



TIMBER TALK

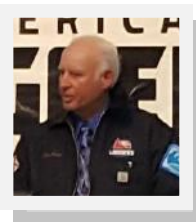
Your Voice for South Carolina Timber Harvesting

NOVEMBER/DECEMBER 2018

AS WE SEE IT ... AMERICAN LOGGERS COUNCIL



A MESSAGE FROM ALC PRESIDENT CHRIS POTTS



As debate rages over the cause of catastrophic wildfires, the American Loggers Council (ALC) says it's time to put partisan politics aside and focus on solutions that reduce the risks to lives, property, and natural resources. The ALC was formed in 1994 to serve as a unified, national voice for professional loggers across the United States. Made up of a coalition of state and regional logging associations and councils, the ALC represents more than 30 states across the U.S.

"President Trump blamed poor forest management for wildfires in California and throughout the West, and there is truth to statements he has made," said ALC Executive Vice President Daniel Dructor. "Others focus solely on climate change, but there is truth that drought and changing conditions are contributing to the problem. It's time to rise above political posturing and recognize that active forest management- including logging, thinning, grazing and controlled burning- are tools that can and must be used to reduce fire risks and help mitigate the impacts to landscapes."

In California and many states, the forests most prone to catastrophic wildfires are owned by the federal government. Approximately 60 to 80 million acres of national forest lands are at a

high, to very high, risk of catastrophic wildfire. Data from the Forest Service indicates that thinning and prescribed burns reduce wildfire intensity and improve forest health, yet only a small fraction of high-risk acres are being treated. To increase the pace and scale of needed treatments, Dructor says the Trump Administration and Congress should expand public-private partnerships to efficiently and effectively manage forests at risk of catastrophic wildfire, insect infestations and disease.

"The federal government does not have resources to treat every forest by itself," Dructor said. "Yet America's forest sector has the infrastructure to manage and improve the health of our federal forests. The raw excess material from overgrown forests can provide renewable energy and a number of American-made products and provide thousands of family-wage jobs."

"It is no accident that the U.S. Forest Service is struggling to reduce fire risks in places such as California and the southwest, where this infrastructure has been allowed to disappear due to the decline of timber harvests on federal lands. By partnering with the private sector on economical for-

(Continued on page 2)

Inside ...

Message from ALC President	Cover
\$5000 Truck Rebate	2
As we see It ... February 2019	3
Support "TEAM Safe Trucking" Programs	4
20th SCTPA Annual Meeting	6
Annual Meeting At Glance	8
Annual Meeting Registration	9
SCDMC CMV 2019 Updates	15
What the 2018 Election Results Mean for Forest Management	18
Information from Rick Todd, President SC Trucking Association	19
President Trump Signs Forest Management Order	20
Mid-Atlantic Logging & Biomass Expo	21
Out-of-State Truckers' Paying New Tax for Interstates	22
Silent Auction Item Donation	23
In Response: Thank Modern Timber Harvesting for Creating Wildlife Habitat	24
Safety Alert—In-woods Chipper Safety	27
Supreme Court Limits Habitats	28
Thurlow's Run: Logger Goes the Distance	29
Executive Order on Forest Management	31
WSRI Completes Study on Certified Master Logger Programs	34
Time is Money and Wood Supply	36
20th Anniversary American Logger Rifle Drawing	38
Team Safe Trucking Newsletter	39-41
Mark Your Calendar	43

(Continued from page 1)

est projects, the federal government can not only reduce the risks but have additional resources to support other values such as expanding recreation on public lands and protecting and enhancing wildlife habitat.

ALC strongly supports forest management reforms that enable federal land managers to implement proactive and science-based forest management activities. ALC President Chris Potts of Alabama said Congress should include such reforms in the next Farm Bill, as well as give federal agencies the resources they need to confront the country's wildfire crisis.

"Loggers are America's 'boots on the ground' to conserve our forests and reduce the risks of wildfire," Potts says. "We work in the woods every day, we understand forestry and see the dangers every day, and we know what needs to be done. Without forests, we are out of business. That's why we'll continue to work with Republicans and Democrats on needed reforms that will help to sustain our forests and protect our forests and communities from wildfire."

The American Loggers Council is an 501(c)(6) not for profit trade association representing professional timber harvesters throughout the United States. For more information please contact the American Loggers Council at 409-625-0206, or americanlogger@aol.com, or visit our website at www.amloggers.com.

\$5000 Truck Rebate: 2018 Western Star Association Rebate for ALC Members and Affiliates



Western Star is proud to support and extend the Association Rebate Program for members of the American Loggers Council and its affiliates.

American Loggers Council (ALC) members and affiliates are eligible for a \$5000.00 rebate on the purchase of a brand new WS 4900 truck or tractor model.

Members can now enjoy the power and versatility of a Western Star truck, the leading brand in the logging industry, which have been manufactured for higher payloads, better maneuverability, serviceability, and equally important, durability and dependability.

Rebate amount is based on truck model and configuration:

- \$5,000 off for 4900 Sleeper
- \$5,000 off for 4900 Daycab

Requirements:

- Verification of membership status or status or affiliation with ALC.
- Association membership must be valid for at least 90 days prior to taking retail delivery.
- Trucks must be new and never been retail sold regardless of model year or mileage.
- Maximum of five (5) trucks per customer/company in a calendar year.
- Rebate claim must be processed within 30 days of retail sale date.
- Not valid for gliders or used units.

For information on ALC memberships, contact Danny Dructor at 409-625-0206 or Americanlogger@aol.com. Contact SCTPA, 803-957-9919, bcjpaw@windstream.net.



IT'S TIME TO EDUCATE



By Danny Dructor

On April 4-6, 2019, members and guests of the American Loggers Council (ALC) will once again travel to Washington, DC in hopes of making a difference for the timber and log trucking industry. Our issues remain basically the same as they have for the past several years, but one thing has changed since November that should give us all a little encouragement as we visit the Hill.

In November, the United States replaced 100 U.S. House of Representative members as well as 10 U.S. Senators. To our knowledge, not any of them has the first minute of experience in the logging business and it is highly doubtful that any of the incoming members have ever hauled a load of logs.

While we do not anticipate seeing a lot of significant legislation being passed in the next several months due to the highly partisan politics that are still in play in Washington, we do see this as an opportunity to be the first organization to address the new members on what the issues and concerns are for the logging community, as well as work with the administration to effect change in the industry. It is up to us to educate them on what professional timber harvesting is, and the how and why of the process. If we don't continue to do it, somebody else will, and that is not something that any of us would like to see happen.

ALC President Chris Potts has already stated that we will continue to work on truck weight and Commercial Safety Administration (CSA) issues. He has also indicated a desire to continue to pursue the Future Logging Careers Act that would give the 16 and seventeen year old sons and daughters the opportunity to legally work in their parent's logging business.

With a new Chief of the US Forest Service, and the authorities that have managed to pass through Congress over the past couple of years, we hope to further engage that agency to assist in their modernization

efforts to both expedite and implement all of the authorities now given to them by Congress to increase the pace and scale of forest restoration efforts that include timber harvesting.

By the time this editorial goes to press, there should also be a new Secretary of Interior who we should also seek out and familiarize with our issues.

Energy will still be a priority in order to help develop new markets that we all need for our smaller diameter wood, as will deregulation and lessening of the tax burdens that all of our businesses face.

We asked and you responded favorably in looking at logging as a part of agriculture, and we intend to continue to follow up on that as well.

Even with the change in leadership in the House, there is still hope that those who are elected will once again follow the wishes of their constituents and lay partisan politics aside. The "Swamp," as President Trump has called it, has been draining, but there are still those that hold on to the idea that party politics should take priority over policy issues.

November 2020 is not that far away, and you should be paying close attention to what your representatives in Washington are doing to deserve your vote again. Meanwhile, let's continue to educate those that have been elected to serve, so that the excuse of "I don't know" cannot be used when questioning them about a vote.

The American Loggers Council is an 501(c)(6) not for profit trade association representing professional timber harvesters throughout the United States. For more information please contact the American Loggers Council at 409-625-0206, or americanlogger@aol.com, or visit our website at www.amloggers.com



Support “TEAM Safe Trucking” Programs

Commercial truck driver training will likely be mandated by the federal government in the not-too-distant future. The forest industry has a unique opportunity to develop and provide “common sense” commercial truck driver training programs using TEAM Safe Trucking training modules and templates. The programs should improve log trucking safety awareness, and better driver safety performance should help reduce truck insurance costs over time.

(Visit: www.teamsafetrucking.com)

TEAM Safe Trucking has depended on truck drivers, loggers, insurance experts, wood consumers and others as these truck driver training modules are being developed. These “common sense” commercial truck driver training programs will produce more safety benefits than a program mandated by the Feds using political appointees, professors and others with “Dr.” attached to their name, who have never driven a truck, not to mention a log truck.

I want to give a great big **THANK YOU** to many of you that have already stepped up in a big way to support TEAM Safe Trucking!

Become a Team Safe Trucking Supporter!
Be a leader in promoting a positive change!
Support Forestry Transportation Safety Training!
Join us on Facebook: Team Safe Trucking

For more information, contact:

Miranda Gowell
Special Projects Manager
p: 877-399-7757
www.teamsafetrucking.com
Miranda.gowell@teamsafetrucking.com

How to Access Safety Training Modules

Go to www.teamsafetrucking.com

Click on “online training”

**Create username and password
access online training**

or for

iPhone – iPad - app driven software

Search for: Talent LMS

Then type: teamsafe

then type your: [username](#)

then type your: password

\Then you are set to take the Team Safe Trucking Training classes that are currently available!!!

Join us on Facebook: Team Safe Trucking
(Visit: www.teamsafetrucking.com)

PALMETTO STATE INSURANCE AGENCY, LLC

- Workers Compensation
- General Liability
- Business Auto
- Equipment

- Property
- Umbrella
- "Distressed Auto"
- And more...

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



Circle of Excellence Partner
BITCO INSURANCE COMPANIES

BEST COVERAGE IN THE WOODS
803-785-7742

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





20TH SCTPA ANNUAL MEETING

SCTPA is excited about our 20th Annual Meeting to be held February 8– 10, 2019 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, 3200 South Ocean Boulevard, Myrtle Beach, SC.

Our 2018 meeting had a large attendance of over 425 people. We are excited to be returning to the DoubleTree Resort by Hilton Myrtle Beach Oceanfront for our 2019 venue.

Our meeting focus will look at issues in the Trucking and Wood Hauling. Our theme will be very simple... *Happy 20th Anniversary!*

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

Saturday general session speakers will be: Rick Shell, Pre-Trip, LLC. Rick is a former SC State Transport Police Captain and was in charge of statewide enforcement. He will present his Trucking Audit 101 – What You Need to Know If Audited by SCSTP or USDOT. Robert Crenshaw, Area Director with ReadySC and Apprenticeship Carolina will discuss the New Logger Apprenticeship Program for high school juniors and seniors and adults started in Aiken County with Beech Island Timber & Construction, Inc.

We'll also hear at our Saturday luncheon from two speakers. SC Secretary of Transportation Christy Hall of SC Department of Transportation (or her top staffer) about how SCDOT is improving the safety, road conditions and bridges in SC. Carlton Owen, President of the U.S. Endowment for Forestry & Rural Communities will discuss the Endowment and the Real Time Truck Turn Time Pilot Project underway with SCTPA and The Worthwhile Company for loggers and drivers to have an "App" on their computer and/or cell phone to see what the real time truck turn times are at mills in SC.

Saturday's association business session will feature the association's 2018 financials, Board of Directors elections, any bylaws changes, awards and presentations. We'll also have our prize drawings for the Honda Rubicon ATV, Honda Generator and free stay at DoubleTree by Hilton Resort Myrtle Beach Oceanfront. Saturday evening is free to enjoy Myrtle Beach. Carolina Opry discounted tickets are available through SCTPA for the Saturday, February 9th evening show.

We'll have the gospel group Port City Quartet for our Sunday Prayer Breakfast to bless us with Southern Gospel music and faithful testimony.

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

Exhibitors will be inside the conference center with their products and services. Outside exhibits of equipment, trucks, etc. will be in the parking lots.

And of course there will be plenty of door prizes. We'll draw a winner for a Very Special American Legacy Firearms SCTPA 20th Anniversary Loggers Edition Henry Big Boy .44 MAG Brass Rifle engraved with logging scenes. Extremely NICE Rifle commemorating our 20th anniversary. **It's A One Of A Kind Rifle! Made specially for SCTPA's 20th Anniversary.**

Discounted Carolina Opry tickets for the Saturday evening show February 9th are available for \$33 each and can be ordered with your meeting registration. *That's a \$19 per ticket savings versus regular price.*

Contact the Hilton World Wide Reservations directly to make your room reservations. **SCTPA's Group Code is... TIM.** Call Hilton World Wide Reservations at 1-800-770-6895. Be sure to specify *DoubleTree Resort Myrtle Beach* when making reservations. Book online at <http://group.doubletree.com/SCTimberProducersAssociation>. SCTPA room block cut off is January 17, 2019. After January 17, 2019, standard room rates apply. SCTPA has no flexibility on this cut off date.

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

Go ahead now and block the dates to join us February 8 – 10 for our 20th Annual Membership Meeting. Brenda and I look forward to seeing you in Myrtle Beach.

Yours truly,

Crad

Crad Jaynes

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

2019 SCTPA Annual Meeting

SCTPA 2019 Annual Meeting will be February 8 – 10, 2019 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, 3200 South Ocean Blvd, Myrtle Beach, SC.

Reservations are to be made directly with **Hilton World Wide Reservations** by calling **1-800-770-6895**. The SCTPA annual meeting Group Code is...**TIM**.

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

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

Booking link: <http://group.doubletree.com/SCTimberProducersAssociation>

Hotel: DoubleTree Resort by Hilton Myrtle Beach Oceanfront

Group Name: SC Timber Producers Association

SCTPA room block rates cut off is January 17, 2019. After January 17, 2019, regular room rates will apply. SCTPA has no flexibility with this cut off. Hilton reservation cancellation policy applies.

There is no reservation form for your use. Make room reservations direct with Hilton.

2019 SCTPA ANNUAL MEETING DOUBLETREE RESORT BY HILTON MYRTLE BEACH OCEANFRONT ROOM RATES

<u>ROOM TYPE</u>	<u>SINGLE RATE</u>	<u>DOUBLE RATE</u>
DELUXE ROOM (2 QUEENS)	\$ 89	\$ 89
DELUXE ROOM (2 QUEENS)	\$ 89	\$ 89
KING SUITES	\$ 162	\$ 162

ALL ROOMS ARE EXCLUSIVE OF APPLICABLE STATE AND LOCAL TAXES AND RESORT FEE PER GUEST ROOM PER NIGHT.

ROOM RATES ARE APPLICABLE TO A DAY BEFORE AND A DAY AFTER THE ANNUAL MEETING.



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



20TH SCTPA Annual Membership Meeting

MEETING AT A GLANCE

FRIDAY, FEBRUARY 8

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

Conference Center

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

SATURDAY, FEBRUARY 9

- 6:30 a.m. Member & Guests Breakfast
6:45 a.m. Registration Desk Opens
8:00 a.m. General Session
Welcome, Invocation, Antitrust Statement & Announcements
8:15 a.m. Speaker: Rick Shell, Pre-Trip, LLC, Former SC State Transport Police Captain
Audit 101 - What You Need To Know For Audit By SCSTP or USDOT
8:30 a.m. Ladies Breakfast
9:50 a.m. Speaker: Robert Crenshaw, Apprenticeship Carolina, Logger Apprenticeship Program
10:55 a.m. Morning Break
11:50 a.m. Break for Luncheon
12:00 p.m. Membership Luncheon & Business Meeting
12:45 p.m. Chairman's Welcome, Board of Directors Introductions & Announcements
Speakers: Carlton Owen, U.S. Endowment for Forestry & Rural Communications
Rick Quagliaroli, Forestry Insurance Company of the Southeast
Business Session: President's Report, Financial Report, Bylaws Report, Board Elections,
Awards & Special Presentations, Door Prizes & Prize Drawings
2:50 p.m. Afternoon Break
3:00 p.m. Workshop: SFI Trained TOP DVD Module for SFI Training For
July 1, 2018 – June 30, 2018 SFI Trained Status
5:00 p.m. Adjourn
Saturday Evening On Your Own. Enjoy Your Evening!
DISCOUNTED CAROLINA OPRY TICKETS Available At Registration Desk.

Conference Center

3rd Floor
2nd Floor
2nd Floor

3rd Floor

3rd Floor

2nd Floor

2nd Floor

SUNDAY, FEBRUARY 10

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

Conference Center

3rd Floor

SILENT AUCTION BIDDING HOURS - CONFERENCE CENTER

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

EXHIBITOR HOURS - CONFERENCE CENTER

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

THANK YOU FOR SUPPORTING OUR 2019 ANNUAL MEETING!

2019 ANNUAL MEETING REGISTRATION

February 8 - 10, 2019

PLEASE PRINT OR TYPE. COMPLETE ALL INFORMATION BELOW.

Name _____ Badge Name _____

Business Name _____

Address _____

City _____ State _____ Zip _____

Contact #: Work _____ Home _____

Fax _____ E-mail _____

Spouse/Guest Name _____ Badge Name _____

Please list any additional badge names on the back. Credit Card Payment Form on the back. Thanks!

	Early Registration		After January 15, 2019
	#	\$	#
Member *	_____ @ \$ 195 = _____.		_____ @ \$ 225 = _____.
Member Spouse *	_____ @ \$ 95 = _____.		_____ @ \$ 105 = _____.
Active Member Employee **	_____ @ \$ 95 = _____.		_____ @ \$ 105 = _____.
Active Member Employee Spouse	_____ @ \$ 85 = _____.		_____ @ \$ 95 = _____.
SATURDAY, FEB. 10 ONLY	_____ @ \$ 185 = _____.		_____ @ \$ 195 = _____.
Non-Member	_____ @ \$ 225 = _____.		_____ @ \$ 250 = _____.
Non-Member Spouse	_____ @ \$ 95 = _____.		_____ @ \$ 105 = _____.
Children - Per Child – Age 6 – 18	_____ @ \$ 35 = _____.		
Children Under 6 – No Charge			
Discounted Carolina Opry Tickets	_____ @ \$ 33 Per Person = \$ _____.		
Saturday Evening Show, FEB. 9, 7 p.m.			
Tickets Are Non-Refundable			
Save \$ 19.00 Per Ticket			
TOTAL \$ DUE & PAID \$ _____.			

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

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

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

RESERVE YOUR ROOMS DIRECTLY WITH HILTON WORLD WIDE RESERVATIONS.

HILTON WORLD WIDE RESERVATIONS 1-800-770-6895 ... USE GROUP Code ... TIM
FOR RESERVATIONS ... BE SURE TO SPECIFY - DOUBLETREE RESORT MYRTLE BEACH
BOOK ONLINE @ HTTP://GROUP.DOUBLETREE.COM/SCTIMBERPRODUCERSASSOCIATION
SCTPA ROOM BLOCK RATES ABSOLUTE CUT-OFF IS JANUARY 17, 2019.
Regular Hotel Room Rates Will Apply After January 10, 2018. Hilton Room Cancellation Policy Applies.

SCTPA Annual Meeting Cancellation Policy: Full refund if written cancellation received by January 1, 2019.
50% refund if written cancellation request received by January 10, 2019. NO REFUND after January 10, 2019.

Additional Names for Annual Meeting Registration & Name Badges:

2019 Annual Meeting Registration Credit Card Payment

Total Registration Fees \$ _____

Total Carolina Opry Fees (If Applicable) \$ _____

Credit Card Fee \$ **5.00**

Total Amount Charged \$ _____

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

Card Holder Name: _____

Card Number: _____

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

Card Expiration Date: _____

Card Billing Address Zip Code: _____

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

Signature

Print Name

LOGGING MATS



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

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



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

MOVE MORE WOOD FOR LESS.

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

— THE FLINTCO FAMILY OF COMPANIES —



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

229-432-7468



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

229-888-1212



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

229-888-1900



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

CONWAY, SC
(843) 397-9400

WALTERBORO, SC
(843) 538-3122

NEWBERRY, SC
(803) 276-8030

POLKTON, NC
(704) 272-7685

ELIZABETHTOWN, NC
(910) 247-6391

TIDEWATER EQUIPMENT COMPANY

"We Know Loggers"

Tigercat®
Tough • Reliable • Productive



MORBARK®

PROUD SUPPORTERS OF THE
SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION





Pioneer
South Carolina

Blanchard

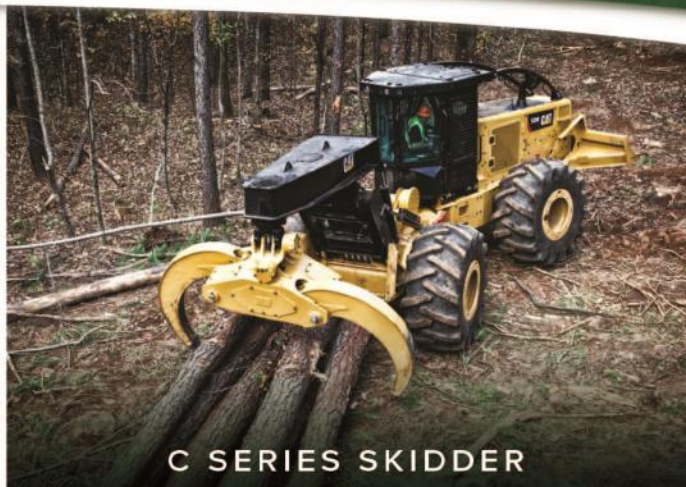


YOUR SOURCES FOR NEW AND USED FORESTRY EQUIPMENT

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



553C FELLERBUNCHER



C SERIES SKIDDER



5900 PETERSON



4750 GRINDER



Peterson
an Astec Industries Co.



COLUMBIA • FLORENCE • GEORGETOWN • SIMPSONVILLE • WALTERBORO



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



Interstate South Carolina **TIRE SERVICE 888-641-6058**



**K516 Model,
11R22.5 30/32nds - \$237 Ea***

**K516 Model,
11R24.5 30/32nds - \$253 Ea***

**All Tires Are →
Smart Way Approved**

ah13rn



ag57dh



**K216 Model
295/75R22.5 • 19/32nds
← All Tires Are
Smart Way Approved.
\$215 Each***

***While Supplies Last**

WELCOME NEW MEMBERS

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

Mid Carolina Timber Co., Inc., Orangeburg
Bells Creek Logging, LLC, Ellerbe, NC
Dennis Varner Logging, LLC, Summerville
The Pete Store, Duncan
Enviva Biomass, Hamlet, NC

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

WHAT'S NEW IN 2019?



Beginning January 1, 2019 Motor Carrier Services will begin accepting payments for Road Use Fees (RUF).

An apportionable vehicle with GWV of 26,001 or more must pay Road Use Fees to SCDMV beginning January 1, 2019. (Section 7 of Bill #H-3516) Fees are calculated based on the fair market value and the current year's millage rate provided by the South Carolina Department of Revenue. Road Use Fees will show as a separate line item on your registration invoice.

Introducing the acceptance of Electronic Credentials Beginning January 1, 2019 by Enforcement in all 57 Jurisdictions and Canadian Provinces.

- Regardless of the jurisdiction and/or province you are providing credentials to, make it easy for the roadside officer to view.
- We recommend keeping a paper copy of your credentials with you for the first year until the new process has been mastered by all.
- We recommend that you keep electronic credentials on an electronic device other than your smart phone (i.e. tablet, iPad, laptop etc.) for visibility purposes.

Placement of IFTA Decals

- Place your IFTA decals where they are visible to enforcement!
- Do not place IFTA decals on windows, mirrors, tanks, or vents.
- **Place your IFTA decals in the shaded areas.**
- Do not use tape to display decals on the vehicle.
- Please remove all expired or non-valid decals.
- You must provide an equipment list for replacement decals with an explanation as to why a replacement is needed.



The Employee Notification Program Monitors an Employee's Driving Record for an Employer

- The employer will be notified if an event occurs that results in a change to the employee's driving record. **This does not replace the need to get a driver's driving record.**
- Any driving violations, suspensions, medical and driver's license changes will be reported for one calendar year from the date the report is executed.
- If an employee is in a crash that causes more than \$1,000 in physical damage or results in any injuries, it will be reported.

The report is generated every Saturday.



(Continued on page 16)

(Continued from page 15)

Is Your USDOT # Active and Inactive

- If you were previously issued a USDOT #, but it has been placed in an inactive status, **we ask that you reactivate your number.**
- Apply for a new number **ONLY** if you have **never had a USDOT # issued to you.**

Beginning January 1, 2019 New accounts for IRP and IFTA will be processed by appointment only.

- Information must be reviewed and approved by MCS prior to an appointment scheduled. Please allow up to 48 hours for processing, once approved documentation has been received.

For expedited service process online at www.scdmvonline.com



FOLLOW THE CHECKLIST It's for your benefit!

- Following the guidelines in the checklist will help to eliminate multiple contacts with SCDMV and reduce service time.

A screenshot of a checklist form titled "NEW IFTA ACCOUNT CHECKLIST" from the North Carolina Department of State Traffic Services. The form includes sections for "New IFTA Account", "New IFTA Account Checklist", and "New IFTA Account Checklist". It lists various items to be checked, such as "New IFTA Account", "New IFTA Account Checklist", and "New IFTA Account Checklist".

Lease Agreements

Defining the Parties Involved in the Agreements Accepted by Motor Carrier Services

Beginning January 1, 2019 Motor Carrier Services Will Accept the Following Agreements for Processing IRP and IFTA:

- Operational Lease Agreement - MCS Form IRP-9
- Financial Lease Agreement - MCS Form IRP-10



Parties Involved in the Agreements Accepted by Motor Carrier Services Operational Lease Agreement

- **REGISTRANT:** A registrant defined as the owner/ International Registration Plan account holder of the vehicle.
- **MOTOR CARRIER AUTHORITY:** A leasing motor carrier authority defined as the company with the USDOT/MC# that is responsible for the safety of the vehicle.
- **LESSEE:** The Lessee refers to the "purchaser" and is the individual or business that has entered into a lease agreement with the option of intent to purchase the vehicle described below and is duly authorized and empowered to execute this agreement.
- **LESSOR:**
 - The Lessor refers to the "lien holder" and is the company providing a financial service to the purchaser.
 - The Lessor agrees to finance the vehicle described below through a lease to purchase agreement

(Continued on page 17)

Operational Leasing Requirements

LEASE AGREEMENTS:

- Agreement must be written in the registrant's name.

NOTE: A REGISTRANT is defined as the Owner/ International Registration Plan account holder of the vehicle.

- Agreement must be completed by the company from whom the registrant is leasing motor carrier authority.

NOTE: A LEASING MOTOR CARRIER AUTHORITY is defined as the company with the USDOT/MC# that is responsible for the safety of the vehicle.

LEASING MOTOR CARRIER AUTHORITY:

- Agreement must have the vehicle description (year, make, model), and must include the Vehicle Identification Number (VIN).

- Agreement must be signed and dated by the LESSEE and the LESSOR.

NOTE: A LESSEE is defined as A registrant and/or the owner/ International Registration Plan account holder of the vehicle. A LESSOR is defined as the leasing motor carrier authority and/or the company with the USDOT/MC# that is responsible for the safety of the vehicle.

- Agreement must show the USDOT number.

Financial Leasing Requirements

LEASE AGREEMENTS:

- Agreement must be written between the LESSOR/ Company from whom the LESSEE (Purchaser) is leasing equipment from.

FINANCE/LEASING COMPANY:

- Agreement must have the vehicle description (year, make, model), and must include the Vehicle Identification Number (VIN).
- Agreement must have the physical address of both the LESSEE and the LESSOR and may be used as one of three of the Lessee's needed proofs of residency.
- Agreement must be signed and dated by both the LESSEE and the LESSOR.



WHAT THE 2018 ELECTION RESULTS MEAN FOR FOREST MANAGEMENT

By Nick Smith, Executive Director of Healthy Forests, Healthy Communities
November 29, 2018

Healthy Forests, Healthy Communities (HFHC) was launched over five years ago to give Americans a stronger voice in the management of our federally-owned forests. A primary goal has always been to pass effective reforms in Congress that provide more opportunities for multiple-use active management, improve the health and accessibility of our public lands, while providing true social and economic stability in our rural communities. Thanks to you we're making progress. But ultimately progress is determined by those who are elected to make decisions.

Let's discuss the 2018 results, what they mean for federal forest management, and why we ask that you stay informed and involved. Your voice and engagement will be needed more than ever.

U.S. House

As most expected, Democrats have taken control of the U.S. House of Representatives. Over the past several years, the U.S. House has consistently supported reforms aimed at accelerating forest management and supporting rural economies. Most recently these reforms have focused on untying the hands of federal land managers to expedite logging, thinning and prescribed burning on forests that are at immediate risk of catastrophic wildfire, insects and disease, as well as to enhance watershed health and habitat for wildlife dependent on young- and mixed-aged forests.

Even in this hyper-partisan environment, these measures have received support from Democratic members representing communities that have been impacted by scientifically-outdated and ineffective policies.

Democratic Congressman Raul Grijalva of Arizona will likely become chairman of the House Natural Resources Committee. Despite representing a state with dire forest health and wildfire concerns, Grijalva

has consistently opposed forest management reforms in the House. He has expressed hostility to our domestic timber industry that provides much of the infrastructure necessary for forest management and restoration on a wide scale.

During the campaign Grijalva told the media his committee will spend considerable time investigating the Trump administration. It is also likely his committee will seek to pass bills long bottled-up by Republicans. These could include new designated wilderness areas, land set-asides, expansion of "roadless areas" and additional regulations that will continue to reduce the amount of lands available for active management.

Notably, Democratic Congressman Collin Peterson of Minnesota will take over House Agriculture Committee. Coming from a rural and forested district, Peterson has joined Republicans in supporting strong forest management reforms in the past. There will be considerable challenges in the U.S. House over the next two years. But there is also an opportunity for a growing bipartisan coalition to promote and protect the practice of forest management on public lands.

U.S. Senate

Even under Republican control, the U.S. Senate has been slow to address our forest health crisis. The Senate has yet to pass significant forestry legislation, aside from a "fix" that changes the way we pay for growing wildfire suppression costs that was coupled with modest forest management reforms.

On Tuesday, Republicans maintained and even grew their Senate majority. It is unclear how this will change the Senate's apathy, which is why we must continue to hold our Senators accountable. Fortunately, there are those such as Montana Sen. Steve Daines who will continue to explain why bold action is needed. We need our Senators to act if we are ever going to break the cycle of wildfires, insect infestations and disease on our federal forests.

Trump Administration

The Trump Administration has prioritized active forest management, and the Forest Service has responded by seeking to sell more timber and increase acres for treatment (see Briefs). The administration has also sought to streamline duplicative and often conflicting processes under federal laws such as the National Environmental Policy Act and Endangered

(Continued on page 20)

**Information from Rick Todd, President
SC Trucking Association**



Inconsistent County Tax Notices for Intra-State Fleet Registration/Renewals and Road Use Fees (Property Tax) Confusing

- SCTA reminds members property tax changed to “Road Use Fee”
- Carriers should request payment options and contact DMV

Oh, the first-year of a multi-government-agency program roll-out often brings challenges... so does making changes in state statutes. SC Trucking Association continues to sort through the roll-out of the revised truck property tax billing/payment – now “Road Use Fee” – process.

The DMV, in a later-than-normal-manner, sent the counties a data-dump/list for Intra-State greater than 26,000 GVW truck owners. The 46 separate counties then hastily issued their own versions of “County Vehicle Tax” notices which are inconsistent and confusing, and don’t contain helpful line-itemization billing, explanations, instructions, or standard terminology.

The taxpayer is to remit the funds to the county – who then sends DMV the money, or, apparently they may pay DMV directly. This must be done by January 31. (We continue to ask: “Why involve the middle-man?”)

These Intra-State Vehicle Tax Notices combine: Vehicle Registration/Renewal; Road Use Fee (former property tax); and, in most counties, one or more vehicle-related “add-on” fees. The counties want to ensure they collect their various, modest add-on fees - EMS Fees; Fire District Fees; Road Use Fees, etc. – from local, Intra-State vehicle owners. (Inter-state vehicles are now exempt because these fees are not apportioned.)

DMV reports they utilize a system that tracks vehicle-owner customers’ chosen preference of paying registration/renewal fees either on a biennial or annual basis. Then that dollar-amount is reflected on

the county’s Notice.

So, some fleets may be seeing a Biennial registration/renewal fee built into their Notice. Previously, owners have also been able to split-pay the annual fee; and do the same with their property tax paid to SC Department of Revenue, but that is in dispute presently.

One issue that’s been brought to the surface is that DMV uses two different IT systems, one for MCS [inter-state], another for DMV [intra/P-tags], with a separate vendor providing an interface. That may be problematic if DMV were to want to merge processes. We expect the counties want to jointly bill for the add-on fees.

Intra vs. Inter Taxes Reminder: DMV’s Motor Carrier Services (MCS) unit handles registration/renewal and Road Use Fee for Inter-State fleets, because they involve IRP, IFTA, which require apportionment. Apportioned IRP and IFTA revenues are distributed by MCS/ “the state” to the states where the fleets operate. S.C. keeps its share of this tax revenue.

Locally-based, Intra-State fleets operate 100% within the state, so registration fees and Road Use Fee (property taxes) remain within the state – like their fuel tax. But those funds are ultimately remitted to the state.

Registration fees have not increased. Nor has the Road Use Fee (property tax). The timing and method of payment have.

The driving purpose of changing the “property tax” process was to add it to the IRP process, so that out-of-state fleets paid an apportioned (property) tax to the state as do SC-based Inter-State fleets. This was a way, as part of the road funding bill of 2017, to generate significant new revenue - for the state’s highway program - without increasing taxes on SC-based commercial fleets.

Greater than 26,000 GVW fleet owners who have concerns about this implementation are encouraged to contact your local Auditor’s Office – and the DMV - to inquire as to what exactly your Notice is assessing you for, and what your payment options might be. SCDMV’s help line is: 803-896-5000.

If you are not satisfied with the responses you get, we suggest you call your local House and Senate members, who are headed back to Session at the State House. There may need to do some “clean-up/

(Continued on page 20)

WHAT THE 2018 ELECTION RESULTS MEAN
(Continued from page 18)

Species Act so federal land managers can do more work on the ground, more quickly. At the same time, the administration has proposed flat or reduced funding for some forestry-related budgets. We expect the administration to maintain its focus on forest management, even if cabinet officials such as Interior Secretary Ryan Zinke leave the administration as rumored.

Lame Duck session and beyond

The current Congress will meet one more time for its traditional post-election "lame duck" session. House and Senate leaders are expected to resume negotiations on the next Farm Bill, which is the one remaining opportunity to pass major forest management reforms. They will also need to pass annual appropriations measures for about half of the federal agencies, including the Forest Service and BLM.

If you haven't already, please take a moment to send an email to your members of Congress and tell them the time to pass effective forestry solutions in the Farm Bill is now. There may also be action on public lands bills, potentially tied to a deal to reauthorize the Land and Water Conservation Fund that has been used to acquire more federal lands.

INFORMATION FROM RICK TODD
(Continued from page 19)

tweaking," and apparently that's where it will need to be done.

If you are not happy with this process, or it poses a significant cash-flow problem, tell your legislators we need:

- Restoration of the partial pay options
- Or, Extension/Revision of payment due date

And, find a way to streamline/merge the whole "State" Truck Taxes process into the DMV, complete the one-stop-shop for all trucks greater than 26,000 GVW.

A long-term goal for SCTA has been to work with the General Assembly to enact and streamline a statewide taxation, regulation, and enforcement system for commercial trucks greater than 26,000

GVW. We have mostly accomplished that. We will continue to work to improve it, and to keep you informed. Contact us with comments.

SCTPA Comments: *SCTPA has been in contact with Rick Todd at the SC Trucking Association on this issue. Many calls have been received regarding this issue. SCTPA supports the efforts of SC Trucking Association to improve this confusing process that exist now. The question to be answered is... Why did SCDMV turn this over to the counties to handle and process? This has simply confused the processes and issues. Several members have sent SCTPA copies of their notices which were forwarded to Rick at SCTA to develop the background and evidence to support SCTA's efforts to get this fixed.*

President Trump Signs Executive Order Promoting Active Management of America's Forests



On Dec. 21, President Trump signed a long-anticipated Executive Order (EO) "promoting the active management of America's forests, rangelands, and other federal lands to improve conditions and reduce wildfire risks."

The EO sets acreage targets for forest management treatments, promotes greater coordination with states, tribes, and other landowners, encourages the agencies to take advantage of all available

authorities - including Categorical Exclusions - to streamline forest management activities, and review ESA consultation procedures, land management designations and other policies that limit forest management activities.

The EO also recognizes the importance of the forest products industry and markets for forest management projects. It also sets 2019 timber production goals of 600 mmbf for DOI and 3.8 bbf for USDA.



MID-ATLANTIC LOGGING & BIOMASS EXPO

YOUR GATEWAY TO GROWTH

NEW TIME: Friday-Saturday, May 3-4, 2019

NEW PLACE: 10 Miles NW of Laurinburg, NC

Leading suppliers of forestry equipment, products and services are lining up for the 4th Mid-Atlantic Logging & Biomass Expo, which is moving to a new time frame and location. Join their ranks. Get in on a good thing that's certain to provide special benefits for your company.

- 42-year-old pristine pine site, well-drained (to be clear-cut)
- Easy access, lots of parking
- Plenty of shade
- Loader contest
- Great layout
- Family-friendly
- Entertainment for kids

**Web: malbexpo.com ● Jack Swanner, Expo Coordinator
ph. 828-421-8444; email: jguill@ncloggers.com**



SPONSORED BY:



For Immediate Release

January 2, 2019

Contact: J. Richards Todd

803-799-4306

ricktodd@sctrucking.org



Out-of-State Truckers' Paying New Tax for Interstates

Tax adds to fuel and tag fees for road use

The new year will bring new revenues from out-of-state medium and heavy-duty truck operators using the state's roads. The property tax paid on large commercial vehicles has been renamed a "Road Use Fee," and effective this year, will be extended to interstate trucking operations passing through South Carolina. This new revenue will be earmarked for interstate capacity expansions.

"By adding what is effectively a property tax to truckers' South Carolina road-use fees, these non-South Carolina-based fleets will now be paying a third tax on top of registration fees and fuel taxes," says Rick Todd, president of the South Carolina Trucking Association. "Because it is incorporated into existing tax reporting processes, we consider it an effective and efficient way to collect more revenue from interstate fleets, certainly better than tolling."

Interstate trucking operations pay every state's fuel taxes depending on how much fuel they burn while in a state, regardless of where they buy it. They also pay a proportional share of the state's registration fee. South Carolina's big truck tag fees can be as high as \$800 annually, and like the new road use fee, they are owed depending on the percentage of miles they run in each state. Local fleets' fee revenues stay one hundred in-state. Interstate fleets track and report their mileage and pay each state accordingly through their home state's tax and registration agencies.

The previous system required the Department of Revenue to send out property tax forms and fleets had to self-report and pay. Out-of-state fleets with no physical facilities in the state paid no property taxes. The Department of Motor Vehicles is incorporating this fee administration process into their current processes, completing the one-stop-shop service conversion for commercial trucking businesses.

"Apportioning taxes allows states to assess and collect road use fees fairly and efficiently from interstate truckers with no evasion," according to Todd. "We estimate it will bring in an equivalent amount of revenue for the state as would a three-cent per gallon diesel fuel tax increase."

2019 ANNUAL MEMBERSHIP MEETING

Silent Auction Item Donation

Our Silent Auction has been successful because of the participation of our Allied Supplier, Allied Supporting and Individual Members. Our 2019 Annual Membership Meeting, February 8 – 10, at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, will again feature our Silent Auction. Auction proceeds are used to help financially support the association.

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

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

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

Silent Auction Item

Donated Item Description _____

Item Value \$ _____

Donated By _____

Address _____

City _____ State _____ Zip _____

Contact Name _____ Telephone (____)- _____

Silent Auction Financial Donation

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

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

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

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

IN RESPONSE: THANK MODERN TIMBER HARVESTING FOR CREATING WILDLIFE HABITAT

By Wayne Brandt, Dec 8, 2018

Mike Ribich's column last Sunday (Hunter's View: "Modern timber harvesting is erasing wildlife habitat," Dec. 2) used statements about wildlife habitat and forest diversity like "my theory," "seemingly," and "there seems to be no evidence."

Unfortunately, it never used "solid data." There's actually plenty of evidence to refute claims that were both inaccurate and detrimental to an important part of Minnesota's heritage.

Minnesota's forests have never been more plentiful. The state has 20 million more large trees (of 19 inches or more in diameter) than it had 60 years ago. Less than 1 percent of Minnesota's forestland is harvested each year, and more than three times as much wood is grown each year to replace it. This information is from the U.S. Forest Service.

While Ribich claimed that "aspen growth is so rapid it out-competes other species of trees," the reality is that aspen timberland has declined by nearly 600,000 acres statewide during the past 40 years. In its place, spruce, balsam, and other species have grown to create diverse forest habitats.

As for very old aspen stands, the number of acres of aspen over 70 years of age statewide has more than doubled during those 40 years.

He stated that "deer numbers seemingly have plummeted." I can't speak for what he sees at his hunting spot in Itasca County, but the 2017 Minnesota deer harvest was up 14.2 percent over 2016 and up 41.8 percent since 2014, according to the Minnesota Department of Natural Resources. Deer die in hard winters because of a lack of available food. However, thanks to food resources enhanced by modern logging techniques and young forest habitats, Minnesota's deer population is the highest it has been since 2010.

Yes, grouse numbers are down, just as they are in many nearby states. It might be, as Ribich mentioned, due to the West Nile virus. It might be from other causes. But it's not due to too much timber harvesting, as

he also stated, as timber harvesting has decreased greatly. It's more likely due to too little harvesting. Minnesota wood usage since 2006 has declined from more than 4 million cords to 2.8 million cords annually.

No timber harvesting, by the way, comes from old-growth forests on state land, which the DNR has protected from harvest for more than 25 years.

The 32,000 men and women in Minnesota's forest-products industry share Ribich's desire to have abundant forests and wildlife populations. Our state is a national leader in sustainable forestry. Wood harvested following stringent guidelines is certified by independent third parties as sustainable. This means our state forestlands are being carefully managed to balance the perpetual growing and harvesting of trees with the long-term protection and production of wildlife, plants, soil, and water quality.



We in the forest-products industries don't operate in a vacuum. We closely follow guidelines set by experts charged with protecting the environment. Those experts include the Minnesota Forest Resources Council, a governor-appointed body that oversees sustainable forest-resource policies. The council developed

site-level forest management guidelines used by landowners, land managers, and loggers on all lands in our state. They help ensure sustainability in Minnesota's forests. The guidelines are comprehensive, addressing a wide variety of forest-resource issues, and are updated on a consistent basis, grounded in the best available scientific information.

Ribich concluded his commentary by inviting people to walk through the forest with him. Our state's loggers and foresters take that walk every day. I think anyone who takes similar walks will be pleasantly surprised to see how effective forest management across Minnesota creates and maintains a healthy balance of forest age classes and timber types that provide excellent habitat for wildlife — now and in the future.

Wayne Brandt is executive vice president for Minnesota Forest Industries and for the Minnesota Timber Producers Association, both based in Duluth.



ENGINEERED TO DOMINATE THE HARSHTEST CONDITIONS.

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



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

Mystik
LUBRICANTS



**Brewer-Hendley Oil Company • Lubricant Solutions that Work
North Carolina, South Carolina and Georgia • 844-245-8237**

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



AN EXPERIENCE-DRIVEN UNDERSTANDING OF THE FOREST INDUSTRY

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



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

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

FM: Workers' Comp Program endorsed by:

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

Forestry Insurance Specialists:

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



801 Jones Franklin Rd. ◆ Raleigh NC 27606

www.forestrymutual.com

Toll-free: 800-849-7788

Proudly serving NC, SC, VA, TN & GA

In-woods Chipper Safety

JJ Lemire



Pulpwood production along with increased demand for the bio mass market has many loggers looking at various options to get a few extra loads of wood a week to maintain their profitability. As a result, we have seen more loggers using chippers. While this is helpful for production, we have seen increases in injuries occurring during maintenance of the chippers.

There is no doubt that these machines are and can be very helpful to production but they do seem to add another hazard to an already dangerous job. These machines are no more than an office paper shredder on a lot of steroids. Chippers have chains and knives that turn at very high revolutions and can chip a single piece of pulpwood in a matter of seconds. If those knives and chains can do that to a piece of pulpwood just imagine what they can do to the human body.

In woods chippers use several different sources of energy to operate. Those sources are: electrical, pneumatic, mechanical, hydraulic, gravity, and thermal. It is very important that when the chipper is being worked on that all energy is placed at a zero-energy state. The chipper should be Locked and Tag Out when it is being serviced, whether you are changing a hose or the knives or flail chains.

Listed below are a few recommendations that must be followed when using a chipper:

Operation:

- Proper PPE is required when operating a chipper.
- Make sure all employees read and follow the safety procedures in the operator's manual.
- Make sure that the chipper and loader are set up where no one can walk into that area. Also, be aware that chips can be thrown at least 200 to 300 feet.
- Chock the wheels and set the parking brakes.

- Make sure all guards are in position and serviceable.
- Do not allow anyone in front of the in-feed area while the chipper is operating.
- Never open the maintenance doors while the machine is running.

Maintenance:

- If replacing lost/damaged hardware, make sure replacement hardware is of proper grade.
- Turn the ignition switch in the off position and remove the key. Place the key in your pocket to prevent accidental start up.
- Locate the master disconnect and place it in the off position.
- Access cover or doors are too remained closed until the knives or disk stops completely.
- Make sure all pressure has been bled from the lines before servicing equipment.
- Remove battery cables before performing any repairs to the electrical system.
- Allow all moving parts to come to a complete rest before performing any repairs.
- Turn off the fuel shut-off valve before performing repairs on the fuel system.

Restart:

- Make sure all guards are in position and serviceable.
- Make sure employees are out of the area before restart to prevent injury.

Let's all remember that Safety is always first. Let's all get home the same way we left that morning; all in one piece and unharmed.



SUPREME COURT LIMITS HABITATS PROTECTED UNDER THE ENDANGERED SPECIES ACT

By David G. Savage
Nov 27, 2018 | Washington



The Supreme Court on Tuesday limited the reach of the Endangered Species Act, setting aside a lower court ruling that afforded protection to an area where threatened animals do not live but might one day with significant changes.

The justices, in a unanimous but narrowly written decision, questioned whether a wooded area in Louisiana could be deemed under the law as a “critical habitat” for endangered frogs who might be able to live there in the future if some trees were removed.

The roughly 100 remaining dusky gopher frogs live only in a single pond in a wooded area nearby in Mississippi.

The justices did not decide whether the Louisiana area could be a protected habitat. Instead, they sent the case back to the 5th Circuit Court in New Orleans to reconsider the matter and make a final decision.

However, Chief Justice John G. Roberts Jr. said in his opinion that the “critical habitat” of an endangered species “must also be a habitat.”

The 8-0 ruling is a partial victory for the Weyerhaeuser Co. and other development companies that challenged the broad habitat protections imposed by the U.S. Fish and Wildlife Service.

Environmentalists stressed the ruling was quite limited and left open the possibility that the Louisiana habitat for the frog could win protection.

“While we’re disappointed, the ruling doesn’t weaken the mandate to protect habitat for endangered wildlife,” said Collette Adkins, a lawyer for the Center for Biological Diversity. “We’re hopeful the 5th Circuit will recognize the importance of protecting and restoring habitats for endangered wildlife.”

The case was heard on the first Monday in October, and the eight justices sounded closely split.

Justice Brett M. Kavanaugh took no part in the decision because the case was heard a week before

he won confirmation in the Senate.

The four more liberal justices spoke in defense of the Fish and Wildlife Service, while the conservatives questioned how a critical habitat could include an area where the endangered frog did not live and could not live unless changes were made.

In the end, the chief justice found a way to bring both sides together by deciding very little.

In one section, the Endangered Species Act calls for protecting habitat that is “essential to the conservation of the species.”

The 5th Circuit in a 2-1 decision agreed with the Fish and Wildlife Service that the designated forestland in Louisiana was “essential to the conservation” of the tiny endangered frogs. They breed in small ponds that dry up for part of the year, and they need sunlight from open-canopy forests. The wooded tract in Louisiana was said to be well suited for the frogs and would require only minor changes to preserve them. The agency designated a 1,544-acre tract as critical habitat for the frogs. This designation

did not require immediate changes in the land, but it would have limited future development by Weyerhaeuser and other owners of the land.

They appealed in *Weyerhaeuser vs. U.S. Fish and Wildlife* and argued the phrase “critical habitat” could not be interpreted

to include any area where an endangered species might live only if significant changes were made.

The chief justice agreed the scope of the law was limited. “Only the ‘habitat’ of the endangered species is eligible for designation as critical habitat,” Roberts said. “Even if an area otherwise meets the statutory definition of unoccupied critical habitat because the secretary finds the area essential for the conservation of the species, [the law] does not authorize the secretary to designate the area as critical habitat unless it is also habitat for the species.”

But he also said the law itself does not define the crucial word “habitat,” and he said the 5th Circuit should decide that issue.

Roberts also agreed with Weyerhaeuser that the 5th Circuit should weigh the “economic impact” before approving the designation of the Louisiana tract as a protected habitat.



THURLOW'S RUN: CHAINSAW AND ALL, LOGGER PREPARES TO GO THE DISTANCE...AGAIN

What started out last year as a grueling experiment for a logger may turn into a new tradition at the Millinocket Marathon. Most people would never contemplate his endeavor once, let alone twice.

Mike Thurlow of Lee, Maine has been a logger his entire life and has belonged to the Certified Logging Professionals (CLP) since the organization's inception. Through hard work and determination, Thurlow won the 1998 coveted national title of Best Logger. Now, 20 years later, he is putting that dedication to good use while he raises money for a good cause.

"I ran (the marathon) last year for the first time," Thurlow said Tuesday. "It was very difficult. I had trained really hard....during the race I wondered if I had bit off more than I could chew," he said. The 13.1 mile race is actually so difficult, it serves as a qualifying race for the Boston Marathon.

Thurlow runs the marathon to raise money for the Make A Wish Foundation, a cause which the CLP helps him promote. But he didn't just run the race in regular athletic gear: he ran it in his logging gear. And he encouraged more donations by adding a special caveat: if he raised \$1,000 he would run carrying his chainsaw.

"I had a lot of people that said I should run with a small saw, or take parts off my regular saws, but the only thing I did was take the chain off for safety reasons," he said. "I brought the chain anyway to make the saw complete but I also thought I might need it," he said.

Thurlow explained how he figured that he might get lame somewhere during the run, so he could use his saw to cut himself a "running" stick if he needed one.

"I was determined to finish the race, no matter what...I was going to cross that line," he said.

Ironically it wasn't Thurlow who need the running stick, but a fellow runner. Thurlow wound up cutting a stick for a young woman who he had caught up to

who was limping badly. To her amazement, Thurlow put on his chain, cut her a stick from a small dead tree he found along the side of the road, and she used it to continue on in the race.

"I never knew how she made out," Thurlow said.

Thurlow said it was an incredible experience, because of all the good will people had for the event and the causes runners were supporting. And he also said that the people in Millinocket were great to work with and a very, upbeat positive group.

"I just had an incredible time," he said. "The atmosphere was just tremendous," he said.

While he was ecstatic to finish, he felt that his time could have been better; but people kept wanting to take selfies with him as he passed water stations. He

plans on running a better time this year and also is pleased to let everyone know that the support level from others within his profession has increased not only financially, but physically as well.

"I actually have several other loggers who are going to run with me this year," he said.

"We started out wanting to raise \$1,000 again like last year, and if we did I would run with the saw again. We are already at \$2,500 and the race isn't until December 8," he said.

Thurlow's dedication to his cause is evident in the next level of challenge he has set for himself.

"Hey, if we raise \$10,000 I'll run with two saws. For \$100,000 I'll carry three. And for a million dollars I'll take four: but that's going to be my limit," he laughed.

People wanting to make a donation to Thurlow's run can do so by visiting site.wish.org/goto/mikerun. The site will be up and running past the actual day of the race to enable Mike and his team to gather more donations.

"This cause is near and dear to my heart," he said. "I'll do anything I can to help the kids," he said emotionally. And considering the loggers he has running with him this year, he is building quite a team that are willing to go the distance with him, straight to the finish line.



Mike Thurlow carrying chainsaw.

WORKING TOGETHER TO MEET THE TRANSPORTATION NEEDS OF THE TIMBER INDUSTRY



Offering Trailer Sales, Finance, Service and Parts

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

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

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

"Locations in North Carolina, South Carolina and Virginia"



Commonwealth Trailer Rentals



Offering Trailer Leasing and Rental Programs

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

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

CTR LOCATIONS

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

(Baltimore and Orlando pick up and drop off available)



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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

TRUMP ISSUES EXECUTIVE ORDER ON FOREST MANAGEMENT

By Erin Voegelé | December 31, 2018

President Donald Trump

An executive order on forest management issued by President Trump in late December addresses how rural economies can benefit through the utilization of byproducts created by forest restoration efforts.

Trump issued the executive order on Dec. 21. It is officially titled “Promoting Active Management of America’s Forests, Rangelands and other Federal Lands to Improve Conditions and Reduce Wildfire Risk.”



The executive order states that it is the policy of the United States to protect people, communities, and to promote healthy resilient forests, rangelands and other federal lands by actively managing them through partnerships with states, tribes, communities, non-profit organizations and the private sector. However, dense trees and undergrowth have amassed in these lands for decades, fueling catastrophic wildfires. “These conditions, along with insect infestation, invasive species, disease, and drought, have weakened our forests, rangelands, and other federal lands, and have placed communities and homes at risk of damage from catastrophic wildfires,” said Trump in the executive order.

While active management of vegetation is needed on federal lands, the executive order explains it is often delayed due to challenges associated with regulatory analysis and current consultation requirements. To help overcome these challenges, the executive order directs the Secretary of the Interior and the Secretary of Agriculture implement shared management priorities and to coordinate federal, state, tribal and local assets.

The executive order states that post-fire assessments show that reducing vegetation through hazardous fuel management and strategic forest health treatments is effective in reducing wildfire severity and loss. “Actions must be taken across landscapes to prioritize treatments in order to enhance fuel reduction and forest-restoration projects that protect life and property, and to benefit rural economies through encouraging utilization of the by-products of forest restoration,” said Trump in the executive order.

The USDA and Department of the Interior are directed to develop goals and implementation plans for wildfire prevention programs. As part of that effort, the Secretary of the Interior is directed to review 2019 budget justifications and give due consideration to several objectives. The objectives include treating 750,000 acres of DOI-administered lands to reduce fuel loads, treating 500,000 acres of DOI-administered lands to protect water quality and mitigate severe flooding and erosion risks arising from forest fires, treating 750,000 acres of DOI-administered lands for native and invasive species, reducing vegetation giving rise to wildfire conditions through forest health treatments by increasing health

(Continued on page 32)

(Continued from page 31)

treatments as part of DOI's offering for sale 600 million board feet of timber from DOI-administered lands, and performing maintenance on public roads needed to provide access for emergency services and restoration work.

The Secretary of Agriculture is directed to review 2019 budget justifications and give all due consideration to establishing several objectives, including treating 3.5 million acres of Forest Service lands to reduce fuel load, treating 2.2 million acres of Forest Service lands to protect water quality and mitigate severe flooding and erosion risk arising from forest fires, treating 750,000 acres of Forest Service lands for native and invasive species, reducing vegetation giving rise to wildfire conditions through forest health treatments as part of USDA's offering for sale at least 3.8 billion board feet of timber from Forest Service lands, and performing maintenance on roads needed to provide access on Forest Service lands for emergency services and restoration work.

By March 31, the Secretary of Interior and Secretary of Agriculture are also directed to identify salvage and log recovery options from lands damaged by fire during the 2017 and 2018 fire seasons, insects, or disease. In addition, they are asked to streamline agency administrative and regulatory processes and policies relating to fuel reduction in forests, rangelands, and other federal lands.

As part of the efforts described in the executive order, the secretaries are directed to collaborate with federal, state, tribal and local partners to develop a strategy to support local federal land managers in project decision-making and inform local fire management decisions related to forests, rangelands and other federal lands, thereby protecting habitats and communities and reducing risks to physical infrastructure. This includes considering market conditions when preparing timber sales, including biomass and biochar opportunities, and encouraging export of these forest-treatment products to the maximum extent permitted by law. The secretaries are also asked to develop recommended actions and incentives to expand uses, markets, and utilization of forest products resulting from restoration and fuel reduction projects, including biomass and small-diameter materials.

The Forest Service has spoken out in support of the executive order. "The USDA Forest Service applauds today's executive order and the President's commitment to focusing more robust efforts toward active management of American forests and grasslands," said Vicki Christiansen, chief of the USDA Forest Service. "This executive order, along with support and authorities under the 2018 Omnibus bill, will have a positive impact on our ability to improve conditions on the land. The natural resource challenges before us require collective action by everyone involved, and we look forward to working with federal partners, states, tribes, key stakeholders and members of the public. We will do the right work in the right place at the right scale using advanced science and mapping tools. We will use all the tools available to us, including mechanical treatments, prescribed fire, and unplanned fire to mitigate the risk of catastrophic wildfire."



PINNACLE

SALES • PARTS • SERVICE

We Know Trailers

800.513.9373

www.pinnacletrailers.com

Wilmington, NC

Spartanburg, SC

CHIP TRAILERS • LIVE FLOOR

LOG TRAILERS • LOWBOYS

New & Used Stock

Parts & Service



Inventory updated daily
www.pinnacletrailers.com



LARGEST SALVAGE YARD IN SOUTHEAST



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



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



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

843.761.8220

DISMANTLING DAILY

CAT

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

BARKO

160B, 160B, 275B & 775B

FRANKLIN

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

HYDROAX

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

JOHN DEERE

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

PEERLESS

2770

PRENTICE

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

TIGERCAT

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

TIMBERJACK

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

TREEFARMER

C6D & C7F

WOOD SUPPLY RESEARCH INSTITUTE (WSRI) COMPLETES NATIONAL STUDY ON CERTIFIED MASTER LOGGER PROGRAMS

Findings show success and influence of programs
December 4, 2018

HEMPHILL, TX – The nonprofit Wood Supply Research Institute (WSRI) has completed a six-month national study on the value of Certified Master Logger Programs, finding they have real worth to loggers and forest industry stakeholders, but face challenges achieving the recognition with the public that could expand their reach.

In late March 2018, WSRI contracted with the James W. Sewall Company to explore the value proposition of these programs. The American Loggers Council (ALC) Master Logger Certification Program®, which is one of the programs included in the research, requires that the on the ground performance of professional timber harvesting businesses comply with seven areas of responsibility that ensure environmental protection, forest sustainability, and business accountability.

The study focused much of its work on active programs in Maine, Michigan, Minnesota, Missouri, and Wisconsin. Interviews and data were collected from loggers, landowners, mills, and forestry consultants. Some of the key findings of the study include:

1. Certified Master Loggers have a real sense of professionalism and take pride in being recognized for the good work they are doing in the woods.
2. Industry stakeholders perceive that Certified Master Loggers offer more consistent compliance with “Best Management Practices” designed to protect water, soil, and forest quality and do a higher quality job on timber harvests.
3. There is a real preference for Certified Master Loggers among forestry consultants and small landowners who are aware of the Certified Master Logger programs.



“The top three benefits can be summarized with alliteration as pride, performance, and preference. They are the hallmarks of a successful certification program. While they are not true everywhere the program has been implemented and among every stakeholder, we were able to document that there is a definite beachhead established in most of the states,” the report stated.

The study concludes Certified Master Logger programs are near the, “tipping point” of achieving real value nationally.

“Efforts should be directed at getting bigger, better, and more widely known. Done well, these efforts can be expected to bring about preference and trust from stakeholders, which will result in improved opportunities for Certified Master Loggers, the report stated.

Richard Schwab, of the ALC Board of Directors and chairman of the Master Logger Certification Program® Committee, said he was happy that the study was undertaken and yielded information that will be valuable as the program moves forward.

“As loggers who own this program, we are excited about the challenges and looking forward to addressing them,” Schwab said. “We plan to build on the successes where the program is working well, and work together with partners that support the program to expand into states that have laid the groundwork for adopting it but have not yet done so. This report tells us we are close to the tipping point for this program, and we will build off the momentum we have established in the past year to achieve national prominence and success for it.”

Ted Wright, Executive Director of the Trust to Conserve Northeast Forestlands, which oversees the Certified Master Logger program in the Northeast and which is leading an effort by the ALC to promote the American Loggers Council Master Logger Certification® program nationally, said the report provides a solid foundation to build those efforts on, as well as documented evidence

(Continued on page 35)

(Continued from page 34)

that the Certified Master Logger brand is succeeding.

"We know these programs are already making a difference and have the potential to do even more, and this study shows us the good work Certified Master Loggers are doing as well as the opportunity to grow as more and more people, particularly small landowners and mills, become aware of and learn to value that good work," Wright said.

To learn more about the study, visit: <https://wsri.org/research/value-assessment-of-certified-logger-programs/>

Master Logger Certification programs are logger owned and logger controlled program that offers third-party independent certification of logging companies' harvesting practices. The ALC Master Logger Certification® Program recognizes logging companies that meet the responsible forest management standards set forth by the American Loggers Council. These standards have been cross-referenced to all the world's major green certification systems.

To learn more about the American Loggers Council Master Logger Certification® program, visit: americanmasterlogger.com

The ALC was formed in 1994 to serve as a unified, national voice for professional loggers across the United States. Made up of a coalition of state and regional logging associations and councils, ALC represents more than 30 states across the U.S.

the concept by any means. The response was mainly ... "Oh... this is something else we have to do and it's being pushed on us to do it. WE already have to do SFI, etc." NO... the ALC MLC program is entirely voluntarily. You don't have to participate if you choose not to. Also...the question asked ... "If I do this, will I get more money." And as related, the answer was ... don't know that answer." But there may be benefits to improve the professionalism and image of the professional timber harvesting industry in SC. Maybe become a preferred timber harvester for forest landowners or a preferred wood supplier to wood receiving facilities because a certified master logger assist wood receiving facilities meet chain of custody standards because the wood has been harvested sustainability as a SCTPA ALC Master Certified Logger. Simply that answer didn't carry an ounce of water. The program was introduced to gauge whether SC loggers would step up and participate to improve, not only the individual timber harvesting businesses, but the overall image of our segment in the state to demonstrate via third party audits our timber harvesting professionals participating in the SC ALC MLC program ARE performing sustainable timber harvesting practices on the ground and meeting and exceeding the standards set forth by Best Management Practices, OSHA, SFI and other standards plus engaging in professional business practices for the individual timber harvesting business.

SCTPA President's Comments: As having chaired the American Loggers Council (ALC)

Master Logger Certification (MLC) Committee for 15 years, I want to say the Professional Logging Businesses in the states identified in the states of the study have shown some benefits. SCTPA was one of the first state logger associations to have an Approved ALC MLC template, and SCTPA is also a charter member of ALC. But look where are today. Still have an approved template, but no implementation. Remembering over 12 years or so ago when SCTPA went around the state of SC at district meetings and other meetings introducing this concept...what was the response. What were the reactions? Overall, simply not positive and responsive to

Wood Supply
Research Institute

Time is Money and Wood Supply

What is a Long Wait Time?

Tim O'Hara
FRA Manager
Lake States Region and Policy Communications
December 2018

As the frost penetrates the soil and the ground freezes, the forests of the Lake States region become more accessible. From December to March, some mills in the region will harvest more than 60% of their annual wood supply. Daily wood deliveries to mills will nearly triple during this time period, and it's critical that operations are maximizing efficiencies to meet quotas. This includes turn-times at the mill when delivering timber.

Wood procurement managers and foresters frequently hear about longer than expected wait times from suppliers. Rightfully so, as long wait times directly impact the bottom line of suppliers, with increased trucking and employee costs. In terms of the mills' perspective, the long wait will cost them fiber supply and added costs to bring suppliers back, especially in areas where there is market competition for limited fiber supply. Furthermore, the relationships established between the mills' procurement staff and suppliers may become stressed. For these reasons, it's in both parties' interests to minimize wait times at the scale when delivering logs.

Both parties have a shared responsibility in minimizing scale-in and scale-out times (turn-times). The supplier needs to train his drivers and in-woods workers about the mills and where the product will be delivered. Suppliers need to inform employees or contractors of scale-in and scale-out procedures, how to approach and exit a scale, woodyard layout, safety precautions while operating in the woodyard, personal protective equipment (PPE) required, log specifications, and species the mill is accepting. It is also important that the supplier has properly and safely maintained equipment.

The mill has the responsibility to scale-in and scale-out trucks in the most efficient manner that will minimize wait time. The mill must provide clear communication on the expectations for woodyard safety and procedures to contractors delivering to the facility. In addition, the mill should provide properly trained equipment operators, maintain woodyard roads and landings in good condition, establish clear communica-

tion with drivers of what landing to deliver logs, have adequate and well-maintained equipment, and have proper staffing levels to quickly unload trucks. Mills expect loggers to have their equipment in good operating condition to maximize logging productivity; there is no reason why loggers should not expect the same from the mills.

So when someone complains about a long wait time, what do they mean? Most mills track scale-in and scale-out times. This metric is used to determine average wait times on a daily basis. But, how can one determine what an appropriate wait time is and how much waiting is, well too long? If you said statistics, you are right.

Analytics should be developed by the mill that provide, within a degree of confidence, the anticipated scale-in/scale-out time a supplier can expect. Variables to consider are individual turn-times and the number of loads delivered per day. From this information, an analysis can be performed that will calculate the relationships of turn-times based on loads per day. A chart can be developed and shared with suppliers regarding what to expect in terms of turn-times. An example of what this chart would look like is provided in Figure 1.

During busy times of the year, scale-in/scale-out times may not be a true depiction of a long wait time from the loggers' perspective. During the busy winter logging season in the Lake States, lines may become long and suppliers experience a long wait time prior to scaling-in. In these busiest of times, the mill can provide suppliers with a "busy time of day" chart. This will allow the supplier to make a business decision based on this information with respect to the time of day to schedule deliveries. Figure 2 is an example of a busiest times of day chart.

Mills may also want to consider lengthening scale hours during this busy season. To justify longer scale hours, mills should develop a break-even analysis that determines the minimum number of loads that must be delivered during the specified time period to justify scale and woodyard staffing.

In addition to informing suppliers, tracking and analyzing turn-times may assist procurement managers to identify bottlenecks in the process. This information shared internally with woodyard or scaling employees will help them recognize where efficiencies could be made. These efficiencies may be as simple as limiting conversations of scalers with suppliers, or a more thorough analysis which shows the cost of how poorly

(Continued on page 37)

(Continued from page 36)

maintained equipment can have a negative impact on wood deliveries. Figure 3 provides an example that shows the relationship between increased turn times and reduced deliveries due to a scale failure.

Time is money and wood supply. Both the supplier and mill want to optimize turn-times at the scale. Both parties share in this responsibility. An analysis of turn-time data and sharing this information with suppliers will provide an understanding of what to expect when delivering wood to a mill. This type of analysis will also benefit the mill by assisting in determine inefficiencies that will assist to improved turn-times.

For information on how to develop metrics around turn times see Technical Release 18-R-38.

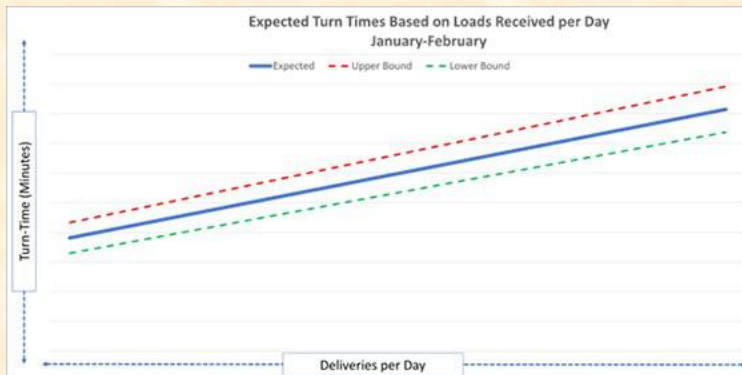


Figure 1. Expected scale-in/scale-out times chart with 90% confidence intervals. This chart provides an expected turn-time for deliveries based on number of loads received per day. The mill should expect 90% of deliveries to be within the upper and lower bounds.



Figure 2. Scaled wood deliveries by time of day. This information can be shared with suppliers to inform them of the busiest times (longer waiting lines) to be scaled-in and scaled out. With this information, suppliers can make an informed decision with respect to wood deliveries from his operation to the mill.

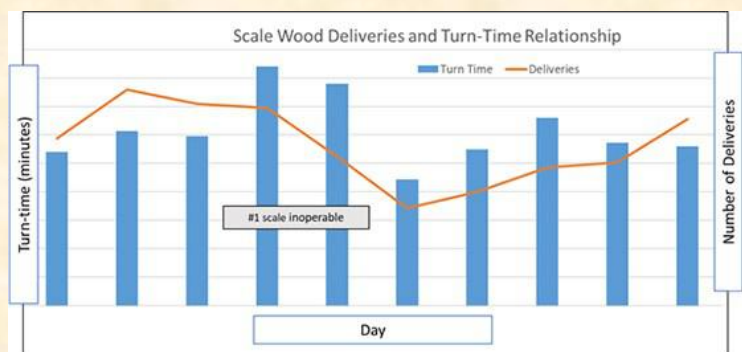


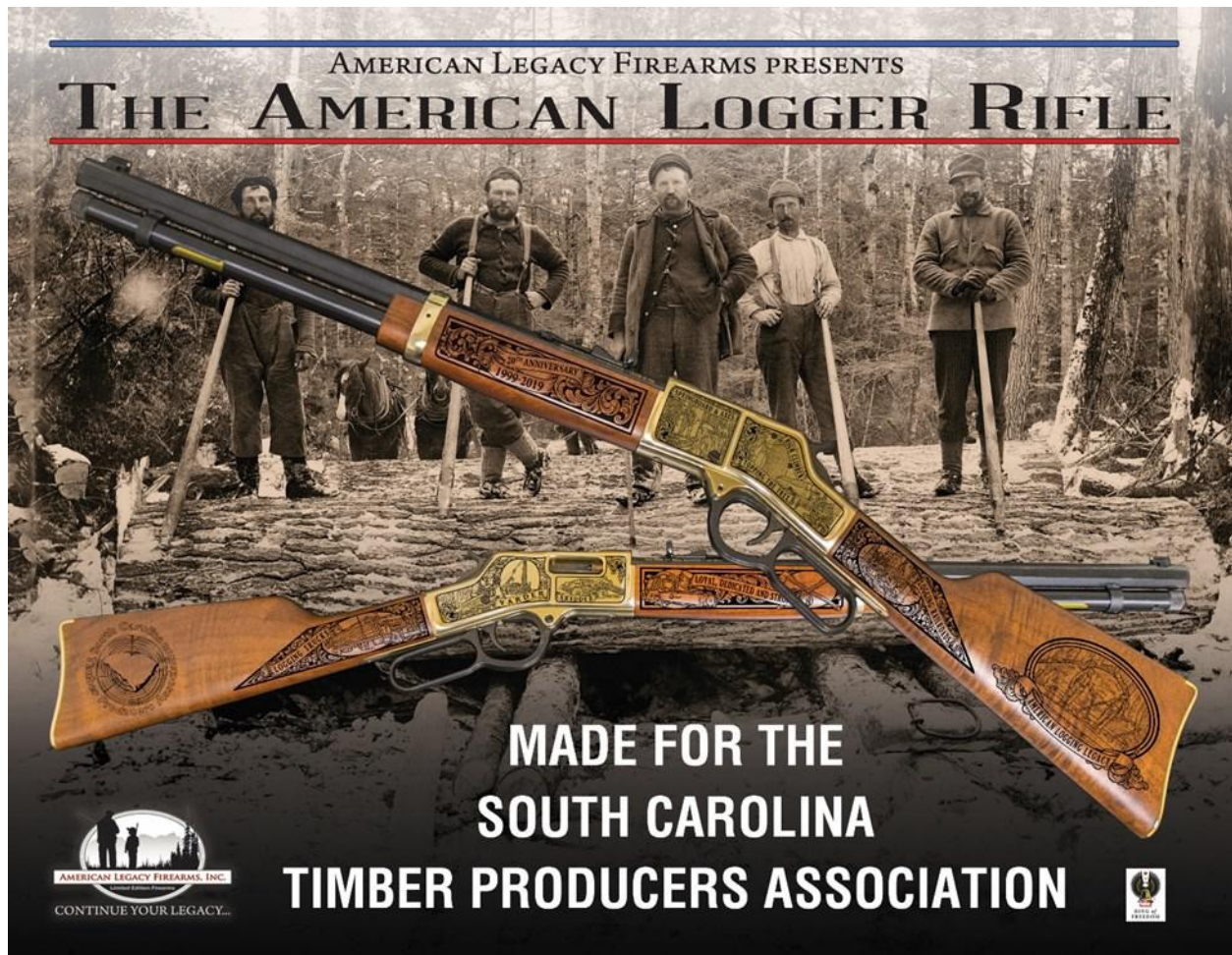
Figure 3. Scale turn time analysis. This example shows that as turn-times increased the number of delivered or scaled loads decreased. This type of analysis shows the relationship between poor turn-times and wood supply being delivered to the mill. In this example, a scale being down resulted in longer turn times.

A forest road in northern MN. In the winter these roads are used almost exclusively to haul logs from the “Woods to the Mill.”



SC TIMBER PRODUCERS ASSOCIATION 20TH ANNIVERSARY AMERICAN LOGGER RIFLE DRAWING

At the February 9, 2019 20th Annual Meeting, a one of a kind, specially made for SCTPA's 20th anniversary by American Legacy Firearms a Big Henry .44 magnum, bronze rifle with logger scenes, SCTPA logo and 20th anniversary engraved on the rifle will be raffled to a lucky annual meeting attendee.



Timber Talk *Your Voice for South Carolina Timber Harvesting*

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

TEAM SAFE TRUCKING UPDATE

By Miranda Gowell
December 2018

WHAT'S NEW THIS MONTH

MODULES

MODULE ONE: Introduction to Team Safe Trucking, Driver Qualification, Driver Condition, Loading and Unloading and Vehicle Condition

MODULE TWO: Rollovers, Distracted Driving, Speeding and Clearances

SHARE AND CONTRIBUTE ON TEAM SAFE TRUCKING TRAINING TOPIC FACEBOOK SITES:
Speeding is Deadly, Distracted Driving, Truck Clearances, Preventing Rollovers and Driver Fatigue

TEAM SAFE TRUCKING EDUCATIONAL SPONSORS!

Why would you want to become a Team Safe Trucking Educational Sponsor?

To be a source that can provide Forestry Transportation training to your businesses managers, drivers, vehicle maintenance crews, safety personnel, log and chip trucking contractors and to make a difference in improving the professionalism in the Forestry Transportation industry.

What does it mean when you become an Educational Sponsor?

As an Educational sponsor you will have access to the Administrative functions of the online training program. That means you will develop a database for your company to track who has received Team Safe Trucking training. You will share training courses with contractors and hold training days using the training material. As an Educational Sponsor, you are supporting the development of additional professional development trainings for the industry to support a safer industry. Companies looking to add new driver safety orientations to their fleet safety programs can use team Safe Trucking trainings. They can use the trainings to meet monthly safety training requirements, refresher training and discipline training programs. Using Team Safe Trucking assists owners and drivers with meeting and documenting their driver safety trainings. Team Safe Trucking assists companies who are looking to hire safe and responsible contractors to haul their forestry product.

How do I become a Team Safe Trucking Educational Sponsor?

You can become a Team Safe Trucking Educational Sponsor by contacting Miranda Gowell at Team Safe Trucking. Her email is miranda.gowell@teamsafetrucking.com. If you still have more questions call her at 207-841-0250.

NEW RELEASE OF EDUCATIONAL SPONSOR COURSES.

Below is a list of the courses now available to Educational Sponsors!

Alcohol Drugs Part 1, Alcohol Drugs Part 2, Alcohol Drugs Part 3, Driver Accountability, Driver Selection, Driver Training, Fatigue, Fleet Safety, Maintenance Vehicle Condition, Medical Clearance, Accidents, Backing, Coupling and Uncoupling, DOT Inspections, Following Distances, Passing and Being Passed, Railroad Crossings, Right of way, Stopping and parking, Turns and Curves, Entering and exiting the woods, Fall Prevention, Load Securement, Mill Accidents, Mill General Safety Rules, Mill Qualification Packages, Mill Safety Challenges, Multi-contractors, Required PPE, Wood Roads.

REGISTER TO ATTEND TEAM SAFE TRUCKING'S SEMI-ANNUAL MEETING!

<https://teamsafetrucking.com/events/team-safe-trucking-semi-annual-meeting-hotel-ballast-wilmington-nc/#mcc-events-meta-group-booking-2984>.

LOOKING AHEAD

TST EDUCATIONAL SPONSORS

Wood Consumer Advocate Sponsors, Weyerhaeuser, International Paper, Timberland Management and Land Owners Sponsors, Hancock Forestry Management, Rayonier, Timber Dealer Sponsors, Walsh Timber Company, Logger Association Friend Sponsors, Alabama Logger Council, Carolina Loggers Association, Texas Forestry Association, South Carolina Timber Producers Association, Mississippi Logger Association, Insurance Companies, Managing General Agent, Program Administrators, Sponsors, Specialty Market Managers, BITCO, Everest FMIC Insurance Agency, Forest Insurance Center Agency Insurance Agent Supporter Sponsor Guffin and Eleam, Inc. College/Institution/ Technical School Sponsors, South Georgia Tech (Provided by INTERFOR), Coastal Pines (Provided by INTERFOR)

By Miranda Gowell
December 2018



WEBINARS

Are you interested in holding a Forestry Transportation training? Team Safe Trucking's Train-the-trainer program makes it easy. All you need to do is designate a person on your team to be the training administrator. The training administrator will then take the Team Safe Trucking Train-the-trainer webinar. During this training, they will learn everything they need to administer a Team Safe Trucking training. I will issue administrators sign on credentials to the Team Safe Trucking online training platform. Administrators will be able to sign up participants, save course documents, submit training completions for class participants and issue training certificates. It is no problem if you do not have internet where the training will take place. I can email a video file and you can download it on to a device of your choosing. Below is the information that is covered during the webinar:



- How to start an Online Training
- How to train without Internet Access
- Accessing Administrator Forms
- Entering Users Online on the TEAM Safe Trucking Training Platform
- Assigning Users to Courses on the TEAM Safe Trucking Training Platform
- Managing Class Completion on the TEAM Safe Trucking Training Platform
- Importing and Exporting classroom training documentation forms
- TEAM Safe Trucking's Train-the-trainer program is a great way to get Forestry Transportation Training throughout the industry quickly. The trainings are developed from OSHA regulations, FMCSA regulations, and Defensive Driving programs.
- The Train-the-trainer program makes keeping track of documentation easy and readily available as you need it, as well as, provides administrators with reports that can be exported in excel.

TRAIN-THE -TRAINER

MODULE ONE & MODULE
TWO
EVERY WEDNESDAY
10-1045 AM
EASTERN TIME

Module One and Module Two are now available. If you are a Mill, Logging Association, University, Technical School, Logging Company Owners or anyone who is interested in holding a training, sign-up for a Wednesday webinar. These trainings are offered year round. You can register for the webinar online. <https://zoom.us/join/join?secret=933517e580762867510d14dfea9e911>

The following have already taken the Train-the-trainer course: Barry Gregory, BITCO Insurance, Donn Burr, Professional Logging Contractors of Maine, Ryan Pavlik, Stoutamire-Pavlik & Associates, Michigan Association of Timbermen, Michelle Sears; Simmons Insurance Group, Jerry Dunaway; Alabama Forestry, Joel Moon; MS State, John Auel; West Virginia University, Ben Spong; Safety Lady, Dalene McDonald; American Logger Council, Daniel Dructor; Michigan Association of Timbermen, Michelle Sears; LA Forestry, Buck Vandersteen; International Paper, Mike Macedo; and Forestry Resources, Rick Meyer. If you have any questions you can reach out to:

Miranda Gowell, Special Projects Coordinator

p: 877-339-7757
m: 207-841-0250
w: teamsafetrucking.com
e: Miranda.gowell@teamsafetrucking.com

PREVENTING BRIDGE STIKES

WHAT IS A BRIDGE STRIKE?

A bridge strike is an incident where a vehicle, its load or equipment collides with a bridge. Most bridge strikes occur where roads pass under railway bridges.

Hitting a bridge can impact more than you may think!

It can impact the railway!

- a train being derailed with loss of life
- delays and disruption to trains
- cause damage to the bridge

It can impact other drivers!

- cause a death or serious injury
- can cause serious disruption on the road

It can impact you and your employer!

- death or serious injury of an employee
- severe economic loss
- litigation, imprisonment and loss of a driver's license
- increased insurance premiums

As a driver you can prevent bridge strikes! Driver's responsibilities include:

- knowing their vehicle/load height and width
- knowing their route
- obeying traffic signs

Before heading out with a load a driver should check:

- The security and safety of the load
- The height of the cab
- The height of the trailer, its load and equipment
- That someone displays the maximum height in the cab
- The maximum vehicle width

Doing pre-trip planning can prevent bridge strikes too! You can do this by checking your route before you leave for low bridges. You can use CoPilot Truck, a mobile navigation app to plan your route. The app has you type in your vehicle dimensions. This information assists the app with finding the route that will work for your truck dimensions. If you are using a GPS, ensure it is a GPS for truck drivers and not for cars. Know your vehicle dimensions. Before you leave, make sure you know your vehicle height and width.

Once you are on the road, there are still things drivers can do to prevent bridge strikes.

Driver's can keep an eye out for traffic signs and signs on bridges when you are approaching a bridge or overpass. Driver's can avoid taking shortcuts to save time, because this may lead a driver to a low bridge.

What about when drivers are being re-routed or if a driver needs to travel an unfamiliar route? Drivers should contact their dispatcher for additional guidance on an alternative route. Drivers can also refer to an Atlas/Gazetteer or stop and seek advice on an alternative route if it diverts you from your planned route. Drivers should stop and plan their routes if they ever realize that their route obstructs a bridge lower than their vehicle.

What if you strike a bridge?

Report the bridge strike to the rail authority immediately. So that trains can stop from crossing the bridge. Call the police using the 911 system. They must report any road traffic collision that causes damaged to a third party vehicle. Each bridge strike causes someone must report damage. Report the bridge strike to your employer. Keep the public away and do not move your vehicle.

To recap what you should know for preventing bridge strikes:

- know your vehicle height and width
- know your route
- obey traffic signs
- Don't hit and run

Stay safe out there and thank you for supporting Team Safe Trucking!



UPCOMING EVENTS

1

1/17/19 -Western Forestry and Conservation Association Improving Forest Harvest Operations Valley River Inn, Eugene, OR
1/25/18 Georgia Forestry Association and UGA Forestry to host a one-day long trucking summit at the University of Georgia-Tifton campus, TEAM Safe Trucking will be presenting

2

2/7/19 - 2/9/19 Sierra-Cascade Logging Conference
2/21/18 TEAM Safe Trucking Semi-Annual Meeting, Hotel Ballast, Wilmington, North Carolina 9AM-5PM
2/22/18 through 2/23/18 Carolina Logger Association Annual Meeting, Hotel Ballast, Wilmington, NC

3

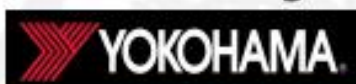
3/5/19 Southeastern Wood Producers Association Annual Meeting
3/6/19 California Forestry Association Annual Meeting
3/6/19 Ohio Forestry Association Annual Meeting International Day of Forests 2019
3/14/19 Redwood Region Logging Conference; 5601 S Broadway, Eureka, CA
3/21/19 International Biomass Conference & Expo 2019 Forest

Landowners Conference
3/22/19 Penn Starter Hotel and Conference Center
FRA Southcentral Region Spring Meeting & Southern COFE Meeting, Marriott Grand Hotel in Mobile Bay/Point Clear, AL

\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

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



AN INDEPENDENT FORESTRY & AGRICULTURAL COOPERATIVE

www.SouthernLoggers.com



29 FUELING STATIONS

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



Mark Your Calendar

January 2019

1 Happy New Year!!!

February 2019

8 – 10 SCTPA 20th Annual Meeting, DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC
 21 Team Safe Trucking Meeting, Ballast Hotel, Wilmington, NC
 22 – 23 Carolina Loggers Association 2019 Annual Meeting, Ballast Hotel, Wilmington, NC
 26 Newberry District Meeting, Farm Bureau Office, Newberry, 7:30 p.m.

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

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

Need SFI Trained DVD Class or other training?

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

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

SCTPA Board of Directors

Chairman: Joseph "BoBo" Seckinger

Seckinger Forest Products, Inc.
 Hampton
 Cell 803-571-0019

Vice Chairman: Josh Key

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

Secretary-Treasurer: Robby Crowder

Land & Timber, LLC
 Greenwood
 Cell 864-941-6052

Danny McKittrick

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

Rickey Chapman

Chapman Timber Inc.
 Newberry
 Cell 803-924-0082

Billy Walker

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

Donnie Lambert

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

Tommy Barnes

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

Joe Young

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

Bob Lussier

Great Woods Companies, LLC
 Bennettsville
 Cell 860-377-5318

John Rice

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

Crad Jaynes

President & CEO

SCTPA

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



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

*The **only** insurance agency
endorsed by and supporting
your Association.*

*The South Carolina Timber
Producers Association*

Representing the leading logging insurance carriers
including the only logger owned carrier Forestry Insurance
Company of the South East

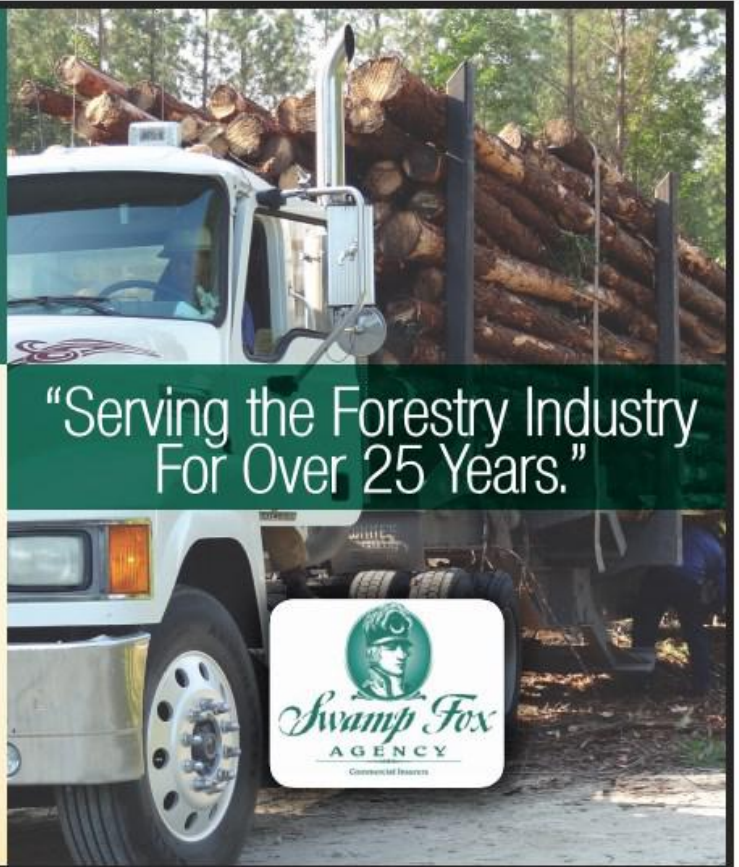
Commercial Auto • Workers Compensation • Equipment Marine
• General Liability • Excess Liability • Property

The leader in the Fleet Management Practices

Contact: Jeremy Barclay, David Hayes, Michelle Hopkins,
Dustin Lambert

Swamp Fox Agency

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



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.