



TIMBER TALK

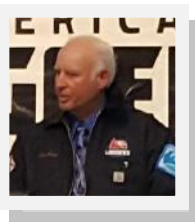
Your Voice for South Carolina Timber Harvesting

SEPTEMBER/OCTOBER 2018

AS WE SEE IT ... AMERICAN LOGGERS COUNCIL



A MESSAGE FROM ALC PRESIDENT CHRIS POTTS



The 24 annual meeting of the ALC held October 11th-13th in Seaside, Oregon was a tremendous success. I would like to thank ALC President, Mark Turner and ALC Executive Director, Danny Dructor for a great meeting.

With the passing of the gavel, I became your new President. I consider it an honor to serve as your president and invite you to contact me if I can help you in any way. As President, I look forward to continuing work on getting the bills passed on The Future Logging Careers Act, and the Right to Haul Act.

In the spring of 2019, your Board will be going to DC for our Board Meeting and visits to the hill. We're looking forward to that meeting and the opportunity to speak with our Congressmen/women about these two bills as well as other logging issues.

Safety and Trucking issues are impacting all of us. On Thursday, October 11, 2018, we had a Team Safe Trucking



Team Safe Trucking Meeting at ALC Annual Meeting

Meeting with an impressive agenda put forth by Jimmy Locklear with Forestry Mutual Insurance Company.

Obtaining qualified drivers is one of the most pressing problems loggers have today. There are only a few insurance companies remaining that will insure log trucks with some requiring a minimum of 3 yrs. experience driving a log truck. With this policy in place, inexperienced drivers will not be able to get the experience they need to be insured. This will eventually cause us to be unable to obtain drivers to haul our wood to the mill which will then become a mill problem as well. I know of one logging company that has hired someone to teach driver training and has an agreement with an insurance company to allow an inexperienced driver to be insured after a six-month training period. This might be a partial solution to the problem but an expensive one.

Along with obtaining drivers, hiring and retaining trained equipment operators is also an issue. Alabama is addressing the issue of trained equipment operators with the help of the Alabama Forestry Association and the Alabama Loggers Council. They have started a five-week training program for skidder drivers. Two groups have already

(Continued on page 2)

Inside ...

As We See It ... Message from ALC President Chris Potts	Cover
SCTPA 2019 Annual Meeting Notice	2
SCTPA 2018 Annual Report	3
Georgia-Pacific to Expand in Clarendon	5
20th SCTPA Annual Meeting	6
Annual Meeting Hotel Information	7
Annual Meeting At A Glance	8
Annual Meeting Registration	9-10
2019 Board of Directors Nominations Needed	12
2018 Logger Activist Award Nomination Form	13
Welcome New Members	16
Forest Service Chief Headlines ALC Annual Meeting	17
7 Things You Need to Know About Upcoming CSA Changes	18
Timber Damage From Hurricane Michael Extensive in FL, AL & GA	20
Revisiting Rollover Accidents	21
2019 Annual Meeting Auction Item Donation Form	22
J. Carey Logging Improves their DOT Safety Scores with Verizon Connect	24
Peterbilt \$2,000 Cash Rebate to ALC Members	26
Timber Harvesting's 2018 Logging Business of the Year: Log Creek Timber Company	29
SC SFI Implementation Committee Wins Award	30
SC House E & PW Committee Transportation Subcommittee Hearing	31
NTSC Explains How Video Recorders Could Impact Safety	33
Hair-Testing of Truck Drivers	36
Action Plan for Trucking Services	38
ALC Photo Gallery	40-41
Mark Your Calendar	43

(Continued from page 1)

graduated this training with plans to continue this training around the state using a mobile classroom.

As we move into our 25 year, the American Loggers Council will be conducting a 5-year strategic planning meeting in Washington, DC on June 21-23, 2019, at the office of Capitol Hill Consultants, the consulting firm that the ALC has retained to assist us with our efforts in Washington. We will be determining goals of what the ALC would like to accomplish within the next 5 years. If you would like to share some of your thoughts and ideas, please contact me or other board members prior to those dates.

I hope you will go ahead and mark your calendars for our 25 annual meeting next year in Orange Beach, Alabama at Perdido Beach Resort on September 26th – 28, 2019.

Plans are already underway for this to be an excellent meeting enjoyed by all. Be certain and check our web site at www.amloggers.com for information about this meeting and other logger events that will be taking place around the country.

Chris Potts is the owner of Potts Logging based out of LaFayette, Alabama. 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

PLEASE SEE OUR ALC ANNUAL MEETING PHOTO GALLERY ON PAGES 40 & 41.

2019 ANNUAL MEMBERSHIP MEETING NOTICE

TO: Members of the South Carolina Timber Producers Association, Inc.
WHEN: Noon, Saturday, February 9, 2019
WHERE: DoubleTree Resort by Hilton Myrtle Beach Oceanfront
3200 South Ocean Blvd, Myrtle Beach, SC 29577



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

At the Association Business Session, members will:

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

As a member, you should plan to attend the 2019 Annual Membership Meeting. This is a member privilege and wonderful opportunity to get involved in your Association.

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

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

Take advantage of this opportunity to play an active role in SCTPA. Make plans to join your peers **February 8 – 10, 2019 at Myrtle Beach's DoubleTree Resort by Hilton Myrtle Beach Oceanfront for your Annual Membership Meeting.**

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

Contact SCTPA for registration, sponsorship, exhibitor, silent auction donation and meeting information. We look forward to seeing everyone at our 2019 Annual Meeting.



SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION

2018 ANNUAL REPORT

American Loggers Council Annual Meeting



By Crad Jaynes, President & CEO

South Carolina had a mild winter with a few cold days and unusually dry for the first three months of the year. Markets were stable with many suppliers on quota even in the winter as wood piles were already in good shape since the past Fall. Springtime came with the usual showers and then in May and through July thunderstorms and rain dominated. It was somewhat unusual. Interstate 20 basically splits the state in half east to west and it seemed like the areas east of I-20 to the coast got hammered with rain while the mid-state and northern areas received scattered storms with some being fairly severe. Several counties in the coastal plain received over 19 inches rainfall in about a three to four week span. Since then it's been back to being hot and dry. Markets remained good with sawmills operating at full capacities yet quotas seemed to be fairly tight. Pulpwood and other wood receiving markets have remained steady to strong over the course of the year.

There have been announcements of sawmill expansions such as Canfor Southern Pine, Camden, Charles Ingram Lumber Company, Effingham and Interfor, Georgetown. WestRock purchased the KapStone Charleston Kraft papermill in Charleston bringing WestRock's presence in SC to two mills, Florence and Charleston. Evergreen Packaging in Canton, NC purchased the shuttered KapStone chip mill in Kinards, SC and will produce mainly pine chips for the Canton papermill. SwissKrono opened a new flooring mill in Barnwell County and is taking wood for its processes. Enviva purchased the Colombo Energy wood pellet mill in Greenwood.

SCTPA entered its 19th year with our "Trucking Is THE Challenge Now" Annual Meeting in Myrtle Beach, SC, February 2018. Trucking is the driving issue as Auto Liability insurance premiums have skyrocketed for most log truck owners. Finding and maintaining safe, qualified drivers has been a "real" issue for the unmanufactured forest products trucking segment in SC. The attendance was outstanding as over 425 attended.

SCTPA proudly welcomed several outstanding speakers. Jimmie Locklear, Forestry Mutual Insurance Company, presented the issues of safe wood trucking and the issues of how many accidents and collisions

are occurring that is driving up log truck auto liability rates. He emphasized our industry has simply got to do a better job with driver management and fleet management practices. He also updated the progress of Team Safe Trucking. Dustin Meierhofer, Director of Transportation for the British Columbia Forest Safety Council presented how the trucking has improved in Canada because of their efforts in driver training and fleet management training. Through their efforts the log truck accidents had declined significantly and helped log truck owners lower their insurance rates. Attorney Rob Moseley, Vice President of Transportation with Smith Moore Leatherwood law firm presented his Casualty Litigation Update discussing how the trucking industry is suffering because of the litigations against "big trucks" after accidents is leading to millions of dollars being paid out even if the truck driver was not at fault.

D. K. Knight, Co-Publisher and Executive Editor of Hatton-Brown Publishers was the Saturday luncheon speaker with his "Constant Changes, Constant Challenges" presentation with an overview of the U.S. forest products industry and SC's prominent role in the industry. He also focused on the logging and trucking industries. D. K. was also presented the SCTPA President's Award for his service to the logging and forest products industries.

Bob Lussier, Great Woods Companies, LLC, Bennettsville, was presented the SCTPA 2017 Gene Collins Logger Activist Award for their outstanding timber harvesting business, their sincere commitment to community involvement, sustainable forestry education and support of SCTPA. He was also elected to the SCTPA board of directors. Forestry Mutual Insurance Company's SC Logger of the Year was awarded to Dennis Varner Logging, Summerville, for their outstanding business and outstanding safety program as a policy holder. Swamp Fox Agency, LLC awarded their Timber Industry Leadership Award to Jimmy Smith, Smith Logging, Inc., Andrews. SC State Forester Gene Kodama was presented an award for his ten years' service as the SC State Forester as he retired from the SC Forestry Commission. Special recognition was presented to Jeremy Ponder of Simpsonville who is a special needs young man who loves logging and logging equipment.

(Continued on page 4)

(Continued from page 3)

South Carolina's legislative session was fairly inactive for forestry issues. SCTPA supported the DUI-E (electronics) bill to increase significantly the penalties for using a hand held device while driving. This was aimed at regular vehicle drivers and not CDL drivers. The SC House formed a subcommittee to explore eliminating the sales tax exemptions in SC. This would directly impact the logging industry as sales tax exemptions would be removed for the purchase of off road diesel fuel and agricultural machinery replacement parts including logging equipment. SCTPA is partnering with the Forestry Association of SC (FASC) to oppose this measure as this will be a hot topic in the new legislative session beginning in January 2019. SCTPA and FASC have been working to change the law for the transportation of logging equipment so moving logging equipment on a lowboy will be exempt up to sixteen feet wide just like the exemption for agricultural equipment transportation. Currently logging equipment can only be twelve feet wide without a permit. Tort reform discussions began in 2018 and will be a major issue in 2019. SCTPA is supporting the SC Civil Justice Coalition to work on tort reform. SCTPA supported the efforts to continue the SC Conservation Bank. SCTPA supported the SC Forestry Commission's annual budget request with attendance at House and Senate budget hearing and with support letters.

Local issues such as counties attempting to restrict log truck traffic on county roads, both pave and dirt. SCTPA worked with local governments to resolve the issues. Several municipalities and counties have posted roads to no truck traffic without SCDOT's approval. SCTPA continues to partner with the SC Forestry Commission and the Forestry Association of SC to make good things happen for South Carolina forestry, logging and forest products sectors.

SCTPA continued its activities with the SC Biomass Council as SCTPA president was elected as chairman. The Biomass Council continued its work on improving the use of woody biomass and other biomass products in SC manufacturing and energy generation. Activities continued with the Statewide Trucking Task Force, SFI State Implementation Committee, SFI Timber Operations Professional Training Program, Timber Equipment Applications Management (TEAM) Committee, Team Safe Trucking and organizations such as the Forestry Association and the SC Trucking Associations and State Transport Police. SCTPA's board met with State Transport Police's Captain Dean Dill,

statewide enforcement officer, to discuss unmanufactured forest product trucking issues regarding size, weight, inspections, accidents and regulatory enforcement. Issues of State Transport Police's focus areas for safety and driver behavior were discussed. SCTPA continued representing timber harvesting in coalitions to promote forestry, agricultural, wildlife, natural resources and agribusiness to promote these segment's importance to the SC General Assembly, state agencies and public for economic development.

SCTPA president Crad Jaynes, Cam Crawford, president Forestry Association of SC, and Rick Todd, president of SC Trucking Association, held meetings with SC Department of Insurance Director Ray Farmer and staff about the trucking auto liability insurance crisis in SC. Insurance carriers have pulled out of the state and now there's only three or maybe four carriers willing to insure log trucks. The department issued a report detailing their discussions with insurance carriers and recommendations. A new captive insurance company, Forestry Insurance Company of the Southeast, was formed by Rick Quagliaroli of Swamp Fox Agency, Moncks Corner, and began operation insuring select log trucking businesses for auto liability and commercial general liability in SC and Georgia.

SCTPA along with the Forestry Association of SC are founding members of Associated Industries of South Carolina Foundation and continued supporting efforts for Be Pro Be Proud SC. The program is modeled after the successful Arkansas *Be Pro Be Proud* program. This effort is aimed at middle and high school students, at-risk students and adults to enter the skilled-trades careers, blue collar sector, for training and job facilitation. The project is seeking funding to build and deploy a mobile skilled professional jobs promotion tractor trailer unit with the trailer equipped with work stations for displaying job careers in forestry, construction, agribusiness, trucking, heavy equipment and others. The Coalition sought funding from the 2018 General Assembly, but the funding was not approved.

SCTPA along with Beech Island Timber & Construction, Inc., Jackson, worked with the Apprenticeship Carolina and Aiken Works representatives to establish the first *SC Logger Apprenticeship Program* for high school juniors and seniors and adults for training to work in the logging industry. Four apprentices are working with Beech Island Timber in the program. The program will be taken to other counties with an emphasis on the rural counties.

(Continued on page 5)

(Continued from page 4)

SCTPA and Southern Loggers Cooperative (SLC) continue to work to establish fuel depots in the state. The Allendale, Georgetown and Orangeburg depots have been operating with renewed interests from WestRock to locate a SLC fuel depot at the Florence papermill. SCTPA acts as the SC on-the-ground representative for the program.

SCTPA participated in the SC Sustainable Forestry Teachers Tour, a five-day sustainable forestry education program. This year's June tour was "hot" yet tremendous with 28 statewide teachers as they toured private tree farm, industrial and state forest timberland management sites as well as visiting a sawmill, papermill, particle board mill and seeing active logging sites.

SCTPA board members Danny McKittrick, Josh Key, Tommy Barnes and president Crad Jaynes visited our South Carolina U.S. House and Senate delegation during the American Loggers Council Spring Fly In and board meeting in Washington, DC to promote the ALC issues and state issues related to sustainable forestry, professional logging and trucking. SCTPA's president and board member Bob Lussier attended the American Loggers Council's summer board meeting in Moline, Illinois hosted by John Deere.

SCTPA continued supporting the Wood Supply Research Institute for wood supply chain research projects with SCTPA president serving on the board of directors.

SCTPA continued providing the SFI Training in our Timber Operations Professional (TOP) program to members using the DVD format for the annual training period of July 1 – June 30. SCTPA participates in the 2-Day TOP program for the initial SFI Trained status in SC.

As South Carolina's professional timber harvesters, wood suppliers and timber truckers continue to face challenges, SCTPA will continue to assist timber harvesting and wood supply business professionals meet and exceed the challenges for improved economic, production and market opportunities.

SCTPA is proud to be THE association representing, servicing and advancing the professionals harvesting, producing and trucking South Carolina's sustainable forest resources.

Respectfully submitted,

*Crad Jaynes
President & CEO*



Georgia-Pacific to expand Clarendon operations

Staff Report, Columbia Regional Report
Oct 18, 2018

Georgia-Pacific will invest \$4.5 million in its Clarendon oriented strand board facility. The investment will include a new, 30,000-square-foot warehouse, a state-of-the-art laminating line and upgraded equipment.

The upgrades will allow the manufacturer and distributor of tissue, pulp, paper, packaging and building products to support a planned 24/7 production schedule and future automatic guided vehicles, according to a news release.

Atlanta-based Georgia-Pacific has invested more than \$6 million at the Clarendon OSB plant in the last 12 months.

"Adding to our digital platform raises the technical knowledge bar for current and future employees," said Tobey Elgin, Clarendon OSB plant manager, in a news release. "Raising the bar also puts us on a similar footing with other high-tech manufacturers in our region so we can successfully compete for the same qualified workforce."

Georgia-Pacific, a wholly owned subsidiary of Koch Industries, has seven S.C. manufacturing facilities employing around 1,400 workers.

"It is with much pride that we welcome this existing industry expansion in Clarendon County by Georgia-Pacific," Clarendon County Council chairman Dwight Stewart said. "GP has been providing high-paying jobs for Clarendon and surrounding counties for many years, and for that we thank them."



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
Christy Hall, SC Secretary of Transportation, SCDOT
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

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

2019 BOARD OF DIRECTORS NOMINATIONS NEEDED

Five Board of Directors Seats will need to be elected at our February 9, 2019 Annual Membership Meeting at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

The board terms for Seat 6 served by Tommy Barnes, Ideal Logging, Inc., Seat 7 served by Danny McKittrick, McKittrick Timber, LLC, Seat 9 served by Joe Young, Low Country Forest Products, Inc., Seat 10 served by Josh Key, Beech Island Timber & Construction, Inc. and Seat 11 served by John Rice, Rice Land & Timber, LLC will expire December 31, 2018. Joe Young will not run for re-election. The other board members with expiring terms have indicated they will run for re-election unless SCTPA notified otherwise.

Board member elections will be conducted during the Member Business Session of the Membership Meeting convening at noon on Saturday, February 9, 2019.

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

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

Any member solely and directly engaged in the logging business and in good standing with paid dues as of December 31, 2018, may be nominated for any of the upcoming seats regardless if current board member has indicated running for re-election. Any member regardless of location is eligible for nomination. Logger members are encouraged to enter your name or the name of another logger member as an eligible candidate.

To enter your name for nomination or to nominate someone else, please contact the Nominations Committee or SCTPA office no later than January 18, 2019.

Thanks for your assistance in this important association process.

Nominations Committee

Chairman, Bob Lussier, Great Woods Companies, Bennettsville
Office 843-454-2090 ■ Home/Cell 860-377-5318 ■ BobL@greatwoodscos.com

Donnie Lambert, Leo Lambert Logging, Inc., Georgetown
Office 843-264-8839 ■ Fax 843-264-2277 ■ Cell 843-340-8408 ■ Donnielambert@icloud.com

Rickey Chapman, Chapman Timber, Inc., Newberry
Office/Home 803-276-0717 ■ Fax 803-276-0717 ■ Cell 803-924-0082 ■ betsylee48@yahoo.com

2018 LOGGER ACTIVIST AWARD NOMINATION

Nominations for SCTPA's **2018 Gene Collins Logger Activist of the Year Award** are being sought. Award will be presented at the 2019 Annual Membership Business Luncheon and Meeting convening at noon, Saturday, February 9, 2019 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

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

You may nominate a SCTPA Logger Member or yourself. Contact the Nominations Committee or SCTPA office by January 15, 2019. Thank you for your nomination and association support.

Nominations Committee

Chairman, Danny McKittrick, McKittrick Timber, LLC, Heath Springs
Office/Home 803-283-4333 ■ Fax 803-286-7753 ■ Cell 803-320-1739 ■ logn@comporium.net

Josh Key, Beech Island Timber & Construction, Inc., Jackson
Office/Home 803-827-1807 ■ Fax 803-302-1126 ■ Cell 803-507-8995 ■ jkey@bitimber.com

Tommy Barnes, Ideal Logging, Inc., Edgemoor
Office 803-789-5467 ■ Fax 803-789-3565 ■ Cell 803-385-7994 ■ ideallogging@truvista.net

2018 Logger Activist Award Nomination

Nominee Name _____

Business Name _____

Address _____

City _____ SC Zip _____

Contact Office _____ Home _____

Mobile _____ Email _____

Nominated By _____ Date _____

Contact: Office _____ Cell _____

Describe nominee's activities: _____

Use Additional Pages If Needed



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

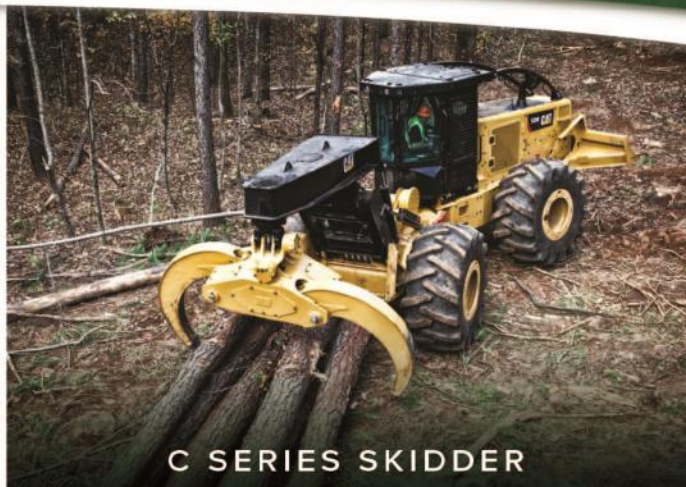


YOUR SOURCES FOR NEW AND USED FORESTRY EQUIPMENT

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.

Caw Caw Land & Timber, LLC., Orangeburg
Nolan Timber, LLC, Society Hill

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

Forest Service Chief Headlines American Loggers Council 24th Annual Meeting



Newly-appointed U.S. Forest Service Chief Vicki Christiansen addressed the American Loggers Council (ALC) during its 24th Annual Meeting. The meeting, held Oct. 11-13, brought loggers, ALC sponsors and

others from across the country to Seaside, Ore. for logging demonstrations, special events and industry discussions.

ALC was the first organization that Christiansen addressed after being appointed Chief on Oct. 10. Speaking to attendees on Oct. 13, she discussed her vision for the U.S. Forest Service, her efforts to improve management on National Forest Service lands, and the recognition of loggers as the “boots on the ground” to help ensure better outcomes for public lands.

The annual meeting included a logging tour on Oct. 12 on nearby state forest land, educating attendees on logging systems and practices in Northwestern Oregon. A concurrent Ladies Tour included stops at the Tillamook Forest Center and Tillamook Creamery. Later that evening ALC held its annual President’s Dinner and Auction. As part of the event, a Stihl chainsaw was auctioned to benefit the Log-A-Load for Kids program, which supports medical services for needy children.

The ALC President’s Award was given to Ken Swanstrom of Skookum Logging in Montana and Crad Jaynes of the South Carolina Timber Producers Association for their support and leadership for the council and the logging industry over their careers. The National Logger Activist Award was awarded to Vance Wright, owner of Charles A. Wright Logging Inc. in Virginia for his advocacy on behalf of fellow loggers.

Jessica Johnson and Dan Shell of Timber Harvesting Magazine presented the publication’s prestigious “Logging Business of the Year Award” to Log Creek Timber Co. of South Carolina.

The Board of Directors and Membership meetings were held on Oct. 13 and included committee reports

from the legislative, transportation, biomass, communications, membership, Master Logger and nomination committees. ALC’s leadership and members agreed to pursue new membership and sponsorship opportunities, and to expand in parts of the country where loggers currently lack a national voice. ALC will continue to be active in the policymaking in Washington DC, including advocating for key priorities including passage of the Future Logging Careers Act, Right to Haul Act, biomass utilization and federal forest management reforms.

As custom, the annual meeting was held in the home state of the current ALC President, Mark Turner of Turner Logging. During the closing President’s dinner on Oct. 13, President Turner introduced Chris Potts of Potts Logging of Alabama as ALC’s new president. Shannon Jarvis of Jarvis Timber in Missouri and Tim Christopherson of Dabco Logging in Idaho will serve as First and Second Vice Presidents, respectively. Andy Irish of Irish Family Logging in Maine will serve as Secretary-Treasurer.





7 Things You Need to Know About Upcoming CSA Changes

October 18, 2018, By Deborah Lockridge, Heavy Duty Trucking

The Federal Motor Carrier Safety Administration's CSA program (Compliance, Safety, Accountability), while a good idea in theory, has been under attack by the industry for numerous shortcomings since before it was officially rolled out in 2010. Now it's in the process of being significantly revamped on recommendations from the National Academy of Sciences. We have some highlights on what to expect:

1. CSA is changing to address shortcomings

CSA (which originally stood for Comprehensive Safety Analysis) was supposed to give FMCSA a better way to identify carriers that warranted a compliance review. That's because there are vastly more carriers, especially small ones, than the agency can review.

The new program promised to use inspection results and other data to come up with scores that would signal which unsafe companies should be targeted for "interventions," which could be a warning letter, compliance review, or other action. Eventually, the system was supposed to be used for issuing safety-fitness determinations for motor carriers.

But from the beginning, CSA was fraught with problems, including the fact that brokers, insurers, attorneys and others were using the publicly available scores in ways DOT never intended. Eventually trucking convinced Congress, in 2015, to order FMCSA to shut down public access to that data while it revamped the program. And Congress had a very specific way it wanted the agency to address it – by getting actual scientists involved from the National Academies of Science, Engineering and Medi-

cine, a D.C. think tank retained by governments all over the world to tackle challenging problems like water shortages in Africa and life in outer space.

In the report from the NAS panel set up to study CSA, it noted that the system has been criticized for, among other things:

- Using highly variable assessments
- Not accounting for crashes where the motor carrier is not at fault
- Including carriers that have very different tasks in the same peer groups
- Using measures that are sensitive to effects from one or more individual states
- Using measures that are not predictive of a carrier's future crash frequency
- Using measures that are not reflective of a carrier's efforts to improve its safety performance over time

2. The New CSA Methodology Will Use Item Response Theory

The NAS panel's report recommended that FMCSA develop a "more statistically principled approach" for the task, based on an **Item Response Theory** (IRT) model. IRT is widely used in the education field (think SAT tests), and has been used for policy decisions in areas such as hospital rankings.

At the heart of CSA is the Safety Measurement System, used to identify commercial motor vehicle carriers at high risk for future crashes. But NAS found that some of the details of how those numbers are calculated weren't really scientifically based, or as the report said, "ad hoc and not fully supported by empirical studies." The scientists on the panel say IRT is a more scientific way to approach these safety scores.

3. FMCSA is Working on an IRT CSA Model

In July, FMCSA delivered a report to Congress on its "corrective action plan" for CSA outlining how it's implementing the NAS recommendations. And it is indeed moving forward to develop and test an IRT model.

The FMCSA hasn't released many details to the public about what that IRT model is going to look like. However, Steve Bryan, executive VP and GM, SambaSafety Transportation (you may know him

(Continued on page 19)

(Continued from page 18)

better as the founder of Vigillo, which SambaSafety now owns), has been in every public meeting of the NAS panel as it developed its recommendations. In a recent presentation for the Motor Carrier Insurance Education Foundation, he described IRT as “very complex but time-tested science.” His company has licensed sophisticated IRT modeling software and developed its own version of what it believes FMCSA will develop, which Bryan says customers can use to get a feel for how they’re going to perform under the new CSA system.

FMCSA In July said it planned to run a small scale IRT model by September of 2018 and after evaluating the results, would run a full scale IRT model by April of 2019 and get it rolled out fully by September of 2019. While the agency doesn’t have the best track record of meeting deadlines, Bryan did emphasize that this is something that’s going to happen, and fleets need to be prepared.

4. Safety Culture Will Replace Crash Risk

“We’re moving away from pretending we can predict future crashes and toward evaluating safety. One of the things the NAS panel was tasked with was looking at whether CSA scores actually predict future crash risk. “The existing CSA program is about predicting crash risk,” Bryan said. “None of us believe that ever worked. It does a terrible job. In some of the BASICs, some are not only not positively correlated, they’re negatively correlated, specifically the drug and alcohol BASIC — to where if you followed that logic, you should drink and smoke dope and get behind the wheel of a truck.”

The new IRT method, he explained, moves beyond the seven BASICs and creates a single safety culture score.

He said once FMCSA enacts all the planned changes to CSA resulting from the NAS review, there will no longer be violation weights, CSA points, BASIC measures, or Safety Event Groups. Instead, FMCSA will introduce a new, single CSA BASIC score that will be “a very different way of representing the safety culture of a motor carrier.

“From a methodology perspective, it actually works pretty well,” he said. “We’ve done some early research on the scores, and it is very well aligned that carriers with lower safety culture scores have more crashes. I think at the end of the day it will

help find risky carriers, even though the IRT [model] isn’t designed to predict crash risk.”

5. Variety is Not Good for Your CSA Score

“A variety of violations will tank your scores,” Bryan said.

“Say we take the same test, and you do well in four out of five sections,” he explained. “I, on the other hand, am mediocre across the board. IRT hates me. It will score me very poorly. It doesn’t like the fact that I didn’t excel anywhere and I have a variety of poor responses. It sees that as a problem. I’m just dumb. I didn’t get anything very well.

“Think of that in terms of trucking. If you have a few violations in one area, IRT isn’t going to hit you very hard. But if you get all kinds of violations from a variety of sources, you’re just not minding the store very well.”

And that ties right in to the idea of a “safety culture” score.

6. Patterns Replace Points

Bryan said severity weights, which NAS targeted as unscientific, will be gone under the new program, along with violations being weighted by how recent they are. In addition, he says, those annoying percentile rankings will be gone. (That’s been a big complaint — you could be a very safe carrier under the existing system, but if your score is worse than others in your “peer group,” you’re in trouble.)

So how will IRT assign scores?

Bryan said it will look at the 66 “violation groups” that exist in CSA. Take lighting, for instance. Within that violation group, he explained, violations related to lighting are collected — such as headlights, turn signals, marker lights, etc. IRT, he said, looks for patterns across the industry and uses it to assign weights or priorities to these violation groups. Bryan said IRT can determine what things should carry more weight because they are “a gateway to lots of other bad things happening.”

IRT also takes into account “exposure,” such as power units, driver count, inspection count, and vehicle miles traveled. “The science of IRT can extract out of there and discard exposures so you can essentially make everyone look alike.”

So instead of being compared to an arbitrary “peer group,” Bryan said, carriers will be compared

(Continued on page 20)

(Continued from page 19)

to everybody, but IRT will “normalize everybody using a continuous pattern of exposure.”

7. Data is Still a Problem

The NAS report also identified a number of data quality issues. For instance, it said FMCSA needs to improve the collection of data on vehicle miles traveled by state and month, to help account for factors such as ice winter weather in the North. Another area it cites as lacking is information related to the contributing factors in a crash. It even said the agency should look at collecting data such as driver turnover rates, type of cargo, and driver compensation.

Bryan said of FMCSA’s plans that he’s a fan of the proposed IRT methodology, but the agency “largely ignored some of the data quality questions that still linger.”

When it comes to the data recommendations put forth by the NAS panel, FMCSA’s report basically said, “we’ll have to research that more.” For instance, while agreeing that better VMT data would help, it noted that it only collects that information from carriers every two years (via the MCS 150 form), and access to this data by state on a monthly basis is not currently feasible.

CSA has been in the top 10 of the American Transportation Research Institute’s annual top trucking issues survey every year since its introduction. The past couple of years, it has slipped to the middle of the pack as the industry waited to see how FMCSA would fix the troubled system. “I would guess in 2019,” Bryan said, “We’re going to see CSA slammed right back to the top.”

Key takeaways

- This new methodology is happening, and the industry needs to start thinking about it.
- The new methodology is not about trying to predict crash risk, but focusing on “safety culture” at a motor carrier.
- Variety kills. A variety of violations across different areas will tank your scores much worse than a record showing just one area where you’re falling short.



TIMBER DAMAGE FROM HURRICANE MICHAEL EXTENSIVE IN FLORIDA, ALABAMA AND GEORGIA



Florida Department of Agriculture Services image

Florida Commissioner of Agriculture Adam H. Putnam and the Florida Forest Service, a division of the Florida Department of Agriculture and Consumer Services, announced the estimated value of timber damage in Florida due to Hurricane Michael is \$1.3 billion, impacting nearly 3 million acres of forestland. The 11 counties impacted are some of the top timber-producers in the state, including: Bay, Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Leon, Liberty, Wakulla and Washington. Forest product manufacturing facilities, such as pulp mills, saw-mills and pellet and oriented strand board manufacturing, also sustained damage.

Alabama Forestry Commission officials estimate \$20 million in timber in Houston County was lost to Hurricane Michael. Surveys conducted by the AFC last found about 42,357 forested acres were destroyed by the storm. Around 13,396 acres of pine, 2,879 acres of hardwood and 26,082 acres of mixed pine and hardwood was lost.

Damage from Hurricane Michael to Georgia’s agriculture industry could reach nearly \$3 billion, according to state assessments. Timber losses alone are estimated at \$1 billion, as about 1 million acres were destroyed, state figures show. Cotton, peanuts, pecans, vegetables and poultry also were hit hard.

Revisiting Rollover Accidents

JJ Lemire



Rollovers accidents are the number 1 cause of serious injuries and fatalities to our wood industry drivers. It creates anxiety and fear as the truck goes from a stable setting to a volatile situation as the rig turns over. Most rollover accidents we incurred were preventable and the driver's fault. In about 3-percent of the rollovers we had, the rollovers was caused by another vehicle.

Log trailers have a higher center of gravity than a normal cargo load. It is extremely easy to exceed the g-forces on a log truck. To rollover:

- a car must exceed 1.3g's. (g's - gravitational forces)
- a pickup truck must exceed 1.1 g's.
- a SUV must exceed .8g's.
- But it takes **.4g's or less** for a log truck to rollover.



Most rollovers occur when the driver:

- Drifts off the pavement onto a soft shoulder or runs into a ditch, or
- Makes a tight corner or entering/exiting onto a ramp at excessive speeds.
- Strikes a curb or other object that lifts the truck or trailer (puts it past its center of gravity) or
- Goes around a curve too fast.

Speed is the number 1 cause of rollovers. Too fast for the road conditions on a good day will cause a rollover just as easy as too fast during bad weather. Add rain, ice, sleet or snow to the excessive speed and you will turn your loaded trailer over. **SLOW DOWN** and adjust to weather and road conditions.

The weight of the load when a driver drifts off the pavement onto a soft shoulder can cause rutting and make it hard to return the vehicle back onto the pavement. Sometimes the driver over reacts and jerks the steering wheel which in turn, leads to a rollover. So what can you do?

Loading a trailer:

- Heavy logs on the bottom
- Loader operator should distribute the weight evenly throughout the bunks
- Make sure tie downs/binders/straps are tight before leaving the deck
- Check tie downs/binders/straps along the route as they will loosen.

Driving:

- Use caution when turning or changing lanes
- Slow down when entering or exiting onto highways
- Follow speed limit signs going into curves
- Keep the tires on the pavement
- Do not let cell phones or CB radios distract you
- Adjust your speed to the weather conditions
- Give yourself extra time so as not to feel rushed.
- Keep following distances so you have adequate time to react to traffic changes

Remember to give yourself adequate time, keep your speed under control and maintain proper following distances. Above all else, keep the truck and trailer on the pavement.

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

IS YOUR INSURANCE COMPANY WILLING TO GET ITS BOOTS MUDDY?



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

For more information
contact Art Laney today!

Office: (803) 451-5831

Cell: (803) 530-9010

alaney@hrinsurance.com

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



Proud Sponsor Of The
American Loggers Council

Hawkins Rawlinson

INSURING THE FOREST PRODUCTS INDUSTRY

140 Stoneridge Drive, Suite 255 Columbia, SC 29210



J. Carey Logging improves their DOT safety scores with Verizon Connect

"Our DOT safety scores have gone up, the trucks are safer on the road and the life and productivity of the fleet has increased."

Ryan Carey, Operations Manager

Based in Michigan's Upper Peninsula, J. Carey Logging provides cut-to-length logging, chipping and biomass production services, residential and commercial excavating services, and vegetation and brush control. The company was founded in 1980 as a part-time operation by Jim Carey, an employee of the Michigan Department of Natural Resources, eventually going full-time four years later with ten employees.

According to Ryan Carey, Operations Manager and son of the founder, the logging industry has had to overcome misconceptions in a society increasingly concerned with conservation and protecting the environment. "The mentality back then was that logging was bad," he says. "Dad made it his goal to change the perception of the logging industry and loggers overall."

J. Carey Logging is committed to helping its customers properly harvest and manage their property's natural resources to reap its ongoing benefits. As the company's website states, "Trees are crops; if not utilized, they grow old and eventually die. They need management to keep them healthy and valuable."

Since its start, J. Carey Logging has worked to earn the respect of the community as well as the industry. "The logging industry is a close-knit group, and a lot of logging companies are family-run," says Carey. "However, that doesn't mean we skimp on our employees. We have a very good health insurance plan, a pension program, and each of our drivers have a company pickup they can take home with them."

He's quick to credit the team his company has

built over the years with their success. "I have awesome guys. They are very self-motivated and want to do the best they can. Our company goal is to have well-compensated, highly trained, happy employees. GPS fleet tracking is one of the tools that we use to achieve this goal."

Carey initially looked into a GPS fleet tracking solution to stay on top of vehicle maintenance. "The process of keeping up to date with maintenance used to be a manual process, that had the potential for human error and oversights," he says. "At times things would fall through the cracks, and the vehicles would miss necessary routine maintenance."

Find the right solution for your business with our free Fleet Management Buyer's Guide.

His search led him to Verizon Connect. "I was surprised at how reasonable the price was for all of the functionality and information the system provides," Carey says. "The Maintenance alerts and Live Fleet feature are what sold us." Fleet Maintenance Reports can extend the life of a company's vehicles, helping to keep the fleet productive. The Service Alerts help the user manage maintenance needs, and can be set by calendar time, engine on-time or mileage, depending on the type of service needed for each vehicle.

"The Maintenance features help us keep track to the mile the last time the truck was in the shop and why it was there," says Carey. "We can set alerts when it's time for an oil change to keep the trucks up to par. Now I know exactly when each vehicle was last in the shop, and what was done." Carey uses the alerts to streamline his maintenance schedules; in addition, his shop manager gets real time alerts via

(Continued on page 25)

(Continued from page 24)

text and e-mail when each vehicle is due for maintenance. "As a result, our safety and DOT scores have gone up, making the trucks safer on the road, and increasing the life and productivity of the fleet."

For a company with such a high profile in the community, safety is paramount. That's why Carey has also implemented the Speeding Report, which sends him an alert when a vehicle has gone over a specified speed threshold. "We had a few lead foots," he says. "Any time they went over 65 miles per hour, I would get an alert text message telling me they were speeding. I'd then call them up and tell them to slow down."

Federal safety regulations make it imperative that J. Carey Logging stays compliant with the rules of the road. For example, says Carey, "One of my drivers got a speeding ticket in his personal pickup truck, and then another in the company truck just a few days later. The CSA 2012 rules makes that go on the driver record as well as the company record as an infraction that affects our DOT score. Now that we are able to monitor speeding, all my guys have slowed down quite a bit."

Carey begins every workday by looking at Live Map first thing in the morning. Live Map displays the exact location of every vehicle in a fleet in real time, with 24/7 availability, using Google Maps API Premier for the most accurate maps available with current traffic information. "It gives me peace of mind," he says. "It's nice to know where the trucks are at all times. I want to make sure that all my trucks are up and rolling and no one is broken down somewhere. If a situation comes up and we need parts, I pull up the Live Map and see which of my trucks are closest and have them pick those up."

Carey also gets Daily Reports every day, to get information on the movement of his vehicles. Providing such data as ignition on- and off-time, arrival and departure of locations, drive time and distance traveled, it functions as an electronic timesheet for his drivers.

One area Carey didn't expect to be an issue was

idling: "It's not something we were worried about. We have very good guys, and we thought there was no real issue." But after just one week of monitoring using the Idling Report, which provides true idling times for every vehicle in a fleet, he found out his fleet was idling 25 hours a day. "I could not believe it was that high. But I realized I was doing the same thing—when I would pull up to the pump, I wouldn't turn the truck off. But five minutes here and ten minutes there can really add up."

Carey's employees had already become accustomed to being tracked—"It helped that that they knew I was being tracked too," he points out—so he was able to meet with his drivers to address the idling problem. "I said, 'I am not mad, I am just trying to reduce costs to become more efficient and profitable. Can you help me out this week and pay attention to your idling times?'" The next Monday when I pulled the report we had reduced idling by 10 hours a day, which works out to 50 hours a week. I started a program financially rewarding the employee with the least amount of idling for the month. I've further reduced weekly idling and created a friendly competition while maintaining positive morale."

By minimizing idle times, the company can decrease engine wear and tear. Best of all, Carey estimates that he has saved about \$1,200 in fuel per month since implementing Verizon Connect solution.

Having his drivers embrace the benefits of GPS tracking has further helped the company become more efficient, especially with the added convenience of the Verizon Connect Mobile App. Available for Android and iPhone, it allows the user to access key fleet information anytime, anywhere. "Four of our guys now use the Mobile App every day to help with dispatching by monitoring the chipper and grinder times," Carey explains. "The chipper takes some time to set up before the trucks arrive with the new load. They guys didn't know when the next load was going to arrive, so they would have to set up when the truck got there. Now, they know

(Continued on page 26)

(Continued from page 25)

exactly when the truck is headed to the chipper and can have everything ready to go ahead of time. There is no more guessing. And with the time saved, we are able to get two more loads each day."

Dispatching has improved overall, Carey says. "The guys dispatch and plan the day before the stops need to be made. The solution shows the route that the trucks are taking, and shows the optimal route. That has also helped us cut fuel expenses, so we can get more loads done in a week. We have spotty cell service up here, so I expected the signal to go out here and there, but it's pretty good."

There was one person in the company who wasn't initially sold on the technology, Carey admits. "My dad was very skeptical about implementing Verizon Connect, but now he loves it! He's even con-

sidering buying a smartphone to be able to use the mobile app."

Carey feels the system is good not just for his business, but for the industry as a whole. "Verizon Connect has improved our safety, made us more efficient and more profitable. Our industry is tough; improving and increasing profitability is very challenging. Most of our profits are dictated by paper mills, because they control the prices. Any advantage we can get, any smaller corners we can cut really makes a big difference in making us more profitable.

"Our company harvests the woods as if it were our property. We have a big responsibility to change the way this industry is perceived and having Verizon Connect is helping us do just that."

PETERBILT: \$2,000 CASH REBATE TO AMERICAN LOGGERS COUNCIL MEMBERS

Peterbilt is pleased to offer the American Loggers Council (ALC) the following rebate incentive:



Program Details:

- Members receive a \$2,000 CASH rebate on Models 567, 367, or 365.
- Limited to three (3) rebates per member for calendar year 2018.
- ALC members must be in good standing for at least 90 days prior to taking retail delivery.
- ALC members must take retail delivery between January 1, 2018 and December 31, 2018. Retail delivery is defined as the time the ownership of the truck is transferred from the Peterbilt dealer to the customer.

Other Details:

- Request for customer rebate incentives must be received by ALC within 90 days of taking retail delivery.
- Allow 6 to 8 weeks for check to process.
- This program may not be combined with any other rebate offers from Peterbilt.

For information on ALC memberships, contact Danny Dructor at 409-625-0206 or Americanlogger@aol.com.

Active SCTPA logger members and other qualified active members with big trucks are automatically members of the American Loggers Council. For information on Peterbilt's program, contact SC Timber



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

TIMBER HARVESTING'S 2018 LOGGING BUSINESS OF THE YEAR: Log Creek Timber Company

Timber Harvesting Magazine awarded its prestigious 2018 Logging Business of the Year to the Williams family and their business, Log Creek Timber of Johnston, South Carolina. Members of the family traveled to Seaside, Oregon to receive the award at the ALC annual meeting.

Learn more about the Williams family and Log Creek Timber by watching Timber Harvesting's video on You Tube. Here's an excerpt of the magazine's feature story:

"At five years old Tim Williams was the boss of the family's peach field in Edgefield, SC, his sister Martha Sanders says with a laugh. She then points to her other brother, Reg, saying that by five he was telling a mechanic how to fix something. Fast forward a few years (okay, decades...) and those leadership skills from Tim and Reg, supported by Martha's talents have grown their father's logging operation to a family of companies that includes a timber procurement company employing 20 harvesting crews, 10 of which are Williams' company crews, a trucking company with 40 power units with a dedicated dispatch and logistical staff, on-site NAPA Auto Parts store with a Stihl dealership and a variety of other diversified interests. Tim, Reg and Martha have been working in the family business since the 1990s."



SCTPA Comments: Congratulations to Log Creek Timber Company and the entire organization for receiving this prestigious award. Outstanding people leading a well-oiled business such as Log Creek Timber is a testimony to a truly professional business. SCTPA is proud of Log Creek Timber and proud their business has been an active timber harvesting member for 19 years. With Log Creek Timber receiving this award, SC now has three nationally recognized logging businesses of the year.



Timber Talk *Your Voice for South Carolina* *Timber Harvesting*

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

SOUTH CAROLINA SFI IMPLEMENTATION COMMITTEE WINS AWARD FOR STRONG PARTNERSHIPS THAT IMPROVE SUSTAINABLE FORESTRY AND PROMOTE THE SFI PROGRAM



Westminster, CO — The Sustainable Forestry Initiative Inc. (SFI) announced today that the South Carolina SFI Implementation Committee is the winner of the 2018 SFI Implementation Committee Achievement Award. The South Carolina committee was selected for its ability to build strong partnerships in ways that improve sustainable forestry and promote the SFI Program.

“SFI Implementation Committees do such good work and to be recognized among our peers is really special. The whole South Carolina committee deserves credit because recognition like this always comes down to excellent teamwork,” said Bart Copeland, Chair of the South Carolina SFI Implementation Committee and the Manager of Procurement and Certification Standards at Collum’s Lumber Products.

This award, announced at the SFI Annual Conference, recognizes the exceptional work of the grassroots network of 34 SFI Implementation Committees across the U.S. and Canada. SFI Implementation Committees promote SFI standards to broaden the practice of responsible forestry and achieve on-the-ground progress. Groups ranging from Habitat for Humanity and Boy Scouts to universities and the American Bird Conservancy work with SFI Implementation Committees.

“The South Carolina committee stands out as a real leader when it comes to building partnerships. These partnerships are establishing a new university forest research center, supporting a visiting scholar fellowship, engaging with African American family forestland owners and delivering youth education programming,” said Kathy Abusow, President and CEO of SFI Inc.

The South Carolina committee is working with Clemson University to launch a new Center for Excellence in

Forestry Research. It will focus on research needs for landowners to enhance timber production, biodiversity and forest health. The committee is also fully supporting a 2019 visiting scholar fellowship in applied forestry through the non-profit Belle Baruch Foundation, which owns a 16,000-acre/6,500-hectare property dedicated to research and education in Hobcaw County.

The South Carolina committee is building on its longstanding partnership with the Center for Heirs’ Property Preservation. The committee is providing about 30% of the annual cost to help support the center’s new Woodland Community Advocate Institute, which is designed to create a cadre of landowner leaders to encourage resolution of heirs’ property issues and sustainable woodlands management.

On the youth education front, the committee has joined multiple partners to develop a sustainable forestry exhibit at Bee City, which is a zoo, honeybee farm, and nature center that hosts over 35,000 students each year. The committee is also building on its partnership with South Carolina Tree Farm and Project Learning Tree, an initiative of SFI. “This work is helping to provide students with an understanding of sustainable forestry through hands-on activities. It works by connecting teachers, schools and local forestland owners through field trips and workshops,” said Gordy Mouw, SFI’s Director of Program Participant Relations.

About the Sustainable Forestry Initiative® Inc. (SFI). SFI® Inc. is a sustainability leader that stands for future forests. We are an independent, non-profit organization that provides supply chain assurances, delivers conservation leadership, and supports environmental education and community engagement. SFI works with the forest sector, brand owners, conservation groups, resource professionals, landowners, educators, local communities, Indigenous peoples, governments, and universities. SFI standards and on-product labels help consumers make responsible purchasing decisions. Additionally, we oversee the SFI Forest Partners® Program, which aims to increase supply of certified forest products, the SFI Conservation and Community Partnerships Grant Program, which funds research and community building, and Project Learning Tree®, which educates teachers and youth about forests and the environment. SFI Inc. is governed by an independent three chamber board of directors representing environmental, social, and economic sectors equally. SFI believes caring for forests improves everyone’s quality of life. Learn more: sfiprogram.org.



SC House E & PW Committee Transportation Subcommittee Hearing

The SC House Education & Public Works Committee conducted a Transportation Subcommittee hearing on October 17, 2018 to hear concerns regarding the CDL driver shortage, tort reform, predatory plaintiffs' attorneys attacking commercial trucks and professional drivers, needed funding for CDL driver programs in SC's technical schools, auto liability insurance markets lacking for commercial trucks increasing premiums, lack of trucks in supply chain due to fewer drivers available, General Assembly support for funding the Be Pro Be Proud SC efforts to educate and attract skilled workers into the workforce, stricter distracted driver laws and enforcement needed, TV lawyers demonizing drivers and going after punitive damages against employers for "negligently hiring" non-perfect, new-entrant citizens who are otherwise qualified and possess a bona fide CDL and other concerns.

Representative Jay West of Anderson is the Transportation Subcommittee Chairman and Representative Rita Allison of Spartanburg is Chairwoman of the E & PW Committee.

Representing forestry, logging and forest products industries with testimonies were Tommy Barnes, Ideal Logging, Inc. and SCTPA board member, Cam Crawford, president Forestry Association of SC, Reg Williams, Log Creek Timber Company, Mike Macedo, International Paper and Joey Ferguson, Resource Management Services. SCTPA president Crad Jaynes was present, but did not testify.

Rick Todd, president SC Trucking Association along with others such as Leslie Clark, Carolinas Associated General Contractors, Michael Fields, SC Petroleum Marketers Association, Richard Bogan, Southeastern Freight Lines, John Ross, professional driver for R&L Carriers, Rob Moseley, transportation defense attorney Smith Moore Leatherwood, LLP and many more provided a total of eighteen testimonies.

Tommy Barnes talked about the driver shortage in the unmanufactured forest products trucking segment, how drivers are scared of frivolous lawsuits when log truck drivers are not at fault in an accident,

drivers needing three years of driving experience for auto liability insurance requirements, increasing auto liability insurance premiums due to lacking insurance carrier markets. Tommy told the subcommittee because of the ways attorneys attack commercial trucks and drivers, he and many other businesses are one accident away from being out of business. He ended his testimony by telling the subcommittee that when the hyenas (referring to attorneys and frivolous lawsuits) finish eating us up, they are coming after you.

Cam Crawford talked about how the General Assembly should pass a resolution to support the SC Supreme Court and the American Bar Association to regulate lawyer advertising. He noted the Florida Bar Association now requires attorney's to submit ads (print, online and television) to the Bar twenty days before airing with a fee of \$150 for review. He talked about the insurance issues in forestry trucking due to lack of carriers willing to write commercial truck auto liability insurance and how the shortage of drivers is impacting the flow of wood to forest products mills.

Rick Todd talked about large sections of our population have not been encouraged to look into skilled careers and even fewer consider trucking now. He mentioned how professional drivers were once viewed as heroes of the road and now are viewed as villains. He said drivers face a number of challenges leading to inefficiencies in the commercial trucking industry such as inconsistent driving laws and law enforcement, distracted drivers in the motoring public, congested traffic, limited parking for commercial trucks and the over whelming need to pass more tort reform. Rick pointed out drivers can get a CDL license at age eighteen, but cannot cross state lines until twenty-one which is leading young adults interested in driving careers move on to different jobs. Rick indicated the attorney predatory advertising has tainted the view of truckers and biased juries.

All the testimonies were well presented and simply spoke to the "real" issues now being faced by the trucking industry. ETV filmed the hearing and you can view the hearing by going online to: <https://www.scstatehouse.gov/video/archives.php?key=8555>

Now it's wait and see what will happen in the SC General Assembly which convenes a new two year session in January 2019.



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



NTSB EXPLAINS HOW VIDEO RECORDERS COULD HAVE A MAJOR IMPACT ON SAFETY

September 14, 2018 • By Steven Martinez, Heavy Duty Trucking

The National Transportation Safety Board would like to see video event recorders in every commercial vehicle to help with crash investigations and improve driver safety, the agency explained in a recent presentation.

The NTSB hosted a webinar on Sept. 13, entitled Reducing CMV Crashes Through the Use of Video Recorders, where investigators, fleet owners, and drivers all explained the benefits of having cameras in the cab.

In its own investigations the NTSB has seen the way that video recorders provide a more decisive look into fatal commercial vehicle accidents and the group would like to see adoption rates increase because of the significant impact they could have on safety.

Contrasting two crash investigations, one with video recorder and one without, the NTSB demonstrated how cameras are able to provide an unbiased view into crucial details that interviews, wreckage, and even telematics could never provide.

Video recorders can offer clarity

One investigation involving a collision between a FedEx Truck and a chartered bus in California was unable to draw many concrete conclusions because there were no video recorders. The FedEx Truck traveled across a median and struck the bus head on, but the ECM was destroyed in the fire and was unrecoverable, offering no telemetry from the crash. With a video recorder, the NTSB could have determined the

sequence of the collision and gained understanding into why the driver drifted, as well as gotten a better look at vehicle crashworthiness and occupant protection. Without one, there was only speculation.

The second example was another accident involving a bus that collided with a barrier dividing the main highway from an interchange exit. In the investigation, NTSB discovered that the driver had only had five hours of sleep the night before and had commuted five hours to work before driving the bus. With this information alone, the crash might have been attributed to fatigue and drowsiness. The bus had a video recorder, however, and once the data was analyzed, the NTSB concluded that fatigue had little to do with it.

Video showed that it was dark and rainy at the time of the accident and visibility from the cab was low. The driver, though experienced, was also unfamiliar with this particular highway interchange and wasn't sure if he needed to take an exit in the far right lane or if he would be able to make the transition in the HOV lane on the left. Lastly, a barrier and sign that divided the HOV lane from the highway had been damaged from



a previous incident and didn't have the requisite reflectors and visible warnings that could have helped the driver realize he was no longer in a lane.

Without this video evidence, NTSB's takeaways and safety recommendations to prevent future similar accidents might have been wrong. But armed with the video, it was clear that immediate improvements to the road and signage could be made to prevent future problems.

Video recorders are on the NTSB's Most Wanted List — a series of high-priority safety changes the agency would like to see made mandatory. The group states that the information they can capture from video is critical to helping investigators take proactive steps toward prevention. But so far, video recorder adoption in the commercial vehicle industry is low, estimated to be at around 6% or about 400,000 com-

(Continued on page 34)

(Continued from page 33)

mercial vehicles total.

Without a mandate, word-of-mouth may be the only way to increase that number. As part of the presentation, NTSB brought in safety managers from Ryder Integrated Logistics and Greyhound Bus to speak on the impact that video recorders have had within their own fleets.

Safety tool and key witness

Greyhound has video cameras on 1,200 buses – both outward and inward facing – that it uses to analyze driving habits and risky behavior and incidents and to fight claims against the company related to accidents. Over a five-year period after adopting recorders, Greyhound saw yearly claims costs fall from \$26.9 million to \$14.6 million. Within the first 15 months, it saw a 24% reduction in crash frequency and a 27% improvement in the average severity of these crashes. Collisions overall were reduced by nearly 50%.

The improvements were not attributed to drivers merely worrying about the cameras watching them drive. Greyhound proactively used recordings of risky behavior to coach drivers and make them aware of habits they might not even be cognizant of. Managers were also able to set goals for drivers and incentivized good driver behavior through acknowledgement of top performing drivers.

Ryder saw similar improvements to safety after incorporating video recorders into its oil and gas fleet in the Gulf of Mexico in 2012. After seeing these benefits, the company eventually rolled the recorders out to its full fleet of more than 5,200 units in dedicated and supply chain operations.

Drivers were skeptical of the cameras watching them at first but Ryder lost no drivers despite the complaints. Randy Tomlinson, senior manager of safety, health, and security at Ryder, said that the company lucked out with a few early wins where drivers were exonerated by video evidence in accident claims. Afterward, the drivers were much more amenable to their presence.

Ryder used video to coach drivers just like Greyhound had and also used it to identify problems it wasn't previously aware of. Prior to adopting recorders, Ryder had assumed that texting while driving and wearing seatbelts were not issues in its fleet. Video evidence, however, pointed out that many of its drivers exhibited the bad habits. Ryder used the video to

point out and stop the behavior and found that occurrences were now at a more acceptable and safe level.

"When you bring it to people's attention you can drive these behaviors out of the business," said Tomlinson.

Implementation

Both Ryder and Greyhound recommended both inward and outward facing cameras saying that without the less-popular and harder-to-sell inward facing cameras, fleets were giving up major safety improvement opportunities. They also cautioned that video recorders were not a silver bullet for improving driver safety and the devices were only as good as the management process built around their use. Communication with drivers and managers was key to successful coaching — and for celebrating the wins.

James Moore, a driver with Saia LTL Freight and member of American Trucking Associations' America's Road Team Captains, also spoke on behalf of the safety technology. He said that at first he didn't want video recorders in his truck either, but once he saw how they could be used to improve the driving behavior of even safety-minded drivers he went along with it. Now he was an advocate for the technology.

To help fleets win over drivers when adopting video recorders, Moore suggested approaching the drivers in a positive manner. Let drivers know that the video wasn't going to be used to fire people but as a teaching tool to improve driving skill. And for the drivers who remained negative and weren't interested in improving their driving behavior, Moore asked if fleets really wanted that kind of employee at all.

"There are so many more positive aspects to this than negatives," said Moore.



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

HAIR-TESTING OF TRUCK DRIVERS WILL BE ALLOWED UNDER NEW LAW

October 24, 2018 • by David Cullen, Heavy Duty Trucking

President Trump signed into law on Oct. 24 legislation aimed at combating the nation's opioid crisis that contains provisions on hair testing for illegal drug use that have been long sought by trucking lobbies.

The Opioid Crisis Response Act of 2018, which passed both Houses of Congress with near-unanimous bipartisan votes, directs the Substance Abuse and Mental Health Services Administration to report to Congress on its progress creating and issuing guidelines for hair testing.

Federal law requires trucking companies to drug test new drivers and randomly test existing drivers. But currently, only urinalysis is recognized by the Substance Abuse and Mental Health Services Administration as a proven drug testing method, meaning carriers that want to hair-test drivers must still do urinalysis as well. Proponents of hair testing argue that it has advantages, including a longer detection window, easier collection, and results that are harder to fake.



The Senate passed the Opioid Crisis Response Act which includes a mandate to create and issue guidelines for drug hair testing.

Photo: Creative Commons

The new law also calls for the Secretary of Health and Human Services to report within 60 days to the Senate Commerce and House Transportation and Infrastructure Committees on the status for hair testing guidelines, the reasons for delay in issuing guidelines, and a schedule for completion of the guidelines. Also included in the legislation are reporting requirements on the development of the Drug and Alcohol Clearinghouse and a deadline for completing work on oral fluids testing.

The American Trucking Associations said in a statement that it has “long advocated for, and worked closely with Senate Commerce Committee staff” to secure the hair-testing provisions in the legislation.

“Our fleets need to depend on the most accurate, reliable and failsafe drug testing methods available today, and this legislation pushes the federal government to recognize those means of testing,” said Bill Sullivan, ATA’s executive vice president of advocacy. “We thank our champions in Congress— Senators Thune and Fischer and Representatives Crawford and Fleischmann— who have played a pivotal role in advancing this important safety issue.”

ATA noted that the FAST Act highway bill of 2015 had required the Department of Health and Human Services to issue scientific and technical guidelines for hair testing by December 2016, a deadline that was missed.



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](http://www.PSIAgency.com)



Public & Private Sector Action Plan for Increasing and Improving Commercial Trucking Services in South Carolina

Truck Fleets and Suppliers Must Engage to Increase the Number of CDL Drivers (and Technicians)
Our Legislative and State Leaders Must Assist

The trucking (driver) capacity shortage has reached the critical stage.

Left unchecked, it will slow the velocity of the supply chain, negatively impacting the economy.

This is due to the combined effects of: A growing economy with commensurate increase in freight levels; federally-mandated implementation of Electronic Logging Devices; shipper/customer delays and scheduling; increased traffic congestion; parking shortages; drivers retiring and/or leaving the industry; not enough entry-level drivers coming into the pool; culture of unsafe driving and excessive liability costs.

Commercial trucks haul 70% of the nation's freight.

Due to the "nature of freight" and service requirements, that will not change to any significant degree. So, action is needed.

Private Sector Initiatives Underway

What motor carriers, shippers, and suppliers can do:

Motor carrier fleets are responding to these challenges by constantly evaluating and implementing: improvements to driver home time; quality of life; lifestyle; pay/benefits; driver assistance/safety technologies; modern equipment; more extensive and customized on-boarding orientation/training; "Finishing School"-type training; and, bonus and retention programs, etc.

Shippers and receivers are also realizing they have a role in facilitating and implementing these improvements, including substantially reducing wait times and providing rest, break and parking facilities.

Image improvement will help. Removing the "stigma" associated with "blue collar" careers – the

"skilled trades" is necessary to attract workers. Maintaining the safest, cleanest and most modern equipment possible, and drivers who maintain appearances, improve public perception of the industry as "clean", professional and image-conscious.



The Associated Industries of South Carolina Foundation (non-profit) was formed to support *Be Pro Be Proud* and other initiatives through public-private collaboratives utilizing experiential marketing of these careers. This broad-based collaborative could leverage private-sector resources and exponentially increase the visibility and desirability of the "blue collar" trades.

Fleets can act independently to expand outreach and partnerships with local high schools, students, and offer apprenticeships and other school-to-work opportunities.

Commercial auto insurance markets are gradually, and to a limited extent, working with fleets to provide liability insurance coverage for fleets who may employ entry-level/inexperienced CDL holders under strict underwriting criteria. However, excessive liability (claims for punitive damages through asserting "negligent hiring, entrustment, training and supervision") run rampant and have hampered much of this potential. These conditions have also caused the market to retract and premiums to increase.

Improvements to Public Policy are Needed

Government Fleets

Government fleets can hire entry-level drivers. A legislatively-mandated Public/Private Driver Shortage Study Committee and analysis of government agency hiring of CDL drivers was concluded in October 2016. It confirmed the shortage, recognized liability issues, called for collaboration, and recognized that government entities could hire entry-level CDL drivers beginning at 18 years of age.

One catalyst could be state-sponsored tuition assistance for public agencies who recruit and hire entry-

(Continued on page 39)

(Continued from page 38)

level and 18–21-year old CDL school students. This would also create a “farm team” environment for those who desire to move into the private sector once they become insurable and experienced.

Technical Colleges

SCTA has addressed State Technical College Continuing Education Deans, and some tech schools are opening/expanding CDL programs (13 currently), but more need to offer Diesel Technician programs as well. Tech school programs need: full-time and adjunct instructors, tuition assistance, equipment, and students.

The legislature can assist with funding. Fleets/employers should engage with their local schools and offer assistance, support, donations, and create apprenticeships/partnerships.

High Schools – CATE Centers Conduct “CDL Prep”

The Department of Education’s Career and Technology Education Centers can be utilized for “CDL-Prep” coursework. A “CDL Prep” Pilot Program is underway in Richland School Dist. 1

H. 5172 (Rep. S. Rivers) was introduced, and would have the Department of Education and Department of Motor Vehicles develop a curriculum for a 5-District Pilot Program at high schools to facilitate “CDL Prep” course offerings with training and promoting internships and apprenticeships.

Driver Age and Boundary Restrictions for “Interstate Commerce”

Congress could harmonize the FMCSA/Interstate Commerce minimum age limit of 21 with the states’ 18-year old limit for a CDL. The DRIVE Act would purport to do that under strict criteria.

National research is ongoing to identify individual traits needed to ease eligibility for hiring younger entry-level drivers through ATRI’s *Younger Driver Assessment Tool*.

In 2018, the SC Legislature passed resolutions urging Congress to authorize a Federal Pilot Program to allow CDL drivers under 21-years old to operate in interstate commerce between the states of SC, NC, and GA.

The Trump Administration’s FMCSA is piloting a program to allow National Guard and military veterans with certain experience to more quickly obtain a CDL.

Changing the FMCSA definition of “interstate freight,” and establishing an air-mile, instead of an arbitrary state line, threshold would help significantly.

State Funding for Workforce Promotion, Experiential

Marketing, Public-Private Initiative – Be Pro Be Proud

The state could fund the *Be Pro Be Proud* skilled trades workforce promotion initiative. The initiative was included in the Senate versions of the 2017-18 and 2018-19 State Budget Bills, only to be removed by the House Conferees. The Governor has endorsed the initiative and reports to be pursuing funding.

Department of Commerce’s Coordinating Council for Workforce Development stakeholder survey speaks positively as to *Be Pro Be Proud’s* potential and to its innovative, collaborative approach. The State’s Commission on Higher Education has endorsed the program.

DEW’s Workforce Board has innovation grants which could be utilized.

Cabinet-level agencies with the Department of Employment and Workforce (DEW), SC State Technical College System, Department of Commerce (DoC), and Department of Insurance (DOI) are engaged with the concerns outlined herein, and could step up and cobble together funding.

Department of Insurance

The Department of Insurance has conducted an analysis of the commercial auto insurance market, particularly focused on the sub-set of “forestry trucking,” which is facing insurance affordability pressure and issued findings. The coverage is available, but limited, the market is hardening, rates are increasing, and conditions are deteriorating due to losses/claims/settlements/verdicts in this market.

The state could consider creating a state-backed Liability Risk Pool for entry-level CDL holders to aid the private sector which mirrors liability limits of public fleets. Tort reforms outlined here are critical to improvements in South Carolina’s CMV insurance markets.

CMV Safety

To aid truck drivers’ stress and safety, the state must: provide more safe, secure, parking facilities; stricter enforcement of traffic safety and distracted driving laws, particularly automobiles operating around CMVs; and, continue to provide roadway capacity and safety improvements.

And...

Reform South Carolina’s Motor Vehicle Liability Laws and Court System

It is widely recognized that plaintiff-attorney specialists actively and aggressively “hunt truckers.” This

(Continued on page 40)

(Continued from page 39)

practice stymies the hiring of otherwise qualified individuals, exacerbates the CDL driver shortage and insurance market challenges, and effectively decreases the state's commercial trucking fleet capacity while increasing transportation costs.

Reduce employer liability for hiring reformed, non-violent offenders. Expungement legislation was enacted in the 2018 Legislative via H.3209. The legislation intends to reduce recidivism and promote reintegration into the workforce by allowing for expungement after a certain amount of time for certain non-violent offenses, while providing liability protections for employers. However, until dubious "negligent hiring" claims are reined-in, fleets will remain hesitant to give former inmates a "second chance."

Legislative "Trucking Liability" Study Committee

An effort to establish a Joint Legislative "Trucking Liability" Study Committee was included in Senate version of the State Budget Bill in 2017. The proviso was removed by Conference Committee. The intent was to study the current motor vehicle liability statutes to confirm anecdotal evidence and general sentiment that the toxic combination of SC Supreme Court Decisions, current tort laws, and pervasive advertising by personal injury lawyers has routinely exposed commercial truck drivers and fleet operators to targeted, excessive, and punitive liability claims. Also intended, was to compare these decisions, statutes, and practices with South Carolina's neighboring states to evaluate

South Carolina's supply chain competitiveness in this regard.

Reform the Truck Liability/ Motor Vehicle Lawsuit/ Claims Adjudication Process and Tort Statutes

Judges must be rotated to avoid "Judicial Hell-holes." More funding, and accountability over how those funds are used, for the court system would allow them to implement efficiencies, provide for judicial economy, and improve the process.

Propose a "VOTE" (Vehicle Owner Tort Equity) Bill. The most pressing concerns require addressing two Supreme Court Decisions relating to Joint & Several Liability statutory language (*The "Deep Pocket" and the "Empty Chair"*; *Smith v. Tiffany*, April 26, 2017); and addressing the practice of allowing direct negligence claims against employers after they accept vicarious liability (*James v. Kelly Trucking Co.*, 2008). The enactment of the complete package of VOTE Act provisions would transform South Carolina's motor vehicle civil liability system into one of the most fair, equitable, and efficient in the Southeast.



ALC ANNUAL MEETING PHOTO GALLERY



Log Trucking in Oregon



Log export port in Astoria, OR



Loading 37,000 Western Hemlock logs into ship

PHOTO GALLERY CONTINUED



SCTPA's Bo Bo Seckinger & Bob Lussier on Turner Logging jobsite



90 & 105 foot log poles on trailer



ALC membership meeting in Oregon



SC wins ALC Annual Meeting Attendance Award



SCTPA's Crad Jaynes receives ALC Service Award Jacket for Master Logger Certification Committee Chairmanship for 15 years AND attending ALC Annual Meetings for 20 straight years.



Memorial to Oregon Loggers killed in the woods & those passed away.



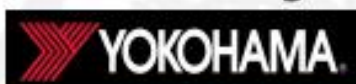
Memorial wall for loggers killed in Oregon woods



\$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

November 2018

15 SC Biomass Council Meeting, Warrentonville
22 Happy Thanksgiving... Eat Mo Turkey!!
27 Newberry District meeting, Farm Bureau Office, Newberry, 7 p.m.

December 2018

13 SCTPA Board of Directors meeting, SC Forestry Commission Headquarters, Columbia, 10 a.m.
24 Christmas Eve... Santa's Coming To Town!!
25 Merry Christmas To All!!!
New Year's Eve!

January 2019

1 Happy New Year!!!

February 2019

8 - 10 SCTPA 20th Annual Meeting, DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC

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

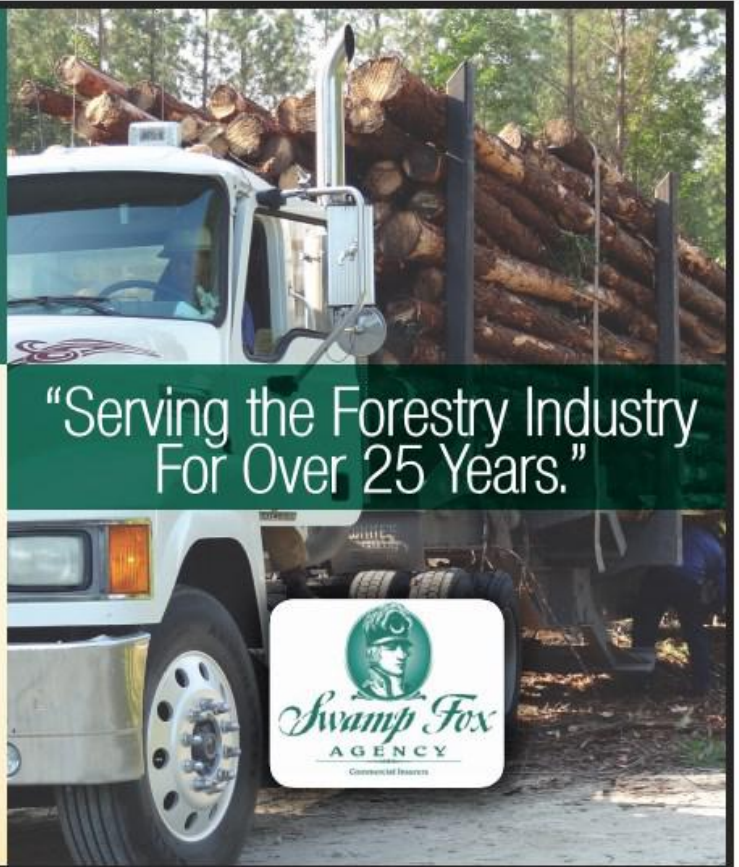
Commercial Auto • Workers Compensation • Equipment Marine
• General Liability • Excess Liability • Property

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.