17, 2018, regular room rates will apply. SCTPA has no flexibility with this cut off. Hilton reservation cancellation policy applies.

There is no reservation form for use like in the past.

2018 SCTPA ANNUAL MEETING DOUBLE TREE RESORT BY HILTON ROOM RATES

<u>ROOM</u>	<u>SINGLE RATE</u>	<u>DOUBLE RATE</u>	<u>TRIPLE RATE</u>	<u>QUAD RATE</u>
DELUXE ROOM -2 QUEEN BEDS	\$ 84	\$ 84	\$ 94	\$104
DELUXE ROOM -2 KING BED	\$ 84	\$ 84	\$ 94	\$104
SUITES -1 KING BED W/2 ROOMS	\$154	\$154	\$164	\$174

Please Note: All rooms are subject to applicable state and local taxes and resort fee plus any other applicable fees charged by the DoubleTree Resort per guest room per night. Hilton policies and fees apply for room reservations as well as room cancellations. SCTPA has no control on these charged fees.

19TH SCTPA Annual Membership Meeting

MEETING AT A GLANCE

FRIDAY, FEBRUARY 9

1:00 p.m. Board of Directors Meeting... Members & Guests Welcome
 3:00 p.m. Registration Desk... Open Until 8:00 p.m.
 7:00 p.m. Welcome Reception... Food, Music & Dancing with a *DJ*!

Conference Center
 Osprey Room Live Oaks Bldg.
 2nd Floor
 3rd Floor

SATURDAY, FEBRUARY 10

6:30 a.m. Member & Guests Breakfast
 6:45 a.m. Registration Desk Opens
 8:00 a.m. General Session
 Welcome, Invocation, Antitrust Statement & Announcements
 8:15 a.m. Speaker: Jimmie Locklear, Team Safe Trucking
 9:15 a.m. Speaker: Dustin Meierhofer, British Columbia Forest Safety Council
 10:25 a.m. Morning Break
 11:00 a.m. Speaker: Rob Moseley, Smith, Moore Leatherwood
 8:30 a.m. Ladies Breakfast
 11:50 a.m. Break for Luncheon
 12:00 p.m. Membership Luncheon & Business Meeting
 12:45 p.m. Chairman's Welcome, Board of Directors Introductions & Announcements
 Speaker: D.K. Knight, Hatton-Brown Publishers ... *"State of the Logging
 & Log Trucking Industries"*
 Business Session: President's Report, Financial Report, Bylaws Report, Board Elections,
 Awards & Special Presentations, Door Prizes & Prize Drawings
 2:50 p.m. Afternoon Break
 3:00 p.m. Workshop: SFI Trained TOP DVD Module for SFI Training For
 July 1, 2017 – June 30, 2018 SFI Trained Status
 5:00 p.m. Adjourn
 Saturday Evening On Your Own. Enjoy Your Evening!
 DISCOUNTED CAROLINA OPRY TICKETS Available At Registration Desk.

Conference Center

3rd Floor
 2nd Floor
 2nd Floor

3rd Floor

3rd Floor

2nd Floor

2nd Floor

SUNDAY, FEBRUARY 11

8:00 a.m. Prayer Breakfast
 9:00 a.m. Special Guest: *His Way Mine - Gospel Music Group*
 10:05 a.m. Silent Auction Announcements & Final Comments
 10:30 a.m. Adjourn Meeting

Conference Center

3rd Floor

Silent Auction Bidding Hours - Conference Center

Friday, 5:00 – 9:30 p.m. Saturday, 7:00 a.m. – 5:30 p.m. Sunday, 7:00 – 9:00 a.m.

EXHIBITOR HOURS - CONFERENCE CENTER

Friday, 6:00 – 9:00 p.m. Saturday, 7:00 a.m. – 5:00 p.m. Sunday, 7:30 – 9:30 a.m.

THANK YOU FOR SUPPORTING OUR 2018 ANNUAL MEETING!

2018 ANNUAL MEETING REGISTRATION

February 9 - 11, 2018

PLEASE PRINT OR TYPE. COMPLETE ALL INFORMATION BELOW.

Name _____ Badge Name _____

Business Name _____

Address _____

City _____ State _____ Zip _____

Contact #: Work _____ Home _____

Fax _____ E-mail _____

Spouse/Guest Name _____ Badge Name _____

Please list any additional names & badge names separately or on the back. Thanks!

	#	\$	#	\$
Member *	_____	@ \$ 195 = _____.	_____	@ \$ 225 = _____.
Member Spouse *	_____	@ \$ 95 = _____.	_____	@ \$ 105 = _____.
Active Member Employee **	_____	@ \$ 95 = _____.	_____	@ \$ 105 = _____.
Active Member Employee Spouse	_____	@ \$ 75 = _____.	_____	@ \$ 85 = _____.
SATURDAY, FEB. 10 ONLY	_____	@ \$ 175 = _____.	_____	@ \$ 195 = _____.
Non-Member	_____	@ \$ 235 = _____.	_____	@ \$ 250 = _____.
Non-Member Spouse	_____	@ \$ 95 = _____.	_____	@ \$ 105 = _____.
Children - Per Child – Age 6 – 18 <small>Children Under 6 – No Charge</small>	_____	@ \$ 35 = _____.		
Discounted Carolina Opry Tickets <small>Saturday Evening Show, FEB. 10, 7 p.m. Tickets Are Non-Refundable Save \$ 20.00 Per Ticket</small>	_____	@ \$ 32 Per Person = \$ _____.		
TOTAL \$ DUE & PAID \$ _____.				

* Please Refer to Member & Active Member Employee Descriptions Below *

Return Completed Registration & Check Payable To: SC Timber Producers Association (SCTPA)

*Members ** = Active Members, Allied Supplier Members & Allied Supporting Members with Paid Dues.
Active Member Employee ** = Active Logger, Wood Dealer or Trucker Member Sponsored Employees Only not an owner, partner or corporate officer of active member's business. Supervisors & employees are encouraged to attend.
All other Non logger, dealer or trucker active members use member registration rates per person attending.
 Call SCTPA if questions.

RESERVE YOUR ROOMS DIRECTLY WITH HILTON WORLD WIDE RESERVATIONS.

HILTON WORLD WIDE RESERVATIONS 1-800-770-6895 ... USE GROUP Code ... TIM
FOR RESERVATIONS ... BE SURE TO SPECIFY - DOUBLETREE RESORT MYRTLE BEACH
BOOK ONLINE @ HTTP://GROUP.DOUBLETREE.COM/SCTIMBERPRODUCERSASSOCIATION
SCTPA ROOM BLOCK RATES ABSOLUTE CUT-OFF IS JANUARY 17, 2018..
Regular Hotel Room Rates Will Apply After January 10, 2018. Hilton Room Cancellation Policy Applies.

SCTPA Annual Meeting Cancellation Policy: Full refund if written cancellation received by January 1, 2018. 50% refund
 If written cancellation request received by January 10, 2018. NO REFUND after January 10, 2018.

Additional Names for Annual Meeting Registration & Name Badges:

2018 Annual Meeting Registration Credit Card Payment

Total Registration Fees \$ _____

Total Carolina Opry Fees (If Applicable) \$ _____

Credit Card Fee \$ **5.00**

Total Amount Charged \$ _____

Credit Card Used: **VISA** **MASTERCARD** **DISCOVER**
(Circle Card Used)

Card Holder Name: _____

Card Number: _____

Card Verification Number on Back of Card: _____
(Three or Four Digit Number on Back of Card)

Card Expiration Date: _____

Card Billing Address Zip Code: _____

I agree to pay according to the Terms & Conditions of the Card Used.

Signature

Print Name

2018 ANNUAL MEMBERSHIP MEETING

Silent Auction Item Donation

Our Silent Auction has been successful because of the participation of our Allied Supplier, Allied Supporting and Individual Members. Our 2018 Annual Membership Meeting, February 9 - 11, at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, will again feature our Silent Auction. Auction proceeds are used to help financially support the association.

Would you and/or your company like to donate an item or contribute financially towards the purchase of a Silent Auction item? This is voluntary. Even if you are not attending the meeting, but would simply like to participate, we would certainly appreciate your contribution and involvement.

If you are interested, please return this form to the SCTPA office. Or you may contact the SCTPA office at 1-800-371-2240, fax 803-957-8990 or email bcjpaw@windstream.net for more information. Your company will be recognized at the meeting as a Silent Auction Donor.

Thanks for your support in our efforts to continue representing professional loggers and timber producers here in South Carolina. Your Silent Auction donation is greatly appreciated. Your contribution may be tax deductible as a contribution to this association.

Silent Auction Item

Donated Item Description _____

Item Value \$ _____.

Donated By _____

Address _____

City _____ State _____ Zip _____

Contact Name _____ Telephone (____)- _____

Silent Auction Financial Donation

** Financial Donation Toward Purchase of Silent Auction Item: \$ _____. **

** SCTPA will purchase Silent Auction items. Financial contributor will be designated for the item. **

Please Mail or Fax To: SC Timber Producers Assoc. P.O. Box 811 Lexington, SC 29071

Shipping Address: Crad Jaynes SCTPA 601 Carola Lane Lexington, SC 29072

2018 ANNUAL MEMBERSHIP MEETING NOTICE

TO: Members of the South Carolina Timber Producers Association, Inc.
WHEN: Noon, Saturday, February 10, 2018
WHERE: DoubleTree Resort by Hilton Myrtle Beach Oceanfront
3200 South Ocean Blvd, Myrtle Beach, SC 29577

Be it known to all members, this is the official call to the Annual Membership Business Meeting of the South Carolina Timber Producers Association, Inc. to be conducted at the above specified time and location.

At the Association Business Session, members will:

- Be provided the Association Annual Financial Report.
- Be presented bylaws amendment recommendations for approval and adoption.
- Elect Board of Directors.

As a member, you should plan to attend the 2018 Annual Membership Meeting. This is a member privilege and wonderful opportunity to get involved in your Association.

You can participate in the decision making process through interaction with the Board of Directors and fellow members. Your vote is needed for the adoption of Bylaws

recommendations, if Bylaws changes are needed, and Board of Directors elections.

Your active participation in your association is important plus the sharing of your ideas will help shape the association's future and the timber harvesting industry in South Carolina.

Take advantage of this opportunity to play an active role in SCTPA. Make plans to join your peers **February 9 – 11, 2018 at Myrtle Beach's DoubleTree Resort by Hilton Myrtle Beach Oceanfront for your Annual Membership Meeting.**

Annual meeting registration and information packages will be mailed to all categories of active members. Sponsor and Exhibitor packages will be mailed separately to prospective annual meeting sponsors and exhibitors.

Contact SCTPA for registration, sponsorship, exhibitor, silent auction donation and meeting information. We look forward to seeing everyone at our 2018 Annual Meeting.

2018 BOARD OF DIRECTORS NOMINATIONS NEEDED

One Board of Directors Seat will need to be elected at our February 10, 2018 Annual Membership Meeting at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

The board term for Seat 2 served by Billy McKinney, Highland Timber Co., LLC, Union, will expire December 31, 2017. Billy has retired from the logging business and is not eligible to run for re-election.

Board member elections will be conducted during the Member Business Session of the Membership Meeting convening at noon on Saturday, February 10, 2018.

Board members serve four-year terms. Board responsibilities are to establish policies, direct legislative advocacy, guide programs and efforts to improve and benefit the timber harvesting industry, oversee association fiscal responsibilities and charge association staff to fulfill the association's duties and daily functions.

Board members are responsible to attend board meetings and local district meetings. Plus, promote professional timber harvesting in SC, seek SCTPA members, represent the association at events where needed and promote the association. One board meeting is conducted at the annual meeting with bimonthly meetings held in Columbia beginning at the end of February or early March.

Any member solely and directly engaged in the logging business and in good standing with paid dues as of December 31, 2017, may be nominated for the upcoming seat. Any member regardless of location is eligible for nomination. Logger members are encouraged to enter your name or the name of another logger member as an eligible candidate.

To enter your name for nomination or to nominate someone else, please contact the Nominations Committee or SCTPA office no later than January 15, 2018.

Thanks for your assistance in this important association process.

Nominations Committee

Chairman, Danny McKittrick, McKittrick Timber, LLC, Heath Springs

Office/Home 803-283-4333 ■ Fax 803-286-7753 ■ Cell 803-320-1739 ■ logn@comporium.net

Josh Key, Beech Island Timber & Construction, Inc., Jackson

Office/Home 803-827-1807 ■ Fax 803-302-1126 ■ Cell 803-507-8995 ■ jkey@bitimber.com

Tommy Barnes, Ideal Logging, Inc., Edgemoor

Office 803-789-5467 ■ Fax 803-789-3565 ■ Cell 803-385-7994 ■ ideallogging@truvista.net

2017 LOGGER ACTIVIST AWARD NOMINATION

Nominations for SCTPA's **2017 Gene Collins Logger Activist of the Year Award** are being sought. Award will be presented at the 2018 Annual Membership Business Luncheon and Meeting convening at noon, Saturday, February 10, 2018 at the DoubleTree by Hilton Resort Myrtle Beach Oceanfront, Myrtle Beach, SC.

This award recognizes a Professional Logger who has demonstrated an exceptional desire to positively promote and represent the timber harvesting profession by actively participating in association activities, educational efforts, community action, industry advocacy, and engendering the public's trust with commitment to the American Loggers Council Professional Logger Code of Practices and by displaying a commitment to sustainable forestry principles and practices.

You may nominate a SCTPA Logger Member or yourself. Contact the Nominations Committee or SCTPA office by January 15, 2018. Thank you for your nomination and association support.

Nominations Committee

Chairman, Danny McKittrick, McKittrick Timber, LLC, Heath Springs

Office/Home 803-283-4333 ■ Fax 803-286-7753 ■ Cell 803-320-1739 ■ logn@comporium.net

Josh Key, Beech Island Timber & Construction, Inc., Jackson

Office/Home 803-827-1807 ■ Fax 803-302-1126 ■ Cell 803-507-8995 ■ jkey@bitimber.com

Tommy Barnes, Ideal Logging, Inc., Edgemoor

Office 803-789-5467 ■ Fax 803-789-3565 ■ Cell 803-385-7994 ■ ideallogging@truvista.net

2017 Logger Activist Award Nomination

Nominee Name _____

Business Name _____

Address _____

City _____ SC Zip _____

Contact Office _____ Home _____

Mobile _____ Email _____

Nominated By _____ Date _____

Contact: Office _____ Cell _____

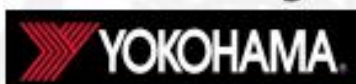
Describe nominee's activities: _____

Use Additional Pages If Needed

\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

After months of hard work, we have launched our new website. Members will now have access to their SLC invoices 24/7 with a member login! Amongst the new features are the "find the nearest station" to my location feature, an approved national tires and parts dealers with location info, fill out an application on-line and other features that will assist in the improved communication with our members. The SLC's founding "Cost-Cutting Mission" continues!



AN INDEPENDENT FORESTRY & AGRICULTURAL COOPERATIVE

www.SouthernLoggers.com



29 FUELING STATIONS

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



Mark Your Calendar

January 2018

1 Happy New Year. Best Wishes for a Prosperous 2018.

February 2018

- 8 Team Safe Trucking Meeting, DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC, Noon – 5 p.m.
9 – 11 SCTPA 19th Annual Meeting, DoubleTree Resort by Hilton, Myrtle Beach Oceanfront, Myrtle Beach, SC. Contact SCTPA for annual meeting information or see SCTPA Website at ... scloggers.com
22 – 24 Carolina Loggers Association Annual Meeting, Hyatt Riverside, Wilmington, NC.
27 Newberry District Meeting, Farm Bureau, 7 p.m., Newberry

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

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

Need SFI Trained DVD Class or other training?

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

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

SCTPA Board of Directors

Chairman: Joseph "BoBo" Seckinger

Seckinger Forest Products, Inc.

Hampton

Cell 803-571-0019

Vice Chairman: Josh Key

Beech Island Timber & Construction, Inc.

Jackson

Cell 803-507-8995

Secretary-Treasurer: Robby Crowder

Land & Timber, LLC

Greenwood

Cell 864-941-6052

Danny McKittrick

McKittrick Timber, LLC

Heath Springs

Cell 803-320-1739

Rickey Chapman

Chapman Timber Inc.

Newberry

Cell 803-924-0082

Billy Walker

Walker & Walker Logging, LLC.

Laurens

Cell 864-923-0385

Donnie Lambert

Leo Lambert Logging, Inc.

Georgetown

Cell 843-340-8408

Tommy Barnes

Ideal Logging, Inc.

Edgemoor

Cell 803-385-7994

Joe Young

Low Country Forest Products, Inc.

Georgetown

Cell 843-833-0475

Billy McKinney

Highland Timber Co., LLC.

Union

Cell 864-429-6939

John Rice

Rice Land & Timber, LLC

Allendale

Cell 803-259-6202

Crad Jaynes

President & CEO

SCTPA

PO Box 811, Lexington, SC 29071

800-371-2240 Fax: 803-957-8990

bcjpaw@windstream.net



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

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

**The South Carolina Timber
Producers Association.**

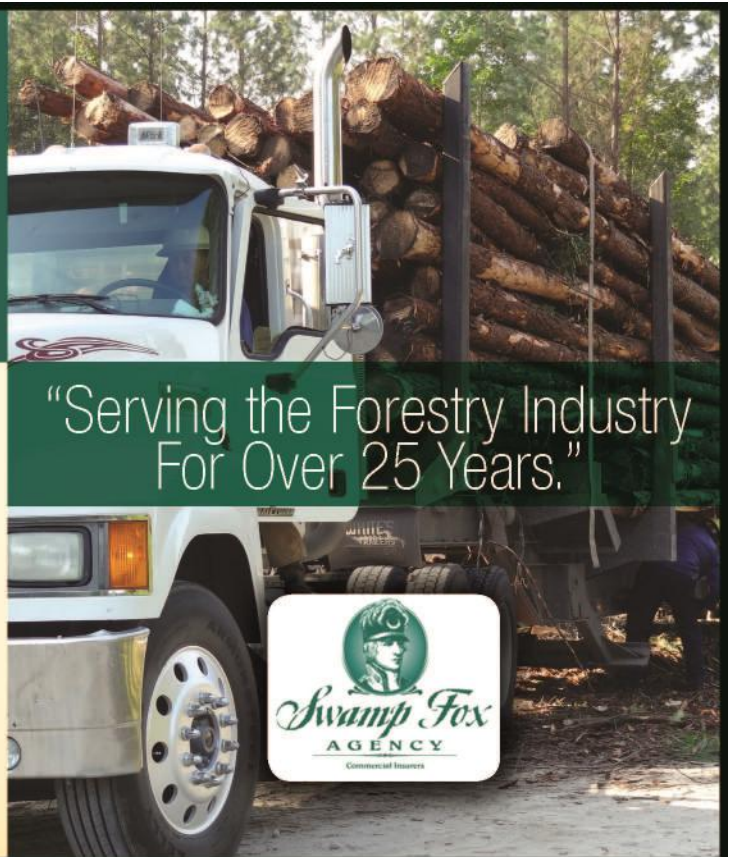
**Specializing in the Forestry Industry: Logging, Contract
Hauling, Sawmills & Consulting Foresters.**

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

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

Swamp Fox Agency

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



Our Mission

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