



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

JANUARY/FEBRUARY 2018

2018 SCTPA Annual Meeting

TRUCKING FOCUS

COLLECTIVE CALL TO ACTION: COMMON SENSE, DILIGENCE, DRIVER TRAINING, BETTER FLEET MANAGEMENT

By DK Knight
Southern Loggin' Times

Transportation challenges and suggestions to help get them under control were the focus of the annual meeting of the South Carolina Timber Producers Assn. (SCTPA), held here February 9-11. Some 420 attended the event, which incorporated a board meeting, entertainment, general session,



luncheon-business meeting, awards ceremony, SFI workshop and prayer breakfast.

The event followed the semi-annual meeting of TEAM Safe Trucking, a non-profit made up of loggers, log truckers, mill reps, associations and insurance companies that recently rolled out its first free training module for drivers (visit teamsafetrucking.com). About 45 attended that meeting, held at the same hotel.

Common Sense

In his SCTPA presentation on Log Truck Owner's Responsibilities, Jimmie Locklear, Business Development Man-

ager for Forestry Mutual Ins. Co., a TEAM Safe Trucking organizer, and former log truck driver, appealed for log truck owners simply to use common sense, which he said "is a lot like deodorant: the people who need it the most never use it."

He conceded that finding quality drivers today is tougher than ever but exhorted owners to try harder and to thoroughly vet drivers before hiring, pointing out that it's better to keep a truck

parked than to put a risky driver in the seat. He said: "Don't take their claimed experience or driving record for granted. Get in that truck with that driver and assess his skills. Make sure he understands the dynamics of the load and the differences between handling a loaded log trailer and chip van. Monitor your drivers and know what they are doing behind the wheel."

Locklear showed the image of an Alabama driver's weight ticket he had found on Facebook. The driver had boasted of delivering a 42-log load that weighed 110,000 lbs. to a

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sawmill. Log loads in Alabama are legal up to 88,000 lbs. He told of a well-known North Carolina logger's situation after he installed GPS in his trucks: "He had to make some changes among drivers he thought were top-shelf." He appealed to owners to clamp down hard on drivers guilty of DWD—driving while distracted. He concluded: "The way we haul logs has changed, but has the way we hire drivers changed?"

BC Benchmarks

Efforts to drive down truck accidents and related deaths in British Columbia, Canada in recent years were detailed by Dustin Meierhofer, Director of Transportation within the BC National Forest Safety Council. In response to rising deaths among truck drivers and timber fallers, and fearful that its social license to practice forestry might be in jeopardy if it did nothing to turn this around, all stakeholders—log truckers, loggers and mills—united to establish standards for both log hauling and felling, according to Meierhofer.



Dustin Meierhofer talks BC trucking successes.

He said the ongoing pilot program being conducted through a Truck Advisory Group for BC's 3,000 log truck drivers, who collectively transport about 50 million tons per year, involves systematic training, use of telematics (GPS, cameras), electronic on-board scales, and fatigue detectors.

According to Meierhofer, the program is forcing accountability, is restoring professionalism and confidence to the levels seen in the late 1990s, and is helping establish a new and improved culture. It has helped reduce severe accidents by 50%, helped lower fatalities by 75% and helped elevate legal weight compliance to 80%. Among other things, this is helping attract new drivers, a very important aspect since the average BC log truck drivers is 55.

Legal Perspectives

Attorney Rob Moseley of Smith-Moore-Leatherwood, who is widely known as an advisor to trucking companies and for defending trucking firms and insurance companies, cited several large jury verdicts across the country since 2011, noting several in-

volved the same few legal firms. He said the public's "somebody's gotta pay" attitude has effectively recalibrated verdict values, which are influenced by the well-publicized salaries often paid to professional athletes and the amounts often seen in lotteries.



Rob Moseley updates trucking liabilities & casualty losses.

"Trial lawyers understand your business," he said, "sometimes better than you do." But he also said defense law-yers are getting better at defending clients in lawsuits. "They are from smaller firms and have time to better prepare; they're smart; work hard; are tech savvy; are more knowledgeable; and they swing for the fence."

Some more of his comments:

- "In hiring, be diligent and thorough and document what you find."
- "Make drivers follow policies set by your company."
- "75% of truck crashes are caused by a passenger car."
- "I've never seen a camera that hasn't paid for itself."
- "Don't put your head in the sand. You must adjust and adapt. You cannot ignore federal rules and requirements."
- "Juries tend to like drivers, but they don't necessarily like truck owners."
- "Work on driver retention. Many accidents involve drivers who have been on the job less than six months."
- "Don't let other people pull your trailers. If you do, you're opening the door to trouble."
- "Be aware of drug and alcohol use. Just because a driver passed a DOT drug test does not mean he is drug-free. Watch your people. If somebody is acting funny, start acting questions."
- "Down the line, mills will probably want more than \$1 million coverage on trucks that enter their wood yards."

Industry Overview

In a luncheon address titled *Constant Changes*,

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Constant Challenges, DK Knight, Co-Publisher and Executive Editor for Hatton-Brown Publishers, presented a broad overview of the U.S. forest products industry's status and focused on the South's prominent role, then addressed logging and trucking.

Even though U.S. pulp and paper fiber demand continues to shrink nationally, it remains strong in South Carolina and the South as a whole, and OSB and pellet plant fiber in-take continue to increase, he said.

Knight noted the capital investment impact of Canadian companies that collectively now own 44 Southern softwood sawmills and pointed to the robust performance and outlook



DK Knight addresses luncheon audience.

for Southern softwood lumber, saying production would likely hit 19 billion BF in 2018, which would tie the modern record set in 2005. But he also indicated that record lumber output will mean record chip output, potentially dampening roundwood demand at mills of many types going forward.

HE said the trend to fewer but larger and higher performing logging and wood supply organizations continues to grow and could become the industry's dominant supplier model. He said studies show that the most successful loggers are those who constantly challenge the process, tweaking efficiency, building their teams, improving working conditions and strengthening margins.

According to him, logging equipment will continue to become more sophisticated, among other things helping to level operator performance in the same machines in the same conditions.

On trucking, he said:

"I'm not sure trucking can be turned around any time soon, given the overabundance of hungry legal hounds and a society bent on blaming the other guy. Still, it makes good sense for truck owners to step up and do all they can to operate by the book and not give trial lawyers a weak spot to exploit.

"This involves a mindset shift from reactive to proactive. It means developing and implementing in-depth driver policies and procedures and embracing systematic driver training. It means using more assets such as

GPS, dash cams, fatigue detectors, on-board scales, reflective tape, flashing lights, grill/bumper guards, and so on.

"It means shifting to a much higher degree of overall fleet management designed to drive down mishaps and reduce insurance claims. Remember, nobody looks after your business like you look after your business."

Insurance, More

Rick Quagliaroli highlighted a captive commercial auto and liability insurance program now available to South Carolina and Georgia loggers through a new insured-owned company, Forestry Insurance Co. of the Southeast. He said the company is designed for clients who demonstrate they are proactive in fleet management and who otherwise think of and treat trucking as a serious business. According to him, benefits include competitive rates, access to operational guidance, access to those who complete a dedicated log truck driver school in south Georgia, and the potential to receive annual dividends.

SCTPA President/CEO Crad Jaynes informed attendees the group had joined others in supporting state house bill 4480, the so-called DUI-E (electronics) bill, which would put teeth in a state law that prohibits drivers from using electronic devices while driving. "There is fairly good support for this in the House," he said, asking: "What are you doing? We must help ourselves before others will help us."

Awards Presentations

The SCTPA presented its flagship honor, the Gene Collins Logger Activist Award, to Bob Lussier and Great Woods Companies, LLC. Located in Bennettsville, Lussier, a 35-year logging veteran, deploys two crews. He and his wife, Cindy, relocated to the state from Connecticut in 2009 when New England



markets began to decline. The Lussiers

were previously selected as the South Carolina 2016 Outstanding Logger of the Year by the state forestry association. In a companion SCTPA business meeting, Lussier was elected as a board member of the group.

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Other recognitions:

Forestry Mutual Insurance Co. honored Dennis Varner Logging with its E.K. Pitman Safety Award.

Swamp Fox Agency selected Smith Logging Co. for its Timber Industry Leadership Award.

SCTPA's Jaynes cited former chairman/board member Billy McKinney for his years of loyal service and singled out former state forester Gene Kodama for his many years of passionate service in that capacity and for his support of loggers and the SCTPA.

Jaynes presented the group's President's Award to DK Knight, Co-Publisher and Executive Editor for Hatton-Brown Publishers. He also gave special recognition to Jeremy Ponder, a special needs young man who has fallen in love with logging and its heavy equipment.

The Sunday morning prayer breakfast featured His Way Mine, a group of three sisters who have

been singing together since childhood.

Meeting sponsors and/or exhibitors included Swamp Fox Agency, Forestry Mutual Ins. Co., Blanchard CAT/Pioneer SC, Flint Construction & Forestry Div., Domtar, Palmetto State Insurance Agency, Norboard, CRTS, Sonoco, Colombo Energy, Carolina International Trucks, Collum's Lumber, Worldwide Equipment Kenworth, Pinnacle Trailer Sales, The Pete Store, Southern Loggers Co-op, Company Wrench, Colony Tire, Triple T Truck, Shealy's Truck Center, Forestry Ins. Co. Southeast, BITCO, Tidewater, Palmetto Pulpwood & Timber, Backwoods Logistics, Hawkins & Rawlinson, KapStone, WestRock, Duke Energy, Chippers Southeast, TEAM Safe Trucking, Excel Truck Group, Clark Trailer Service, Vermeer Mid-Atlantic, W&W Truck & Tractor, Carolina Honda, Schaeffer, Thomas Tire, and Horry-Georgetown Technical College.



(l-r) Dustin Meierhofer & Jimmie Lockear



(l-r) Tyler, Dennis & Philip Varner, Philip Sligh & Austin Varner.



Sharon & Jimmy Smith & Greg Hutson.



Jeremy Ponder & his family.



Presenting Jeremy Ponder with his framed article.



Jeremy & Crad



Gene Kodama & Crad Jaynes.



One of two ATV's in Big Drawing.



Dustin Moran - ATV



His Way Mine



(l-r) Dee Peake, Mary Rawl, Donnie Watts & Brenda Jaynes with Loggers Special Edition Big Henry Rifle.



His Way Mine receives SCTPA certificate.





ALC: ENSURING LOGGERS HAVE A SEAT AT THE TABLE

ALC: Ensuring loggers have a seat at the table. The U.S. forest products industry is very broad with diverse and sometimes conflicting interests. The American Loggers Council was formed in 1994 when it was clear our nation's professional timber harvesters needed a strong, consistent presence in order to impact issues on a national level. ALC is billed as the "National Voice for Professional Loggers." We are loggers working for loggers, because if don't we don't stand up and speak out, nobody else will.

Twenty-four years later ALC continues to grow, and we are stronger than ever. Just as importantly policymakers are taking notice and recognizing our organization as an important source of information regarding many issues, including forest management, transportation and economic health in rural America. This was clear when ALC was invited to a special meeting in December with Agriculture Secretary Sonny Perdue and Interior Secretary Ryan Zinke in Washington D.C.

I attended this meeting along with Associated Oregon Loggers Executive Vice President (and ALC Policy Committee Chair) Jim Geisinger. The meeting was organized as an inter-agency "listening session" on wildfires along with other federal, congressional, and state stakeholders. The Secretaries sought our input as the Trump Administration seeks to change the way federally-owned forests are managed.

Also attending the meeting was House Natural Resources Chairman Rob Bishop (UT) and Congressman Bruce Westerman (AR). Both were instrumental in writing and passing the Resilient Federal For-

ests Act of 2017 (HR 2936), comprehensive legislation to increase active forest management on federal lands and reduce the risks of catastrophic wildfires. Congressman Westerman, the only forester in the U.S. Congress, also helped include language from ALC's Future Logging Careers Act into HR 2936 that was approved by the U.S. House in October.

The listening session centered around fixing the wildfire funding problems, possible improvements to wildfire management, innovative ways to detect and suppress wildfires, and ways to improve cooperation between industry, state, and federal authorities. It's clear this administration is prepared to take action to improve the management of federal forest lands, and promote timber harvesting and thinning to reduce the risks of catastrophic wildfires.

As a forest owner himself, Agriculture Secretary Perdue has a strong interest in improving the U.S. Forest Service under the USDA. His new Chief of the U.S. Forest Service, Tony Tooke, is already working hard to improve the agency's operations. Tooke has convened other key personnel within the Forest Service to find ways to develop and implement timber sales and forest health projects more quickly. The agency's new mandate is to do more, and faster.

Interior Secretary Ryan Zinke in particular has a very strong understanding of our industry and way of life. Zinke was born and raised in Montana's Flathead Valley and witnessed all the social, economic and environmental problems that occurred after timber harvests on federal lands declined dramatically. As a Congressman, Zinke sponsored legislation to reduce catastrophic wildfire risks through



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active forest management. As Secretary, Zinke has invested much of his own political capital restoring multiple-use management to federal lands under his department, including reviewing national monuments that were unilaterally established by presidents under the Antiquities Act.

During the meeting, and in conversations afterwards, Jim and I shared the loggers' perspective on these important issues. We stressed the importance of protecting and strengthening the private-sector forest products infrastructure that is vital to the federal government's mission to restoring federally-owned forests. Without loggers, and without viable logging businesses, the feds will never be able to treat the 100 million acres that are at some risk of catastrophic wildfires.

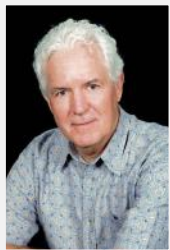
The Secretaries took note of this perspective, and we have been invited to participate in additional conversations about how the federal government can work

better with loggers and the rest of the industry to improve forest health and support American manufacturing.

In Washington DC, decisions are made by those who show up, and ALC will continue to show up so that loggers have a seat at the table as the federal government considers issues and legislation that affect us. But just as importantly, it is essential that all loggers participate in the process in some form, whether it's being active in state logging associations or responding to action alerts. We must stand up and speak out for all loggers, because nobody else will.

Danny Dructor 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.

PRESIDENT'S AWARD



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

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

We are proud to present the President's Award to an outstanding individual whom has been and still is an avid supporter of sustainable forestry, the forest products industry and professional timber harvesting in South Carolina and nationally.

This gentlemen's active voice through the trade magazines, such as *Southern Loggin' Times*, *Timber Harvesting*, *Wood Bioenergy*, published by his company Hatton-Brown Publishers, Inc., Montgomery, AL, has advanced the issues impacting our industries.

DK Knight is the Editor-In-Chief and writes editorials and articles supporting professional logging and the forest products industry. His support and advocacy for the entire forest products industry and professional timber harvesting is unsurpassed. He has been a positive voice for advancement of all our industries.

It is because of this individual's commitment to our nation's professional loggers and forest products industry and because of his sincere efforts, SCTPA and President is honored and proud to present our 2018 President's Award to:

**DAVID K. "DK" KNIGHT
EXECUTIVE EDITOR, CO-PUBLISHER
HATTON-BROWN PUBLISHERS, INC.
MONTGOMERY, ALABAMA**



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Charles Ingram Lumber Company Expanding Lumber Operations

Columbia Regional Business News
Mar 16, 2018



Charles Ingram Lumber Co. is making a capital investment of \$33 million to expand its existing operation at 4930 Planer Road in Effingham and adding 22 jobs.

"Job creation, investment and expansion in rural areas help power the success of our county as a whole. This company's expansion is good news for Florence County and the Pee Dee area," Kent Caudle, Florence County Council chairman, said in a statement.

The family-owned sawmill grows trees for pulpwood and saw timber while operating a lumber mill producing 120 million board feet of Southern Yellow pine annually.

"Ingram Lumber's expansion is a boon for the state's already strong forest products manufacturing sector and reflects the company's confidence in the future of South Carolina's timberland," Scott Phillips, S.C. state forester, said in a statement. "The abundance of fast-growing and privately managed wood in South Carolina makes the state ripe for these kinds of capital investments."

The company will be adding a new dry kiln allowing it to dry approximately 70 million board feet of lumber and will begin construction on a new manufacturing line that will provide additional production.

"Strong and growing companies, such as Charles Ingram Lumber Co., are crucial to long-term prosperity in Florence County. Charles Ingram Lumber Co. is led by its third generation of family and provides proof that we are a great place to do business," Frank Brand, Florence County Economic Development Partnership chairman, said in a statement.

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FALLING DOWN ON THE JOB

Bryan Wagner



In recent years, logging has become safer. Equipment design has played a large part in making the woods a safer place to work. Training and education programs are now common to the industry. Even though logging has become safer there is still great risk that remains.

One area of risk in our forest industry is the losses caused by trips, slips and falls. In a high-risk industry such as forestry, this type of loss seems “silly”. But the results of these losses are no joke as the potential for serious injury or death exists. Ground personnel and equipment operators alike are exposed to the same risk of slips, trips and falls.

BACKGROUND On a wet and cool winter day, a mechanized crew was shutting down for lunch. The last truck was loaded, and pulled away from the deck area. The loader operator started to exit the loader to eat lunch. While getting down he slipped on the loader’s frame-rail. The frame-rail of the loader was slick from oil and the recent rain-fall.

UNSAFE ACT OR CONDITION The operator failed to recognize the risk the slick metal surface presented. He failed to use a three-point of contact dismount and slipped and fell off the loader. He landed on top of a 10-inch Poplar log and fractured humerus bone in the upper arm.

RECOMMENDATIONS FOR THIS INCIDENT

1. Always use the 3-point of contact technique for mounting and dismounting.
2. Keep platforms, steps and handles free from grease, oil and other foreign material.
3. Maintain a firm grip while entering or exiting a machine.
4. Proper footwear with good ankle support is mandatory. (No tennis shoes)

5. Keep your mind on the business at hand. Be focused.

RECOMMENDATIONS FOR GROUND PERSONEL

1. Proper footwear with good ankle support is mandatory. (No tennis shoes)
2. Avoid climbing or walking on felled trees or limbs.
3. Scan from the sky to the ground for hazards. Identify possible risk and deal with it.
4. Avoid stump holes, loose or slick bark on trees and limbs, rocks, vines, uneven or steep terrain, wet areas.
5. Stay on the “uphill” side of all felled trees and limbs.
6. When not cutting, the chain brake on the saw must be engaged. More than two steps with a running saw require the chain brake to be on.
7. Maintain proper distance from all mobile equipment.
8. Wear high visibility clothing. Be seen!
9. Constantly scan the area for risk and danger.

This is a good example of how easy a slip; trip or fall injury could occur. The employee experienced terrible pain and suffering. He is out of work for an extended period of time and the employer has a “lost man” for at least three months. Production and insurance rates will be impacted. Even though logging has become safer over the years, it still remains a risky business. We must all remain focused. Eliminate the risk, and we reduce the chance for an incident.





Why Master Logger Certification© Matters Now

**By Ted Wright, Executive Director,
Trust to Conserve Northeast Forestlands**

Logging has an image problem in America, and every logger knows this.

It wasn't always this way. Not so long ago, nearly every family in timber-rich areas of the country had at least one member working in the woods. Logging was understood and accepted, and loggers honored and celebrated as members of a vital and respected profession.

Today, with mechanization the number of loggers has fallen dramatically, relatively few families are in the business, and this once accepted industry is now overlooked, misunderstood or, regrettably, vilified by the public.

Changing this image will not be easy, but it may be one of the most important tasks the logging industry must confront if it is to survive. Wood markets ultimately depend on the public, and when the public starts to question where, how or even whether wood is harvested, the image of logging becomes something we all need to consider. This is where Master Logger Certification© can make a difference, not just for individual loggers, but for our industry as a whole.

Master Logger is about achieving professional standards and third-party verification. It is a program built not simply by taking classes, attending workshops or training sessions, but by demonstrating high quality work in the woods every day. In many cases, businesses that achieve this certification are *already* meeting the Master Logger standards. Certification is a means of documenting this ongoing commitment. For these logging enterprises, it provides recognition of the high-quality work they already do. For loggers who do not yet meet the benchmarks and want to improve, it raises the bar for the industry.

Other industries have implemented standards that have elevated their reputation with the public. My wife is a registered nurse and relative newcomer to the logging industry. Many times, she is asked by coworkers or patients about what I do. She often explains the Master Logger Program by using an analogy about the medical field. Patients will always prefer using a board-certified physician. Certification in the health field has ensured up-to-date and evidence-based knowledge and practice. The success of the program has led people to expect this level of practice.

The same is true for the Forest Products Industry. By growing brand recognition of Master Logger, the consumer (mill, landowner, or general public) will know their choice of timber harvesting business meets the seven responsibilities of the certification program. The consumer will recognize a Master Logger company as doing the very best for the environment, the forest, the community, and their employees.

Implementing these benchmark measures also allow state and federal regulators to look at our industry as being able to self-regulate, which can lead to the lifting or lightening of external regulations and red tape. This has already begun to happen in certain states. Increased awareness and understanding of Master Logger Certification will only bring greater recognition of our achievements and positive outlook.

In 2017, the American Loggers Council (ALC) decided the time was right to revitalize and promote the Master Logger program nationally to build on the success it has seen in areas of the country where it is already established. This effort is being undertaken to help the logging industry receive recognition for the high-quality work so many loggers are already doing and to reinforce standards that will enable it to improve its image with the public and maintain healthy forests.

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American loggers are doing the best work in the world. The public should know this and value it. Wood buyers should reward it. In an industry where most of us are working long hours and often six or seven days a week, we have little time for anything that does not get the job done. This is why we must let the work we do stand for itself, and why the work must be recognized. This is what the Master Logger program seeks to accomplish.

In the coming months, this national effort will gain momentum. Existing Master Logger programs will be expanded, and new efforts launched. If there is not a Master Logger program in your area now, there will be soon.



For more information on the Master Logger Program contact Ted Wright at (207) 532-8721 or executivedirector@tcnef.org.

Cox to Sell Residential Lumber Division to Virginia Based Company

Columbia Regional Business Report
December 19, 2017



Cox Industries is selling its residential lumber division assets to Virginia-based Culpeper Wood Preservers. Included in the sale are Cox manufacturing plants in Orangeburg and Branchville, as well as North Carolina facilities in Coleridge and Cove City.

All Cox residential business employees will have the opportunity to transition to Culpeper, Cox said in a news release. Cox will retain its corporate headquarters in Orangeburg to oversee its industrial division, which includes 10 plants across the country.

Cox is one of the country's largest producers of pressure-treated wood products. The company said aligning its residential business with Culpeper "will help to create an industry powerhouse, with combined manufacturing facilities and customers that stretch throughout the Eastern and Midwestern states."

"We are excited at the opportunities this next phase in Cox's history presents for our employees," Cox Industries CEO Mikee Johnson said. "The residential division of Cox represents a significant part of our company's legacy, so it was extremely important that any transaction we entered into was done with a company that shares the same foundational values as us. As a family-run business in operation since 1976, we certainly believe that in addition to providing a platform for continued expansion of the residential division, Culpeper operates its business with the same employee focus that has served us well for over 75 years."

The transaction will allow Cox to put additional resources into its industrial division, which primarily manufactures utility poles and marine piling, the company said.

"Within only a few years, our industrial division has grown to become one of the largest providers of utility poles in the United States, with a customer base that now extends from coast to coast," Johnson said. "We look forward to using proceeds from the sale of our residential division to growing and diversifying this business while expanding our role as a key player in supporting America's electrical and marine infrastructure."

SAFETY ALERT

Truck Drivers

By JJ Lemire, Forestry
Mutual Insurance Company



As far as dangerous jobs go, what do you think are the most dangerous? Recently, the Bureau of Labor Statistics (BLS) shared data that was a surprise. One thing that most people usually do not consider as one of the most dangerous jobs are truck drivers. But the data shows that driving a truck is far riskier than you might think.

According to recently published data:

- 3,598 fatal truck crashes occurred last year. (driver and others died)
 - ◊ 667 of the 3,598 fatalities were tractor-trailer truck
- For all jobs, one out of every six American workers killed on the job is a tractor-trailer truck driver.
- Truck drivers also have the highest number of nonfatal injuries and illnesses that require days off from work.
 - ◊ Drivers **ranked 6th** among the top occupations behind police officers and sheriffs, firefighters, highway maintenance workers, correctional officers and nursing assistants.
 - ◊ Drivers had nearly one out of every 20 injury and illness cases nationwide that needed time off work to recover.
 - ◊ Tractor-trailer truck drivers are three times more likely than the typical American worker to have an injury or illness that required days off from work.” (BLS Report)

Driving Safety:

- Be aware of other vehicles around you.
 - ◊ Always check side mirror before you make a wide turn.
 - ◊ Be cautious about **load swing** if any part of the load extends beyond the rear axles.
- Keep your speed under control for the conditions you encounter.
 - ◊ Slow down for curves and exit ramps.
 - ◊ Be aware of the high center of gravity with trailers loaded with logs (rollovers).
 - ◊ Keep safe following distances in case you must make an emergency stop.
 - ◊ Slow down when workers are in construction zones.
- Use turn signals to signal your intentions.
 - ◊ Accident report data showed that 86% of drivers failed to properly signal their turn.
 - ◊ Be aware of your blind spots! If you can't see a vehicle in your mirrors does not mean there is none in your blind area.

Employee Safety:

- Wear work boots with non-slip, grip soles to prevent slip injuries.
 - ◊ Do not wear smooth soled boots or shoes.
 - ◊ Do not wear flip flops or untied shoes as they can cause you to trip.
- Use **Three Points of Contact** while entering or exiting the cab or climbing on the tractor.
 - ◊ Use caution when ice, snow, mud, or rain is present.
 - ◊ Make sure your grip is firm and you do not carry items in your arms or hands.
- Use caution when throwing binding straps or chains. Use an underhand toss to prevent injuries to your shoulder's rotator cuff.

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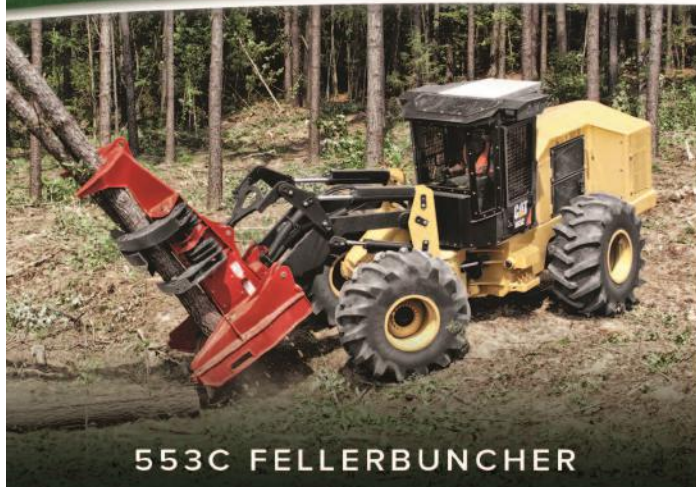


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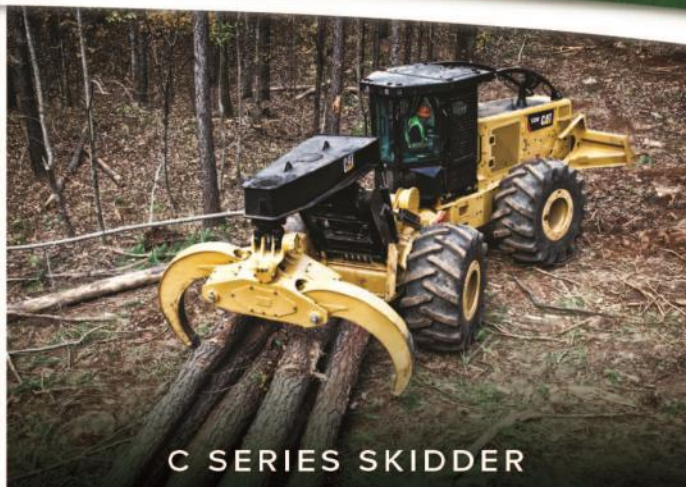


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Commentary: Driver Training Shouldn't End

"Many companies make the mistake of providing the same training year after year without focusing on weaknesses or adding new ideas."

January 2018

By Rolf Lockwood, Executive Contributing Editor,
HDT Truckinginfo



Driver training is a subject dear to my editorial heart, but I fear we don't do it well enough. For one thing, the focus of training is almost always on making sure truck pilots don't "go agricultural" too often, or infinitely worse, whack the aged librarian's Toyota.

Safety is obviously paramount, but there's more to it.

Think fuel economy.

The PIT Group in Quebec, Canada, recently released a driver-training effectiveness study exploring the true value of driver monitoring and coaching to address bad habits and reinforce efficient techniques. PIT is a research and engineering outfit focused on improving truck spec'ing, maintenance, and operations practices. It has both supplier and fleet members, many of them in the U.S., and it often works with NACFE, the North American Council for Freight Efficiency. It operates a full-bore test track north of Montreal.

PIT's study suggests that training to promote driver fuel efficiency and safety is only effective if it includes refresher courses to reinforce good practices and address weaknesses.

"While vehicle technology designed to improve fuel economy continues to advance, driver training is the element that has the largest impact on fuel consumption," says Yves Provencher, director, market and business development, at PIT Group. "Our studies show

that various ways to train drivers, including classroom, in-cab, and simulator training, all have their advantages.

"However, the lessons and techniques they teach don't last without monitoring behaviors," he continued. "Providing refresher training and in-vehicle coaching technologies that address bad habits and reinforce effective skills is what's needed to maintain and improve fuel-efficient and safe performance."

In one study of long-haul operations, PIT compared 47 control and 38 test drivers before and after simulator training that focused on things such as road and engine speed, acceleration, and more. Baselines were established over two months before the 38 test drivers were trained. Afterwards, evaluations were done at one, three, six, and nine months.

The largest impacts on fuel consumption? Cruise control, proper acceleration, and maintaining the correct engine and road speed. With monitoring and communication, the data show that a driver operating a truck an average of 156,000 miles per year could save 3,170 gallons of fuel, PIT said.

Another test illustrated the virtues of automated manual transmissions. A group of 35 regional-haul drivers were monitored for nine months, including 22 operating a manual transmission and 13 an AMT.

Drivers with manual transmissions would shift in the most fuel-efficient range (1000 to 1400 rpm) 55% of the time, while AMT drivers were in the most efficient range 78% of the time. Average engine speed for manual drivers was 1316 rpm versus 1240 rpm for drivers with AMTs. The overall result was a 5% fuel savings in favor of automated manuals. We kinda knew that.

"What these and other studies tell us is that training is only effective if it is reinforced with new ideas and structured to include regular reminders," Provencher said. "Many companies make the mistake of providing the same training year after year without focusing on weaknesses or adding new ideas to make the lessons more interesting and effective."

"In the end, the type of training really doesn't matter as much as the monitoring that takes place afterward."

And that is a strong vote in favor of data analysis — a topic for another day.

FMCSA Cuts UCR Fees for Motor Carriers



Heavy Duty Trucking – Truckinginfo
January 5, 2018

The Federal Motor Carrier Safety Administration has issued a final rule that reduces annual registration fees collected the Unified Carrier Registration (UCR) Plan and Agreement for the 2018, 2019, and subsequent registration years.

FMCSA said that to ensure that fee revenues do not exceed the statutory maximum and to account for the excess funds held in the depository, for the 2018 registration year, the fees will be cut below the current level by approximately 9.10% to ensure that fee revenues do not exceed the statutory maximum, and to account for the excess

funds held in the depository.

For the 2019 registration year and subsequent years, the fees will be reduced below the current level by approximately 4.55% to ensure the fee revenues in that and future years do not exceed the statutory maximum.

The UCR Act, established in 2005, requires motor carriers involved in interstate commerce, and other businesses subject to The Act, to submit annual fees based on fleet size to supplement funding for state highway motor carrier registration and safety programs.

The UCR Plan is the organization of state, federal and industry representatives responsible for developing, implementing and administering the UCR Agreement. The fee reduction for 2018 was based on a recommendation from the UCR Board of Directors, following several years of higher than expected collections.

“We’re pleased with the outcome of FMCSA’s rulemaking on this matter,” said UCR Board Chair Avelino Gutierrez, director of trans-

portation for the New Mexico Public Regulation Commission. “And pleased that we could help deliver a cost reduction for our carrier partners.”

The Indiana Department of Revenue, which operates the national UCR online registration system on behalf of the UCR Board of Directors, expects to be ready to handle registrations on Jan. 5. Carriers based in any state may use the Indiana site to register. Several other states maintain their own UCR systems; at least some of these may require a few days beyond Jan. 5 before they accept 2018 registrations.

State enforcement of the UCR registration requirements commonly begins on January 1 each year. Since the 2018 registration had to be delayed several months, however, the UCR Board is requesting states not to enforce until 90 days after the fees go into effect; that is, not until April 5, 2018. The Commercial Vehicle Safety Alliance has adopted this position

National Master Logger Certification Program Committee formed and Program Coordinator hired

RELEASE DATE: MARCH 15 2018

CONTACT: Ted Wright
Executive Director
Trust to Conserve Northeast Forestlands
Phone: (207) 532-8721
Email: executivedirector@tcnef.org

AUGUSTA, ME – The organization tasked by the American Logger’s Council (ALC) with revitalizing and promoting Master Logger Certification® has formed a national committee to guide the effort and hired a program coordinator to administer it.

The first Master Logger program, Northeast Master Logger Certification, was created in 2001 by the Professional Logging Contractors of Maine (PLC) as the first in the world point-of-harvest certification program, offering third party independent certification of logging companies’ harvesting practices. In 2003, PLC created The Trust to Conserve Northeast Forestlands (TCNF) to administer the program with the broader goal of “enhancing the health of working forest ecosystems through exceptional accountability” throughout the Northern Forest region.



In 2004, the ALC adopted the program as a national model. Since that point, 18 states have approved templates for implementation of the program, with several currently implementing it. In August of 2017, the ALC

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decided to launch a national effort to promote the program and appointed the TCNF to lead it.

The TCNF began the effort in January and has now formed a committee with representatives from the logging industry from 17 states. Members of the committee so far include: Myles Anderson, California; Perry Sawyer, Connecticut; Richard Schwab, Florida; John Lane, Georgia; Dennis Aucoin, Louisiana; Andy Irish, Maine; Brian Tetrault, Massachusetts; Brian Nelson, Michigan; Mike Hill, Minnesota; Shannon Jarvis, Missouri; Rocky Bunnell, New Hampshire; Paul Mitchell Jr., New York; Bruce Zuber, Oregon; Robert Thurber, Rhode Island; Crad Jaynes, South Carolina; Sam Lincoln, Vermont; Ed Bryant, Washington.

In late February, the Trust hired Jennifer Hartsig of J Piper Consulting, LLC in New York to coordinate the effort and provide administrative support and implement nationwide technical support, expansion, branding, standardization and outreach.

Hartsig specializes in working with rural, natural resource dependent organizations, businesses and municipalities to help design, fund and manage projects. After gaining more than two decades of experience in public and private sector program coordination, she formed her own consulting company in 2010. Since 2012, she has been working directly with loggers and other forest industry stakeholders in New York State as the Coordinator for New York Logger Training, Inc., and project consultant with Empire State Forest Products Association. Jennifer lives with her husband, Forestry Consultant Steve Bick, two daughters and soon to be University of Maine graduate son, in Okara Lakes, in the western Adirondack Mountains of New York.

"I am thrilled to be joining the team to promote Master Logger certification across the U.S. on behalf of the ALC," Hartsig said.

TCNF Executive Director Ted Wright said that the pieces are now in place for the next steps of the effort to begin.

"With our committee members and a program coordinator with Jennifer's credentials onboard we are ready to begin the serious work of promoting the

Master Logger program nationwide," TCNF Executive Director Ted Wright, said. "We are confident that the time is right and the industry ready for what the Master Logger program can offer not only to individual loggers, but to the industry as a whole. Raising the bar in logging is what Master Logger is all about, and that is a win-win scenario for our forests, our industry, and our economy."

Master Logger is a rigorous certification which can only be earned by loggers who are harvesting professionally and responsibly, and adhering to the highest standards of conduct. Independent third-party verification is key to the program.

The ALC's national Master Logger Certification® program template is built on seven areas of responsibility that meet the performance standards of the program, but allow each state participant to tailor their program based on existing state regulations and forest practices acts.

While the program may be generally unknown to the public, landowners in areas of the country where Master Logger programs exist are increasingly seeking Master Loggers for harvests on their property, and many end-users of wood are also seeking its assurances that the wood they are buying is being harvested sustainably and responsibly.

Members of the ALC voted in August 2017 to move forward with a proposal submitted by the TCNF and the Professional Logging Contractors of Maine (PLC) to revitalize and promote the program. The decision to have the TCNF lead the effort was a practical one given the program's origins.

For more information on the Master Logger Program contact Ted Wright at (207) 532-8721 or executivedirector@tcnef.org.

-End-





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SC Department of Insurance Examines SC Commercial Auto Liability



By Crad Jaynes, SCTPA President

SC Timber Producers Association, the Forestry Association of SC and the SC Trucking Association partnered with the SC Department of Insurance to see if the department could examine commercial auto liability insurance issues in South Carolina. The goal was to have the department examine the SC auto liability insurance climate and provide insight into the increasing auto liability insurance costs for heavy commercial motor vehicles including unmanufactured forest products hauling trucks, as to the reduction in available markets to offer and write the coverage, examine coverage affordability, determine reasons for high costs and market reductions and look at possible alternatives. There was a study concentration on unmanufactured forest products trucking insurance.

The SCDOL's study was prompted by a request to Governor McMaster by the Forestry Association's president Cam Crawford with the support of SCTPA and SCTA. SCTPA's President Crad Jaynes, Forestry Association's president Cam Crawford and Trucking Association's president Rick Todd had two meetings with the insurance department's director Ray Farmer and his staff. The initial meeting was conducted in October 2017 to discuss the study's scope. The department presented its study report at the January 2018 meeting.

The department surveyed insurance market experts, insurance companies and insurance agents writing commercial auto liability and those companies that have withdrawn from the state.

The department's study was thorough and provided information as to the issues insurance carriers are facing in the state with insuring "regular" commercial trucks and "forestry" trucks.

Here are excerpts from the SC Department of Insurance report.

- Insurance for commercial trucking is a subset of the large, broader category of commercial auto, and forestry trucking is an even smaller subset of the trucking industry.
- Based on a survey of the largest active commercial auto writers in the state, the department estimates general trucking to be 39.3% of the total market

premium and forestry trucking is approximately 4.5% of the total commercial auto liability premium.

- There is no shortage of carriers writing commercial auto liability in SC. Remember, commercial auto includes "all" commercial auto.
- The residual market mechanism known as the South Carolina Commercial Auto Insurance Plan (CAIP), created in 1986, has been underutilized. This is a possible indication a healthy voluntary market exists.
- The department interviewed a withdrawn carrier for forestry trucking auto liability and ascertained reasons for their withdrawal.
 - Poor underwriting results – losses were much higher than expected.
 - Much of forestry trucking is operated intrastate so not subject to the more stringent federal interstate regulations.
 - Increasing exposure to inexperienced drivers.
 - Several high verdict losses.
 - High ratio of drivers to vehicle (i.e., same vehicle operated during all three shifts by different drivers).
 - Aging vehicle fleets.
 - Suspect maintenance of vehicles.
- Avoidance of appropriate safety and loss prevention standards.
- A realization that the company lacked the necessary tools to properly underwrite and price risks.
- An unwillingness to subsidize this segment with more profitable lines of business.
- The presence of other competitors with more sophisticated tools to underwrite the risks and the willingness to price them accordingly.
- In the past three years, it is clear the rate structure for commercial auto as a whole is rising.
- In 2016, the Insurance Services Office (ISO) filed for an increase of 7.5% for Trucks, Tractors and Trailers (TTT) as part of its 9.5% overall commercial auto increase. In 2017, the ISO filed for a 24.8% increase for TTT as part of its 10.7% total increase for commercial auto.
- Primary driver behind higher rates for both commercial and personal auto is increased frequency and severity of auto insurance claims. More costly repairs due to more technology on vehicles.
- Dramatically increased incidence of distracted driver events, cell phone usage, texting, etc., leading to more accidents and claims.
- Rising premium rates for forestry trucking were sim-

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ilar to rate increases for commercial trucking as a whole. Forestry trucking needs to embrace enhanced loss prevention and driver safety programs to help control rising rates or at least slow the rate increases down.

- The worsening civil litigation climate in SC and the need for tort reform.
- Possible allowance of coverage being written on a surplus lines, non-admitted basis.

Overall the study provided valuable information. At the January meeting, Cam, Crad and Rick presented issues and topics for the department to follow up on to provide more insights into this issue.

SCTPA has asked several members about their auto liability situations. It's been varied answers across the board from... I'm pleased with my rates; my rates keep going up; I'm going to have to shut down due to auto liability costs, and so on. And all the answers heard

were and are understandable.

Having an insurance and safety background in this forestry/logging industry for forty years now, the realization is "we," "us," "the forestry trucking industry" have to take the bull by the horns and turn the bull around. More safe, qualified, experienced drivers are needed, more focus on initial and on-going driver education and training, improved fleet management practices, on-board GPS and cameras systems and more and of course the issues of costs and pay. The television attorneys screaming at us every day to call them if you've been in an accident are not going away. So it's up to the forestry trucking industry to make the efforts to protect itself as much as possible.

We have to take a hard look at ourselves and say, "What am I doing and/or what can I do to help myself." The forestry trucking crisis is real. Can we, and will we step to the plate and start hitting those base hits to start improving our overall performances so that ultimately we hit the home run.

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The 2017 Gene Collins Logger Activist Award is proudly presented to Bob Lussier and Great Woods Companies, LLC for their sincere commitment to professional timber harvesting, supporting the association, participating in community and industry activities, practicing sustainable timber harvesting, promoting education and positive promotion of professional business practices.

Great Woods Companies is a conscientious, professional business understanding the value of relationships with customers, employees and their industry, environmental stewardship and promotion of a positive image as a professional logger.

As a thirty-five year veteran in the timber harvesting business, Bob has witnessed the evolution of the professional timber harvesting industry from chain saw felling to total timber harvesting mechanization.

Originally from Connecticut, Bob moved to South Carolina 2009 when the Northeast wood receiving markets began to decline. He heard of an opening for a timber harvesting crew in the Darlington area and decided to give it try for six months. So he and the business moved south. And behold, Bob and Great Woods Companies found a home in the Palmetto State.

Great Woods Companies operates two mechanized crews focusing on thinnings, logging, total harvests, chipping, and forestry mulching on private landowner pine and hardwood tracts in Marlboro, Dillon, Florence, Darlington, Lee and Chesterfield counties. The operation has the capabilities of producing "clean" wood chips for the paper mills and "dirty" wood chips for energy production when wood receiving markets need these products. Log length pine and hardwood products are also pro-



duced for local and export markets.

Bob purchases timber from local forest landowners and will occasionally harvest tracts provided by other companies. Their operations specialize in operator select thinning and logging for pulpwood and higher valued log products.

Operating a lean, efficient business works very well for Great Woods Companies. The two crews' equipment spread consist of a CAT feller buncher, a Tigercat feller buncher, a CAT track feller buncher, a CAT grapple skidder, a Tigercat grapple skidder, a John Deere grapple skidder, two CAT knuckleboom loaders equipped with pull through delimiters, a CAT bulldozer, a Trelan chipper, a Woodsman chipper and a Peterson debarker.

The company's truck fleet is comprised of six truck tractors, eighteen double deck log and chip van trailers and two lowboys. The company does use a regular contract hauler and others as needed. Eleven employees including Bob and wife Cindy

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make up the company. Cindy is the business administrative manager and Bob serves as company President.

Great Woods Companies owns their own shop and office and performs ninety percent of their mechanic work on trucks and woods equipment and all maintenance. Bob says, "It's an important part of keeping a job running smoothly. If your equipment or trucks are down, then no one is making money."

Bob says, "Guys that work with me, I truly appreciate each one of them. Each one is a professional and conducts themselves as a professional because each one of them is proud of what they do for forest landowners, our company and our industry. They help make our company successful. It's all about team work. Most of all, it is the support of Cindy and her efforts for the company that makes Great Woods Companies possible. Behind every successful man is a better woman and that lady is Cindy."

Average weekly production delivered to wood receiving markets has been 3,500 – 4,000 tons per week with the capability of producing 5,500 – 6,000 tons per week. Weekly production has been down mainly due to contract trucking and driver availability issues.

As Bob stated, "Qualified, safe and dedicated drivers are hard to find. This is a major challenge for our business and the timber harvesting trucking industry as a whole due to the overall lack of available qualified, safe drivers and an aging driver population as well as

drivers willing to be employed and drive unmanufactured forest products trucks in our industry. It's a tough challenge for offering competitive driver wages and employee benefits to compete with other trucking

segments. However, we as an industry have to continue to look, change, adapt and improve our wage and driver benefits and do our best to promote our industry and attract qualified, safe drivers to want to work in our timber harvesting transportation segment."

Great Woods Companies delivers longwood and wood chip products to International Paper, Georgetown, WestRock, Florence, Domtar Paper Company, Bennettsville, Georgia Pacific, Alcolu, Sonoco Products Company, Hartsville, and longwood products to Canfor Southern Pine, Camden, Conway and Darlington, Edwards Woods Products, Marshville, NC, Cox Industries for poles and grade logs to

Lampe & Malphus, Smithfield, NC.

Bob and Cindy are active forest landowners. They manage, harvest and reforest their 375 acres in Marlboro and Chesterfield Counties. They are sustainable forestry believers and practice sustainable forestry on their own timberlands. As Bob and Cindy say, "We are professionals in the timber harvesting industry and practice sustainable forest management on our own timberlands, but we strive and want to educate our timberland owner customers we do business with to practice sustainable forestry and continue to grow, manage, harvest and reforest their timberlands." Bob states, "I think we should treat every tract of forestland like it was our own. Myself and our company, want to do it the right way and make every tract better than it was when we began. I won't ask my crew to do anything I wouldn't do or couldn't do myself on my own forestland."

Bob and Great Woods Companies was awarded the Forestry Association of South Carolina's 2016 Outstanding Logger of the Year Award. He was named runner-up for the Forest Resources Associa-

(Continued on page 28)



(Continued from page 27)

tion Southeast Technical Division 2016 Logger of the Year Award. The company participates as a sponsor for the Log A Load For Kids golf tournament. Bob has participated and won Log Loader competitions at equipment shows and donated the cash winnings to Log A Load For Kids. Bob and his company's involvement in local, state and community activities is a tribute to their commitment. Great Woods Companies is an active SCTPA timber harvester member and Forestry Association of South Carolina member.

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

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

Bob and foreman Terry Hannan are SFI TOP Trained. Company trucks are equipped with GPS and on-board cameras. He and Cindy monitor drivers' performance each day and have a driver safety incentive program to maintain driver safety with driver evaluations performed every thirty days. Drivers perform pre-trip and post-trip truck and trailer inspections. Stringent pre-employment screening is done for drivers and other employees.

Bob and Cindy are Pee Dee Landowner Association members. Bob, being an avid hunter, belongs to the National Wild Turkey Federation, Rocky Mountain Elk Foundation and Ducks Unlimited. He was a board of director for the Connecticut Professional Timber Producers Association, served on the Town of Pomfret, Connecticut's Conservation Commission and Green Team. He served on Caterpillar Forestry's Advisory Committee for the development of the CAT 535 D-series skidder.

Bob has a history in the wood business. He began

working with his father cutting firewood and working with his father's friend who owned a sawmill. He went out on his own in the firewood business and started logging in 1983 with the first rubber-tired Tigercat feller buncher in southern New England. He harvested cut logs for Canadian markets and Columbia Forest Products.



Bob and Cindy made state case law in a lawsuit against the town of Pomfret, CT when the town tried to prohibit them from harvesting their own timber by bringing forward unnecessary environmental restrictions. They won the case in court and was able to harvest their timber.

Bob has a passion for his business and profession. He says, "We all have different issues, many of which could be fixed, but the timber harvesting industry needs and must be more involved, pro-active and not re-active, in our state associations and our own profession." He says too, "I appreciate the work, representation and leadership the SC Timber Producers Association and the Forestry Association of South Carolina provide for our industry and appreciate the relationship the two associations have with each other."

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

As an industry leader with a sincere commitment to professional logging, sustainable forestry, com-

(Continued on page 29)



(Continued from page 28)

community, family and the principles of outstanding business, SCTPA is proud *Bob Lussier and Great Woods Companies, LLC* is our 2017 *Gene Collins Logger Activist Award* recipient.

The South Carolina Timber Producers Association's Logger Activist Award recognizes a logger member who has demonstrated an exceptional desire to promote and represent the profession by actively participating in association state and district activities, promoting and participating in educational efforts, community action projects and association projects to positively promote timber harvesting's image, conducting busi-

ness activities in the best interests of the timber harvesting profession to engender the public's trust by meeting and exceeding the American Loggers Council Loggers Code of Practices and has displayed a professional commitment to sustainable forestry practices.

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

PREVIOUS GENE COLLINS LOGGER ACTIVIST WINNERS

1999 - Dennis Wall, W. V. Wall & Sons, Inc. ■ Edgefield

2000 - Larry Cromer, W. A. Cromer & Son, Inc. ■ Newberry

2001 - Gene Collins, Gene Collins Logging, Inc. ■ Georgetown

2002 - Tommy Barnes, Ideal Logging, Inc. ■ Edgemoor

2003 - Jim Curry, Piedmont Pulp, Inc., & Pulpco Inc. ■ Laurens

2004 - Joe Young, Low Country Forest Products, Inc. ■ Georgetown

2005 - Crawford Wilks, Wilks Logging, Inc. ■ Chester

2006 - Tim, Reg & Martha Williams, Log Creek Timber Company, Inc. ■ Edgefield

2007 - BoBo Seckinger, Seckinger Forest Products, Inc. ■ Hampton

2008 – Norman Arledge, Arledge Logging & Timber, Inc. ■ Landrum

2009 – Billy McKinney, McKinney Brothers Logging, Inc. ■ Union

2010 – Billy & Robert Walker, Walker & Walker Logging, LLC. ■ Laurens

2011 - Donnie, Marty, Rodney & Gail Lambert, Leo Lambert Logging, Inc. ■ Georgetown

2012 - Danny McKittrick, McKittrick Timber, LLC ■ Heath Springs

2013 – Josh Key & Beech Island Timber & Construction, Inc. ■ Jackson

2014 – Frampton Ferguson & Ferguson Forest Products, Inc. ■ Luray

2015 - Joey & Danny Austin, Austin Logging, Inc. ■ Gaston

2016 – William Wilkerson, Wilkerson Logging, Inc. ■ Hickory Grove

ROBERT O. "BOB" LUSSIER, JR. & GREAT WOODS COMPANIES, LLC





SCTPA 2018 Annual Meeting

By Crad Jaynes, SCTPA President

First of all, I want to thank everyone who attended our 19th annual meeting as a sponsor, exhibitor, speaker, member and guest. The attendance was fantastic with over 420 folks joining us for our annual meeting.

Second, I want to thank DK Knight for allowing us to use the article he published in Southern Loggin' Times to showcase our annual meeting. Thanks DK.

We had twenty-nine exhibitors with booths inside the conference center and several outside in the parking lot areas who brought trucks, trailers and equipment. Thanks to all of y'all for your support of our 2018 annual meeting. As one exhibitor who had inside and outside exhibitor space said, the meeting was productive as their company received orders for truck purchases.

I want to congratulate the award and drawing winners. Two Honda Fourtrax ATV's were awarded in our Big Drawing. One was won by Dustin Moran, Backwoods Logging, LLC, Bonneau, SC, and the other by Harold Williams, Williams Forest Products, Inc., Rock Hill, SC.

The Big Drawing second place prize for the Honda Quiet Portable Generator was won by Travis Moore, T & D Logging, Inc., Georgetown. The third place Big Drawing prize for the 3-night 4-day stay at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront was won by Travis Doolittle, Charles K. Doolittle, Inc., Newberry. Thanks to everyone for purchasing those Big Drawing tickets.

Congratulations to Donnie Watts, Palmetto State Insurance Agency, LLC, Lexington, for winning the Loggers Special Edition Brass Big Henry .44 Magnum Rifle engraved with logger scenes from around the country. The special edition rifle manufactured by American Legacy Firearms was number 21 of only 50 manufactured. Quite a unique firearm and frankly... it was gorgeous.

Congratulations to Bob Lussier of Great Woods Companies, LLC, Bennettsville for being our 2017 Gene Collins Logger Activist winner and being elected to serve on the SCTPA board of directors for Seat 2. He was elected at the annual meeting luncheon during our association business meeting without opposition. Congratulations Bob for your Logger Activist Award and you will a great asset to our board of directors, our association and the SC professional timber harvesting industry.

Congratulations to the award winners at this 2018 annual meeting. The winners were all so deserving. But the most emotional moment came when the framed article about my buddy Jeremy Ponder was presented to him. Jeremy is a special needs young man who has a love and passion for logging and logging equipment. He's not special needs...he is just special. This was a thrilling moment for Jeremy and his family.

Special thanks to the ladies of His Way Mine who delighted us for our Sunday Prayer Breakfast. These sisters, Kay Austin, Christie Arehart and Cindy Campbell, came out of basically retirement to be with us and do a great performance with songs and testimonies for The Lord. Kay Austin is the "better half" of SCTPA logger member Austin Logging, Inc.'s Joey Austin, Gaston, SC. Thank you ladies as your performance was very much appreciated.

Shout out to our Saturday speakers... Jimmie Locklear, Dustin Meierhofer, Rob Moseley and DK Knight. Shout out to the SC Forestry Commission BMP foresters for their leadership in presenting the TOP SFI Trained Annual Update Class on Saturday afternoon.

A special thanks goes out to my family for their help at our annual meeting. The meeting would not work without my family helping to make it a great meeting. Thanks to my wife Brenda, my sister-in-law Dee Peake and Dee's cousin Mary Rawl. Thank you!

2018 was a great annual meeting. And thanks to everyone again.

So... mark your calendar now... our **20th SCTPA Annual Membership Meeting will be February 8 – 10, 2019** at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC. Plans are in the works already for our 20th anniversary celebration meeting.



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Team Safe Trucking Update



Email From Jimmie Locklear,
Team Safe Trucking & Forestry Mutual Insurance Co.
February 27, 2017

I hope this finds all of you well. Our TST meeting at Myrtle Beach was great. My hats off to the 50+ attendees who all express a great desire to work together to improve safety and profitability within the forest industry's products transportation segment. I hope to give you a more detailed update from the meeting soon.

I would like to again thank Crad Jaynes and the SCTPA for helping facilitate this meeting in conjunction with the SCTPA's 2018 Annual meeting. On Saturday morning Feb. 10th I gave a new TST power point presentation focusing directly on the log truck owners' responsibilities and the perils of not being responsible when hiring drivers.

Dustin Meierhofer, Director for Transportation and Northern Safety, BC Forest Safety Council, Prince George, BC gave a presentation on the success they have had with a program very similar to TST. Both presentations were well received by the audience.

This email is to provide information about accessing the TST Owner/Driver Training Module 1.

- Module 1 provides basic information on the FMCSA rules and regulations that apply to log truck drivers (and managers).
- Module 2 - Behind the Wheel - In-woods and on-the-road driving safety - will be available very soon.
- Module 3 - Problems on the Road & Mill Safety - on-the-road and mill driving safety - will be available soon.

1. Go to www.teamsafetrucking.com.
2. Click on "ONLINE TRAINING."
3. Create an account to access "ONLINE TRAINING"

NOTE: Those wishing to facilitate a group training effort may contact TEAM Safe Trucking Executive Director Jeremiah O'Donovan (info@teamsafetrucking.com) for instructions.

See www.teamsafetrucking.com for more details on this nationwide forest industry trucking safety initiative (and how to support it financially--several more modules are forthcoming). **WE NEED YOUR SUPPORT** to continue this important initiative.

Thanks!
Jimmie L. Locklear

THANKS TO THESE EXHIBITORS FOR THEIR SUPPORT OF OUR 2018 ANNUAL MEETING

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STEWARDSHIP AGREEMENT BRINGS TOGETHER TREE-HUGGERS AND LUMBERJACKS

Nature Conservancy and
US Forest Service
Harvest Timber In Northern Wisconsin
Forest For Wildlife And Jobs

Wednesday, March 14, 2018
By Glen Moberg, WPR

Matt Dallman guided his four-wheel drive truck up a narrow, snow-covered road in the Chequamegon-Nicolet National Forest in Forest County. Dallman, the director of conservation for the Nature Conservancy in Wisconsin, pointed to a cluster or stand of red pines, which would soon be converted into two-by-four boards as part a program he's spearheading.

"The Nature Conservancy is managing 380 acres here," Dallman said. "We're going to be harvesting just short of 2 million board feet, and that will equate to about \$370,000 of revenue." It's a new role for the Nature Conservancy, which Dallman said is often stereotyped as a "tree-hugging organization." The Conservancy now finds itself in the lumberjack business.

"I'm not here to say that we need every tree cut. I think we need old places and we need places that are being managed," Dallman said, "While we want some places preserved, we also want places for jobs and the economy."

The 2014 Farm Bill allowed the U.S. Forest Service and the Nature Conservancy to enter into this stewardship agreement, just one of 13 nationwide. TNC is hiring the loggers, selling the timber, and then using the proceeds for projects the Forest Service can't afford to do.

Dallman pulled over by Simpson Creek, a fast running, narrow stream whose spring-fed waters had not frozen over in the long, cold winter. "It's a trout stream that was pretty much beat up from the old logging era. You used to catch 15-inch brook trout in here," Dallman said. "Then they floated logs down it,



Matt Dallman of the Nature Conservancy, project forester Ryan Greife, and logger Clint Wallgren stand in front of red pines they're harvesting in the Chequamegon-Nicolet National Forest. Glen Moberg/WPR

and it got dammed up."

With the money from the timber sale, TNC is planning to restore the stream by re-routing the channel, and exposing the gravel bottom the fish need for spawning. TNC is also planning to rebuild a handicap accessible boardwalk on a much bigger trout stream in the forest: the Oconto River.

In nearby Oconto County, TNC plans to use the timber sale proceeds to restore habitat for the endangered Kirtland's warbler.

At the headquarters of the Chequamegon-Nicolet National Forest in Rhinelander, Forest Supervisor Paul Strong said he is excited about the projects. "I'm a trout fisherman," Strong said. "You often have to fight your way through the alders and walk long distances. There are very few trout streams you can simply get to and wet a line."

Strong added that there are even fewer like the Oconto River with its soon-to-be-fixed boardwalk.

"The value of this is making some of these trout streams more accessible for people with disabilities," he said. "People can get out there in wheel chairs and literally be in brook trout heaven"

The U.S. Forest Service could do these projects itself, Strong said, but its budget has been stretched thin, fighting wildfires that have become more frequent and more intense.

"Whether you believe in climate change and what drives it or not, the weather patterns are different," he said. "More of these mega-fires are happening at very high cost."

The Forest Service gets a 20-percent match from TNC and also saves money and manpower by letting its employees and volunteers do all of the work.

Back at the red pine stand, a truck known as a

(Continued on page 37)

(Continued from page 36)

forwarder picked up fresh cut logs with a steel claw and unloaded them into a neat pile. The Nature Conservancy hired forester Ryan Grefe to supervise the project. He said by thinning the trees, those that are left will be healthier and taller. "If Mother Nature were to take her course, a forest actually deteriorates over time," Grefe said. "You've got to start taking out the dead trees, the dying trees, the diseased trees."

Grefe said he's happy that the money is going to stay in northern Wisconsin. "The opportunity to have some funds directly from a local timber sale go right back into the local economy is just great," Grefe said. "The logging industry, the timber industry, I can't even think how many people they employ."

One of those people is Clint Wallgren, a burly, good-humored man who has been working as a lumberjack for 32 years. "It doesn't get any better than this," Wallgren laughed, pointing at the trees around him. "Best office in the world."

Wallgren works from the cab of a harvester. Using the controls, he grabbed a tree, cut it down, stripped the branches off and sliced it into neat logs in less than a minute. "If you didn't have that machine, you'd have ten guys running out here with chainsaws, and pretty much somebody's going to get hurt," he said. A forwarder stacks fresh cut logs on the side of a timber road in the Chequamegon-Nicolet National Forest.

Wallgren said good paying jobs are hard to come by in northern Wisconsin. "If I wanted to stay in the area I don't know what I would do that would pay as

well and be as enjoyable for me," he laughed. "I hope I'm middle class anyway."

Environmentalists and loggers have not traditionally gotten along, but both Dallman and Wallgren said it was time for that to stop. "This distinction between tree-huggers and people that use the forest and loggers, I think conservationists and people that make a living in the woods are one and the same," Dallman said. "Loggers and foresters are really good managers and sustainable managers. They don't want to exhaust their resource because they're in it for the long haul."

"From my experience, tree-huggers didn't want a single tree cut, so it's kind of neat to see that we can work together and see we're not enemies," Wallgren said. "I love the forest just as much as they do."



A forwarder stacks fresh cut logs on the side of a timber road in the Chequamegon-Nicolet National Forest.



Timber Talk

Your Voice for South Carolina Timber Harvesting

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

THINGS YOU ASK WHY & MIGHT GO HUMMMMM...



Can you cry under water?

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to 'put your two cents in'... But it's only a 'penny for your thoughts'? Where's that extra penny going to?

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

Why does a round pizza come in a square box?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they 'slept like a baby' when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change? They're going to see you naked anyway..

Why is 'bra' singular and 'panties' plural?

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

If Jimmy cracks corn and no one cares, why is there a stupid song about him?

If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If Wile E. Coyote had enough money to buy all that ACME crap, why didn't he just buy dinner?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

If electricity comes from electrons, does morality come from morons?

Do the Alphabet song and Twinkle, Twinkle Little Star have the same tune?

Why did you just try singing the two songs above?

Why do they call it an asteroid when it's outside the hemisphere, but call it a hemorrhoid when it's in your butt?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but when you take him for a car ride, he sticks his head out the window?

Why, Why, Why...

Why do they use sterilized needles for death by lethal injection?

Why doesn't Tarzan have a beard?

Why does Superman stop bullets with his chest, but ducks when you throw a revolver at him?

Why do Kamikaze pilots wear helmets?

Whose idea was it to put an 'S' in the word 'lisp'?

If people evolved from apes, why are there still apes?

Why is it that no matter what color bubble bath you use the bubbles are always white?

Is there ever a day that mattresses are not on sale?

Why is it that no plastic bag will open from the end on your first try?

How do those dead bugs get into those enclosed light fixtures?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?

And my FAVORITE.....

The statistics on sanity is that one out of every four persons are suffering from some sort of mental illness. Think of your three best friends -- if they're okay, then it's you.



February 6, 2018

Re: H. 4480 – DUI-E Bill

MEMO: House Education and Public Works Committee Subcommittees on Transportation and Motor Vehicles

The South Carolina Truck Caucus would like to express its strong support for H. 4480, known as the “DUI-E” Bill. Restricting certain types of hand-held devices, particularly cell phones, for all drivers is necessary to reinforce appropriate driving behaviors and improve roadway safety. This bill is a good step forward in working to reduce the number of crashes caused by cell phone distraction in South Carolina.

Since 2012, pursuant to the Federal Motor Carrier Safety Regulations (FMCSR), practically all commercial motor vehicle (CMV) drivers have been prohibited from texting and hand-held use of cell phones. Effectively, these drivers are federally prohibited from texting, holding, dialing, and reaching for a hand-held cell phone. These are very stringent restrictions placed on the trucking industry and the penalties for violating these regulations are significant.

Under the federal regulations, CMV drivers who are convicted of a hand-held cell phone violation twice within a three- year period will be disqualified for 60 days. If convicted for a third violation within three years, the driver will be disqualified for 120 days. Drivers are subject to federal civil penalties of up to \$3,685 for each offense. Motor carriers that allow their drivers to use hand-held cell phones while operating a CMV face a maximum civil penalty of \$14,739 per violation. Additionally, violating a distracted driving regulation results in a 10-point violation, the highest penalty, in the Federal Motor Carrier Safety Administration’s (FMCSA) motor carrier rating system.

As part of the federal requirement to obtain Motor Carrier Safety Assistance Program (MCSAP) funding, South Carolina has adopted the FMCSR. In meeting this requirement, South Carolina has codified by reference the FMCSR, which are enforced by the State Transport Police Division of the Department of Public Safety. The Truck Caucus further believes that if South Carolina is requiring strong restrictions for CMV drivers, these restrictions should

apply to all drivers, and that violations should be issued via the Uniform Traffic Citation by all traffic law enforcement officials in the state.

Truck Caucus organizations, and their constituent members, consistently advocate for reasonable, uniform, and enforceable highway safety laws. Specifically, strengthening the distracted driving laws and regulations will save lives, improve fleet safety, while hopefully improving the state’s standing as worst-in-the-nation in highway deaths.

We urge the General Assembly to pass H. 4480, which imposes restrictions and penalties on the general driving population closer to those imposed on the commercial trucking industry.

Sincerely,

ORGANIZATIONS

SC Timber Producers Association is a supporting Truck Caucus member of this letter

References:

The Truck Caucus is a loose-knit alliance of trade associations whose members operate commercial motor vehicles, and have common interest in workforce, safety, regulatory, taxation, and liability issues.

49 C.F.R. §392.80. Prohibitions against texting. / 49 C.F.R. § 177.804 Compliance with Federal Motor Carrier Safety Regulations.

49 C.F.R. §392.82. Using a hand-held mobile telephone. / 49 C.F.R. § 177.804 Compliance with Federal Motor Carrier Safety Regulations.

This prohibition does not include citizen band radios, GPS, and fleet management systems, and allows use for emergency purposes.

49 C.F.R. §Appendix B to Part 386—Penalty Schedule: Violations and Monetary Penalties (a)(3)

49 C.F.R. §Appendix B to Part 386—Penalty Schedule: Violations and Monetary Penalties (a)(4)

“The Compliance, Safety, Accountability (CSA) rating system is FMCSA’s data-driven safety compliance and enforcement program designed to improve safety and prevent CMV crashes, injuries, and fatalities. CSA consists of three core components; the Safety Measurement System (SMS); interventions; and a Safety Fitness Determination (SFD) rating system to determine the safety fitness of motor carriers.” <https://csa.fmcsa.dot.gov/>



FOREST RESOURCES ASSOCIATION *WOODS TO MILL*

A Forester's Tribute to Soren Eriksson (1938-2017)

Jeff Jenkins | Director, Fiber Supply
Chillicothe, Ohio
January 2018

What if you were asked to share your thoughts and experiences of someone who had made a significant impact in your life? You would consider what they did, what they said, their actions, their feelings, important things they taught you, their concern for others, their reputation, etc. Soren Eriksson was one of those individuals many of us would say made an everlasting impression on our lives. And that is where I would like to begin.

Soren made a lasting impression on me and he impacted my life in many ways. Over the years, I learned so much about the man and his mission. His approach to logger and chain saw operator training started with respect. He would look you right in the eyes, give you a hearty two-handed handshake and share a bigger than life smile that would always leave you asking yourself "who is this guy?" His conversation could be about anything because he wanted to know you! He used his "Swinglish" (Swedish accent with English words) to make sure that he always had the edge. When he didn't understand your English, he would just turn it around so you had a harder time with his "Swinglish."

His approach to training was unique. He understood that everyone had something to offer. He not only trained loggers, but he was in training himself. He would say that he was "stealing" their techniques and his training was only a blend of good technique "stolen" from many loggers. This was his way of giving the Professional Logger credit for his success. Soren Eriksson's "Game of Logging" (www.gameoflogging.com) highlighted the use of safety equipment, detailed cutting techniques, precision felling and significant competition prize money to bring the pro-logger/timber cutter respect and credibility.

He loved loggers because he was a logger but, I should say, he really loved people! I remember stopping for breakfast with him at the local diner called "Pops Place." After a few visits, Soren got to know the cook and one morning asked if he could "be the cook." He was given the grill and Soren cooked for locals more than a few mornings. Finally, I had to remind him that we had cutter training and needed to go. Everyone loved him!

Soren loved life and life loved Soren. He never stopped learning, and his familiar expression was "knowledge is easy to carry around." The other expression when things went wrong was to say "It's 'S@*t behind the handle!" (He knew some English words better than others!) His contagious enthusiasm, passion to share a dream, and drive to get better changed both a culture and an industry. He trained cutters to be safe and smart, loggers to be more productive, and all of us to share his vision, asking the question, "why not?"

We'll miss our friend, but his legacy lives on in the training he pioneered. I believe a quote from Mark Twain speaks volumes:

Happiness is a Swedish sunset; it is there for all, but most of us look the other way and lose it. Soren always loved a beautiful sunset. I'm sure his advice would be to watch it until it fully fades away!

SOREN ERIKSSON
R.I.P. MY FRIEND

Crad's Comments: Personally, I am saddened by the passing of Soren Eriksson as he was a good friend of mine and our industry. I had the pleasure to work with Soren years ago doing chainsaw training programs and the Game of Logging. He was a true professional and his training reached many, many loggers throughout his career. But most of all Soren loved the industry, the people and training chainsaw operators to be more safe, productive and efficient. He shed much light on the forestry and logging industries with his enthusiasm, passion and respect for others. Soren Eriksson... you are a true hero my friend.

WOODS TO MILL

Technology is Coming to a Log Landing Near You

Eric Kingsley | FRA Northeast Region Coordinator

“Do you want to see video of my first drone crash?” I was asked as loggers and foresters filed out of the room, headed home.

Last week’s FRA Forest Forum, a monthly dinner held near Bangor, Maine, brought speakers on mapping and drones, and we learned how these technologies can help with the in-woods operation. There were three great presentations, but that’s not what I found most interesting.



The logger showing me the video of his drone crash and having a laugh about it got me thinking. In the past few years, we’ve seen the price of technology drop and smartphones are so common they are now just “phones,” and you can buy a drone for less than a thousand dollars. As the cost has dropped, more and more innovators are looking for ways to use technology in the forest industry.

Some of that will be complicated – at the Forum, we heard about emerging inventory protocols that use infrared photography to get highly accurate species information. We learned about ways that this could then be translated into a stem-by-stem forest inventory, providing incredibly detailed information on the forest. These high-end applications will probably require lots of training, specialized programs, and outside experts – at least for a while.

While it’s true there are complicated applications, many of the applications for our industry are obvious, and pretty simple to implement. There’s a lot that can be accomplished with a drone and a little creativity. We heard about foresters using them for harvest site recon and layout, real-time monitoring of logging operations, and post-harvest assessments. We heard about loggers who used drones to search for the best stream crossings. But more than anything, we heard about how people are taking off-the-shelf technology into the woods and finding practical uses for it saving time and improving outcomes.

The same was true of mapping software. We learned about how some fairly basic maps can improve skidding efficiency and target water quality closeout work, saving time and therefore money.

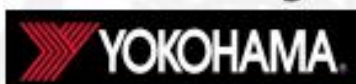
As technologies progress and become ever-more affordable, members of our industry are going to figure out how to use it to make things safer, faster and more efficient. There’s a learning curve as people learn how to deploy the technology that just a few years ago seemed like science fiction. There are also great opportunities to think about the things we do every day (or every harvest) and see if a new tool in the toolbox can help.

Which brings me back to a logger showing me his crash video. It wasn’t the crash that was interesting, but the fact that he was out trying things and accepted that not everything works perfectly every time. FRA has been and will continue to be a great source of information for our members on ways that we can take emerging technology and make the forest industry supply chain safer and more efficient.

\$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!



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www.SouthernLoggers.com



29 FUELING STATIONS

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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

March 2018

- 22 – 24 American Loggers Council Fly In, Board Meeting & Legislative Visits, Washington, DC
 29 SC Timber Producers Association Board of Directors Meeting, 10 a.m., SC Forestry Commission Headquarters, Columbia

April 2018

- 12 SC Biomass Council Meeting, SC Farmers Market Phillips Market Center, 10 a.m., Columbia
 18 – 19 TOP SFI Trained 2-Day Classes, SC Forestry Commission Headquarters, Columbia. Contact Guy Sabin, Forestry Association of SC for Information, 803-798-4170
 24 Newberry District Meeting, Farm Bureau, 7 p.m.
 25 Log A Load For Kids Golf Tournament, Rock Hill. Contact Janet Steele, Forestry Association of SC for Information, 803-798-4170.
 28 Log A Load For Kids Sporting Clays Shoot, Georgetown. Contact Janet Steele, Forestry Association of SC, 803-798-4170

NOTE: SCTPA Spring District Meetings have not been scheduled but will be for May. District meeting notices will be mailed with meeting information.

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

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Vice Chairman: Josh Key
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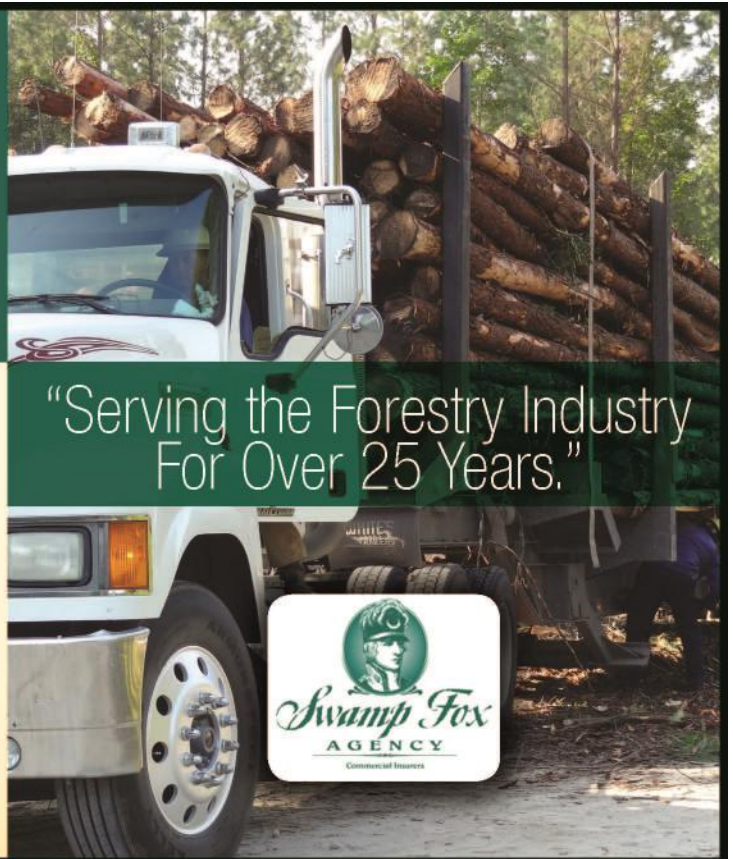
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Our Mission

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