



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

MAY/JUNE 2019

2019

SC SUSTAINABLE FORESTRY TEACHERS TOUR ... TEACHERS LEARNING ABOUT OUR INDUSTRY

- *I learned so much about clear-cutting. I never knew much about clearing land and the formula that's followed & practiced in a successful clear cut rotation. I enjoyed visiting the many tree farms where clear cutting was being practiced. – Happy Walden, A.C. Corcoran Elementary School, N. Charleston, SC*
- *Learning about the extent land management has evolved to as far as attention to detail, how technology has come so far, and the fact virtually every part of the a tree is used for something, to cause no waste. – John Bundy, Buford Elementary School, Lancaster, SC*
- *I loved the Canfor Mill tour. I was able to follow a log all the way through the mill. The technology used both computer and mechanical was amazing – Darice Gomez, Cheraw Intermediate School, Cheraw, SC*



The 2019 SC Sustainable Forestry Teachers Tour, June 17 – 21, marked another exciting tour for educating teachers from around the Palmetto State about sustainable forestry, professional timber harvesting, public and private lands forest management practices and the forest products industry and so much more.

“Wow! I had no idea” was one of the most offered expressions from the teachers. This year’s tour was stationed out of Hartsville and tour stops in the Pee Dee region. This year only 18 teachers actually came which is the lowest number for over 20 years. Teachers arrived on Monday ready to learn and see our various forest products industry segments. The group was very attentive, energetic and asked great questions as they learned about SC’s forestry industry. And yes it was hot... but it’s June in the Pee Dee!!

This year’s five day learning experience the teachers had to do pre-tour on-line work that prepped them on the various subjects to be covered. This year’s

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tour featured most of the teachers seeking continuing education graduate credits for their teaching status.

During the five-day tour the teachers traveled via motor coach to various sites to view first hand sustainable forestry, the forest products industry, the Sustainable Forestry Initiative®, private, commercial and public land management goals, professional timber harvesting, tree farming, wildlife and wildlife habitat management, paper and lumber manufacturing, engineered wood products manufacturing, environmental conservation, forestry best management practices while enjoying the fellowship along the way. These teachers now realize and understand how important our \$21 billion industry is to the Palmetto State.

The teachers came with some preconceived ideas about the industry, but departed with a deeper sense of appreciation, more facts and knowledge, and vastly improved attitudes about sustainable forestry, our timber harvesting and forestry professionals, forest products, forestry practices and how our industry conducts its business as stewards of our state's forest resources.

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

Thanks to the Forestry Association of SC's Emily Oakman, SC Forestry Commission's Mike Shealy, Matt Schnabel and Beth Foley for administering the tour. Thanks to Dean Carson, retired from the SC Forestry Commission, for again being a vital part to help arrange the tour logistics and meal sponsors and offer his wisdom about the industry.

Crad Jaynes, SCTPA President, accompanied the teachers all week long visiting tour stops, answering questions and helping the teachers understand the real sustainable forestry story.

SCTPA provided each teacher with a personalized information folder with an honorary SCTPA timber harvester member certificate, SCTPA and American Loggers Council stickers and SCTPA caps for their use on the tour.

Beginning Monday morning, there were introductions, a Sustainable Forestry Initiative presentation and tour overview along with Project Learning Tree (PLT) exercises. Then the tour visited Randall Ewing's Certified Tree Farm between Hartsville and Society

Hill. Randal and his buddies provided a hay ride to tour the tree farm. Randall proudly showed off his certified tree farm and supper was cooked and provided in Randall's Dawg House cabin on the grounds.

On Tuesday morning it was off for a tour stop at Resource Management Services Ellerbe Bay tract near Marion. The teachers got to see a site that had been prepared last year and was reforested with enhanced seedlings. The tour



RMS's Chuck Harrell explains reforestation & using improved seedlings

was guided by RMS's Chuck Harrell did a great job of showing how RMS manages their forest lands. The teachers got to see a first thinning timber harvesting operation and visit a final harvest site being done by Black River Forest Products. The tour showed the teachers the various stages of stand successional growth and development from newly planted to mature timber. The logging stops are always a big highlight of the tour.



Chuck explains stand succession & thinning

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

The teachers were amazed as the logging operations were in full production mode.

They were also amazed at how the tract was cared for while being harvested and amazed at how mechanized the operations were.

While on the Black River Forest Products logging jobsite, Annie



Annie Mapp with WBTV News 13 Florence

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Teacher provides interview with News 13's Annie Mapp

Mapp with WBTV News 13 in Florence was there to video the tour stop and interview a few teachers for a broadcast on News 13 television station.

Then it was off to see Canfor Southern Pine's Darlington sawmill. Teachers

were explained the sawmilling processes, provided insight into Canfor and toured the sawmill. Thanks to Davis McGowen and his crew for an outstanding lunch, presentation and tour. Then the tour headed to Kalmia Gardens in Hartsville for a tree walk in the gardens, history of Kalmia Gardens and supper.

Wednesday began with a bus tour of Sonoco Products Company's woodyard and view of the mill and woody biomass, hardwood chips, renewable energy

power plant. Then it was off to tour Sonoco's bottomland hardwood lands on the Pee Dee River. Sonoco recently retired forester Paul Rogers led the tour. Paul explained bottomland hardwood management which is different than

pine management, but both are sustainable forestry management practices. This hardwood forest to the untrained eye looks like a virgin hardwood forest. But the forest had been harvested and Paul, with his 40-plus years of experience and vast knowledge, did a fantastic job of teaching Sonoco's hardwood management.

Then the tour headed to SC Forestry Commission's Sandhills State Forest's Sugarloaf Mountain public area near Patrick. The SCFC foresters



Paul Rogers describes bottomland hardwood management

taught the teachers how to measure trees and cruise timber with a Biltmore Stick, angle gauge, use an increment borer for tree age along with the new-fangled technology now available. They viewed how the SCFC manages their forest lands for sustainability. Sandhills is predominantly Longleaf Pine stands. The teachers got to see a prescribed fire and fire plowing demonstration. At the shop a Project Learning Tree exercise was done and State Forester Scott Phillips addressed the group. The SCFC guys grilled hamburgers and hot dogs for supper.

Thursday began with a tour stop at Domtar Paper Company, Bennettsville, where the teachers learned about Domtar's papermaking processes, Domtar's company and tour the papermill. Thanks to Domtar's folks for an excellent presentation about their processes and products and the papermill. The group was split with one group touring the papermill



Domtar Paper Company mill and products presentation

while the other group made a bus tour through the wood receiving yards to see both tree length and wood chips being delivered and processed to go into the mill. Then the groups switched for the tours.

Then the tour headed to Arauco's particle board mill literally next door to the papermill. Here the teachers got to learn about engineered wood products such as the particle board product manufactured by Arauco.

Then it was back to Hartsville for some clean up and go to the sponsor's reception and supper at the Sonoco Lakeview Club House. Here the teachers got to meet, visit and thank tour sponsors and make comments about their learning week. The event was well attended by sponsors who also offered comments to the teachers and thanked them for attending the tour. Thanks to Trey Hyman who was the chief chef for the low country boil.

Many mentioned they did not have a good idea about the forest products industry and sustainable forestry prior to the tour. Now the teachers have new information to promote the facts about our industry. One overwhelming comment heard was, "Wow! I had no idea. My eyes are now open."

Friday wrapped up the tour with a PLT activity and

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Dean Carson discussing engineered wood products. He showed various products manufactured with this technology and described the many uses of each as well as some experimental products.

SCTPA's Crad Jaynes made closing remarks emphasizing the importance of how each teacher is now a stakeholder in sustainable forestry. He talked about being an advocate for sustainable forestry. "We're not cutting all the trees."

He related personal stories and experiences where public perception and even a teacher's perception can be skewed by receiving misleading information and the lack of the real knowledge and truths about our industry.

He explained why he calls "environmental obstructionists" by that term because their agenda is not telling the truth about the real story of sustainable forestry. He said, "Professional loggers and foresters are environmentalists. Why wouldn't they be? Loggers and foresters, forest landowners and forest products companies, want to sustain healthy forests because that's where we work. Loggers, foresters, landowners have a vested interest in our healthy forest resources and sustainable forestry just like the forest products companies do."

He asked the teachers if they had witnessed the passion our industry's people have for what they do whether it was growing and managing our forests, harvesting timber, or working at a manufacturing facility. They all agreed they had. It's the great passion to do what is right to sustain our renewable and sustainable forest resources that makes what our industry does a "sincere passion."

He thanked the teachers for taking the opportunity to learn about sustainable forestry, professional timber harvesting and the forest products industry so they would be more informed to educate their students, friends, families and co-workers with the correct information.

Emphasizing that perception is reality for many people, what they see is what they believe without knowing the facts. Now that each teacher has the knowledge and information, he challenged them to go forth, be advocates and preach the gospel of sustainable forestry, professional timber harvesting and the forest products industry.

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

After witnessing the passion displayed by our industry's people about caring for our forest resources, the environment and the jobs each segment does, every teacher had a new found respect for our industry, our mission and its people.

The teachers were a great engaged group. They said they had no idea when they came. Now they have the real facts and truths about "who" and "what" our forestry industry are all about. "Teachers Learning About Our Industry" accomplished that goal.

Teacher Comments About What They Liked, Learned & New Perceptions ...

- *I loved how the program corrected my misperception of forestry. It has made me more aware of my surroundings and how valuable they are.* – Nichole Greene, Hartsville Middle School, Hartsville, SC
- *I enjoyed going to RMS and then Canfor the most. It was very eye-opening to see the process from seedling to final product wood.* – Michelle Greene, Lamar High School, Lamar, SC
- *Visiting the different forests and hearing how they were used. I did not know anything about forestry and have hands on experience really solidified the concepts.* – Kristen Cooper, Sterling School, Greenville, SC
- *I enjoyed most getting out in the field and seeing forestry in action. This gave me a clear picture of what foresters do, and how forestry is sustainable.* – Elizabeth Evans-Razi, Palmetto Learning Center, Chesterfield, SC
- *Wow! I was the lady at Walmart that had no clue!! (Crad told a story about educating a lady in Walmart). I now know how much love for our forests these people have. I understand how important management is. And the damage that can happen if we do not manage it.* – Ashley Harpe, Riley Child Development Center, Pelzer, SC
- *I really have a new perception for the forest products industry. The things that are made and how all products are used really brought a new view.* – Alonzo McDonald, Manning High School, Manning SC
- *Cutting is a very good thing. Most of our loggers and forestry, in general, practices sustainable forestry.* – Calena Cain, Temple Christian Academy, Darlington, SC
- *My perception has completely changed, I now believe that the forestry industry is supportive of the environment and not destructive* – Andrea Mosley, Hartsville Middle School, Hartsville, SC
- *The interaction between foresters and industry was something I was made more aware of. The sustainable*

(Continued on page 5)

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forestry initiative is something everyone should know.
– Michelle Greene, Lamar High School, Lamar, SC

- *The people love what they do, their professions and industry are rooted in sustainability. This industry cares more for the forest and environment than most other industries.* – Kristen Cooper, Sterling School, Greenville, SC
- *The management of the land in all aspects. From growing timber for a profit, to providing the habitat for RCW.* – Stacy Rozonkiewicz, Pleasant Hill Middle School, Lexington, SC
- *I learned about how it got started, what it takes to get the tree down to the mill to our door. The BMPs and SO Much more!* – Coral Hoesli, Northwood Middle School, Taylors, SC

- *I completely understand and have an appreciation for the wood supply chain from land owner, forester, tree planters, loggers, to millworkers. I understand how they all work together and need one another to continue to keep forestry going as a major billion dollar business in SC.* – Happy Walden, A.C. Corcoran Elementary School, N. Charleston, SC
- *How beneficial controlled burns and clear cutting can actually be. How smaller pieces of wood (even for sawdust) can be used to make large pieces.* – John Bundy, Buford Elementary School, Lancaster, SC
- *I have learned that the process of clear cutting does not mean total devastation. And this process begins new life on cycles for everything from young forests and new species.* – Sandra Barker, Riverside Elementary School, Little River, SC



Project Learning Tree 400-acre forest presentation



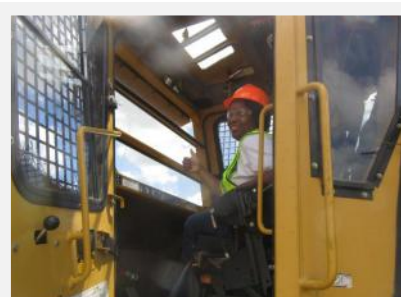
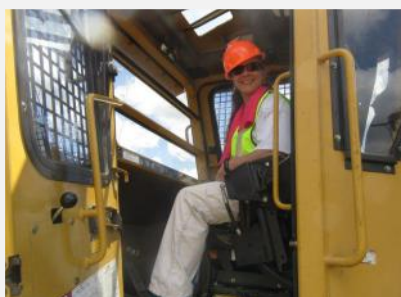
Teacher provides testimony about the tour at Sponsors' Dinner



Dean Carson explains engineered wood



Bo Carson of Koppers speaks to teachers





Relationships Matter



By Danny Dructor

In today's political environment, getting things done in Washington D.C. is difficult, if not impossible. Yet the American Loggers Council is making progress in this divided 116th U.S. Congress. Why? Loggers understand the importance of building relationships. When it seems every idea these days is framed in partisan terms, our ability to build relationships explains why both the Future Logging Careers Act and the Safe Routes Act have now been introduced with bipartisan support.

Relationships are key, both in our personal lives and our professional lives. Loggers are drawn to the ALC because they see the value of building and maintaining relationships with other loggers across our nation. Loggers also see the value of having good relationships with the equipment manufacturers and others that help make our industry possible. We take the same approach to Capitol Hill, as evidenced by another year of record attendance at our 2019 D.C. Fly-in.

The ALC has long-valued our relationship with Congressman Bruce Westerman of Arkansas, the only for-ester in the United States Congress and past recipient of the ALC President's Award. Bruce is not just another politician seeking our votes or campaign donations, he is a true friend and advocate of our industry because he understands what we do and why we do it. Recently we were pleased to endorse his introduction of the Resilient Federal Forests Act of 2019. We also provided a statement of support that was included in his office's press materials.

Congressman Westerman has introduced past versions of the Resilient Federal Forests Act in previous years, and was instrumental in passing this legislation through the U.S. House of Representatives multiple times. Though it has previously stalled in the U.S. Senate, some minor components of this comprehensive legislation has been adopted through federal spending measures. Yet there are still areas that are in need of attention in order to reduce the risk of catastrophic wildfire and help prevent the loss of lives and property

as witnessed last year in and around Paradise, California and other Western States.

The Resilient Federal Forest Act continues to build on the bipartisan support that Congress has agreed to in the past that would allow expedited environmental reviews on areas of the forest where there is degradation of wildlife habitat, wildland urban interface exposure to life threatening wildfires, and overall improving the health of our nation's federal timber lands. The Resilient Federal Forest Act also proposes an alternative to litigation in the form of arbitration where litigants bring alternative management options to the table rather than just offering up "no" as a solution. Our national forests are one of this country's greatest assets.

We believe that members of Congress should be concerned about the overall health of those forests and the need to restore and improve those forests as quickly as possible by giving the US Forest Service and other agencies all of the tools that they need to accomplish that task.

Congressman Westerman could easily spend his time focusing on other issues that are important to his district, such as health care. Yet he continues to introduce comprehensive forest management reforms because he believes in our ability to restore these federal lands back to health. This is one benefit of our relationship with Congressman Westerman, and we must reciprocate. Even if you don't have a federal forest within your working circle, please tell your own federal representatives that you support the Resilient Federal Forests Act. Because relationships matter.

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

ALC Visits White House for Presidential Remarks on America's Environmental Leadership

American Loggers Council (ALC) Executive Vice President Daniel Dructor visited the White House on July 8 to hear President Donald J. Trump deliver remarks on America's environmental leadership.



"It was a privilege to attend this White House event and recognize the accomplishments of this administration on natural resources and environmental issues," Dructor said. "President Trump recognizes the importance of active forest management and the role of America's loggers as part of the solution. Under this administration, the federal government and its land management agencies are making clear progress in using all available forestry tools, including thinning and logging, to address the impacts of wildfire, insects and disease on America's federally-owned forests. We appreciate the President's support for our nation's loggers, and his efforts to improve the economy in our rural communities and throughout America."

In addition to the American Loggers Council, the nation's logging community was represented by Associated Oregon Loggers Executive Vice President Jim Geisinger, Associated California Loggers President Mike Albrecht of Sierra Resource Management, Inc. of Sonora, Calif., and Todd Stoffel of Timber Unity, a grassroots movement of loggers and log truckers based in Oregon.



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Crossing the Finish Line



By Danny Dructor

The American Loggers Council, working with other like-minded organizations such as the Forest Resources Association, have been successful in getting two bills introduced in this Congress that can have a positive impact on the timber harvesting industry and assist with bringing the next generation of logging businesses into the industry.

The two bills are the Safe Routes Act of 2019, S.1509 in the Senate and H.R. 2453 in the House which would allow log trucks to access the Federal Interstate Highway System with state legal tolerances when those safer routes are available to the mills, and the second is the Future Logging Careers Act, S.818 in the Senate and H.R. 1785 in the House, which would allow the 16 and 17 year-old sons and daughters of logging business owners to legally work in their parent's businesses much like the sons and daughters of farmers are currently allowed to do.

We have received bipartisan support for both bills in the House and Senate and the Safe Routes currently has 7 cosponsors in the House and 2 in the Senate and the Future Logging Careers Act has 16 cosponsors in the House and 7 in the Senate.

We need many more in order to get either of these bills out of Committee and on the floor of the House and Senate for a final vote. In order to do that, we need your help. We have posted action alerts to both our Facebook® page and website (www.amloggers.com) as well as sent out a separate action alert to all of you who have signed on to receive our monthly newsletter, but obviously that still isn't enough to get the word out.

We are asking you to visit our website and/or American Loggers Council Facebook® page and click on the action alert that will take you directly to a pre-written letter that will go directly to your Congressman or Congresswoman as well as your two Senators re-

questing that they support the legislation. We also ask that you help us to spread the need for support as far and wide as possible in order to get more attention drawn to the legislation by your representatives in DC.

If Congress only hears from a few of us, they will not react, but when we are all working together, we will be hard to ignore. Partisan politics has become the status quo for many of our representatives in Washington, DC these days. For those of us outside the beltway who are impacted by the inability of Washington to pass even common sense legislation, one of our few hopes is to convince those members who are playing the political game that their job security rests on satisfying their constituents back home in their districts and States, and not just their allegiance to the "Party."

If we are to have a chance of getting either of these bills across the finish line, then we have to work together as a unified industry and do our part by contacting our representative directly. The electronic tool that we are providing via our website and social media site only require about 5 minutes of your time to take that action. Please assist us in putting pressure on your representatives to support both of these bills and ask that they cosponsor both pieces of legislation. We are "Loggers Working for Loggers."

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.

Brazil's National Plan of Planted Forests: How Will it Impact the Forest Industry?

Posted by Marcelo Schmid on July 2, 2019, Forest2Market

June began with a positive development for the Brazilian forest sector: the approval of the National Plan of Planted Forests (PNDF) by the Ministry of Agriculture, Livestock and Supply. The PNDF aims to increase the area of planted forests to two million hectares (4.9 million acres) by 2030 and provide legal certainty for investors in the sector.

According to the Ministry's publication, the planted forest sector is unique within the larger agricultural segment because it helps to protect natural resources. According to the Brazilian Tree Industry (IBÁ), the sector helps to conserve 5.6 million hectares (13.8 million acres) of native forest in the form of legal reserves, including the Permanent Preservation Area and Private Natural Heritage Reserve designations. For every hectare planted, 0.7 hectares is conserved.

Also according to data from IBÁ, Brazil has 7.84 million hectares (19.4 million acres) of planted forests primarily comprised of two species: pine and eucalyptus. This area occupies less than 1 percent of Brazil's total territory but represents more than 90 percent of all wood harvested for industrial purposes and 6.1 percent of the country's industrial Gross Domestic Product (GDP). According to the new Timber Supply Analysis 360 tool developed by Forest2Market for Brazil, the total area of planted forests in Brazil is significantly higher than the official number disclosed by IBÁ.

Of the stakeholders in Brazil's planted forests, the pulp and paper segment leads the ranking of the country's primary timberland owners with 35 percent of the total area, followed by independent producers and the charcoal steel industry (Figure 1).

Outlook for the PNDF

What can we expect with the approval and implementation of the PNDF?

- Use of forest biomass as a source of renewable energy: One of the objectives of the PNDF is the increased use of forest biomass in energy production. The inclusion of forest biomass in the country's energy portfolio and expansion plan is a significant development for the forestry sector. Energy auctions managed by the Ministry of Mines and Energy allow long-term contracts between 20 and 25 years, which will lead to a sustainable increase in the demand for forest raw materials.
- Expansion of new planted forests: New planted forest frontiers such as MATOPIBA (the intersection of Maranhão, Tocantins, Piauí and Bahia states) will develop from the expansion of the PNDF planted area. There are growth restrictions for forest planted areas in states that have a robust forest sector (Paraná and Santa Catarina) due to competition with other land uses (agriculture, urban areas, etc.).
- Development of new industries: Some forest companies recently announced the expansion of their existing operations and with renewed industry optimism and an increased supply of raw material, new expansion projects are expected to develop in Brazil.
- Price balance: If PNDF develops as planned and new investment follows, the increased balance between supply and demand may lead to lower prices for raw materials in some regions in the long term.

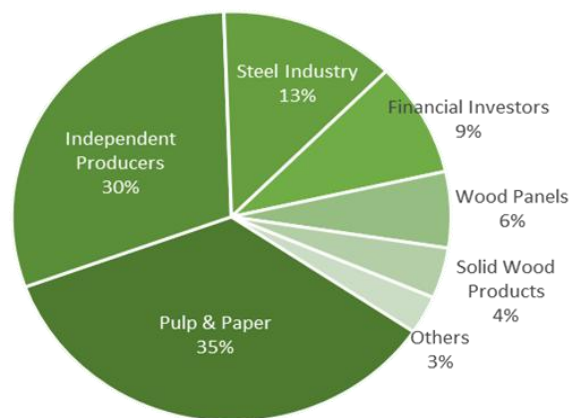


Figure 1: Area planted by industrial segment (2018)
Source: IBÁ
Brazil_En_July_2019cc

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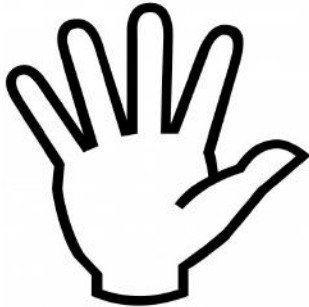


SAFETY ALERT

IMPROPER HAND PLACEMENT

FORESTRY MUTUAL INSURANCE COMPANY

In the last several months, we had employees suffer crushing injuries to their hands or fingers and two employees lost a finger or fingers to improper hand placement. We use our hands so constantly that unfortunately, we take them for granted. Due to the lack of awareness or carelessness, hands and fingers are among the most frequently injured parts of the body. The National Safety Council reported that in a recent year over 530,000 disabling hand and finger injuries occurred.



Traumatic injuries to hands range from cuts and punctures to broken bones to amputation. Many cuts or punctures are minor, but if they go through the skin they can sever nerves, tendons, or ligaments. But one area that is seldom discussed enough is that if they get infected, it can impede the healing process and sometimes lead to more amputations.

These injuries can occur:

- On logging jobs during maintenance on equipment.
- While performing maintenance on vehicles.
- In sawmills and manufacturing facilities on a variety of machines.
- Anywhere that a second of inattention causes the hand to be in the wrong place.

Follow these safety basics to protect your hands:

- Follow manufacturer's and employer's instructions for servicing and using equipment.
- If a part has a pinch point or clamping device, keep your hand away.
- Lockout and place all moving parts at a "Zero energy state."
- Feed materials into moving machinery with a push stick, not your hands.

- Keep your hands away from moving machine parts.
- Never remove a guard while the machine is in operation.
- Store tools so no sharp edges are exposed.
- Use brushes, not hands, to sweep up metal or wood chips.
- Check materials for sharp edges, burrs, splinters, etc., before handling them.
- Wipe off greasy or slippery objects before handling them.
- Lift an object so your hands are not near the pinch points.
- Put materials down carefully so you don't mash your fingers.
- Use the right tool for the job and use it correctly.
- Pass tools to other workers, handle first. Never throw tools.
- Wear gloves for added protection.
- DO NOT CHECK FOR HYDRAULIC LEAKS WITH YOUR HAND.

Proper hand placement to protect your hands is your responsibility. Training on safe operating procedures is required to identify the hazards with each piece of machinery, equipment, or vehicle. Go home each day with all your fingers. Think about the hazards before you use your hands.





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

AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



567



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 2019.
- 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, 2019** and **December 31, 2019**.
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.





Pre-Trip LLC will provide assistances at a reasonable rate and strive to help your company continually move forward.

I will assist you with;

Required company files (federal audits, hazardous material awareness)

New Class available – [Federal Audit 101](#)

State and Federal regulation compliance

Data-Q adjudication

Driver training issues (Hours of Service, Pre-Trip and Post-Trip inspections)

Defensive driving

Company investigations (backgrounds, loss prevention, and collision re-construction)

My experience includes 34 years as a state police officer, 15 of these years as a State Transport Police Captain. I'm a licensed private investigator; I conducted background investigations for SCHP and internal investigations for the SCDPS Internal Affairs Division. I'm also trained as a collision re-constructionist. I recently completed the North American Transportation Management Institute (NATMI) classroom training for Certified Director of Safety (CDS) and Certified Safety Supervisor (CSS) on May 11, 2018, full certification is pending.

Richard G. Shell, Jr. (864) 720-4832

Captain, State Transport Police, Retired

CHAINSAW VS THE HUMAN FOOT

Bryan Wagner
Forestry Mutual Insurance Company

The modern chain saw is an engineering marvel. Technology and design has allowed engine speed to exceed 15,000 RPM's on some production saws. Coupled with a razor sharp saw chain, the chainsaw is a very effective tool. The same power and sharpness can lead to serious injury. In spite of an ever growing mechanical presence in the woods, the chainsaw remains a necessity for the occasional felling and topping.



In recent years, we have seen a rise of saw cuts to the feet. The first step to prevent these injuries is to make sure the saw engine and saw chain are properly tuned and maintained.

- The cutting tooth of the saw chain is designed to REMOVE!
 - ◊ Saw chain doesn't cut like a filet or hunting knife.
 - ◊ On a 3/8 pitch chain, the cutter is 3/8 of an inch wide.
 - ◊ Contact the body and it takes 3/8 of an inch of skin; muscle; tendon and bone – they are gone!
 - ◊ Add some foreign material, (bar oil, dirt, pieces of shoe leather, etc.) to the wound area and this injury becomes quite serious.

Next in the loss control process is to AVOID CONTACT with the saw.

- Chainsaw kick-back is the culprit in the majority of all laceration incidents.
- Chainsaw kick-back happens seven times quicker than the human brain can react.
 - ◊ In the time a human can move a foot or shield a face, you are cut.
- Reduce kick-back injuries.
 - ◊ Understand reactionary forces of the bar and chain – remember the kickback area.

- ◊ Use proper bracing and a "thumb-wrap" grip to counteract these reactionary forces.
- The chain brake should be treated like a safety on a firearm.
 - ◊ When not cutting, the brake should be engaged to avoid unexpected chain movement.
- Proper body placement greatly reduces the risk of a serious laceration.
 - ◊ If the foot is not in-line with the saw chain, it won't be injured there!

Wear proper Personal Protective Equipment, (PPE).

- Cut-resistant foot wear is federally mandated for saw hands. Chainsaw cut-resistant foot wear can prevent or greatly reduce the seriousness of a cut.
- Protective foot wear comes in many forms and styles and is quite comfortable to wear.
- It just makes good sense; it's like having extra insurance should a situation arise. As with any PPE, catastrophic injury can be prevented or reduced by its use.
- Do not forget to wear chaps as the same issues become life threatening if the main artery is cut.

However, the best tool is to train and educate to avoid having to rely upon the PPE for protection. A chainsaw foot lacerations will be severe. Sometimes contact to the bone can occur which often requires bone-graft surgery. To avoid this possible crippling injury, use good work habits and proper PPE to reduce the chance of injury.



Alert





FOREST RESOURCES ASSOCIATION INC.

Southeastern Region

2129 Electric Road, SW, Suite 205, Roanoke, Virginia 24018

Phone: 540-989-4171 Fax: 540-774-9415

www.forestresources.org rmeyer@forestresources.org

CONTACT: Rick Meyer (540-989-4171; rmeyer@forestresources.org)

NEWS RELEASE: May 31, 2019

BEECH ISLAND TIMBER & CONSTRUCTION, INC. FRA'S 2019 SOUTHEASTERN REGION OUTSTANDING LOGGER

Fernandina Beach, FL – The Forest Resources Association and STIHL Incorporated honored Josh Key, the owner and president of Beech Island Timber & Construction, Inc. of Jackson, South Carolina, as FRA's Southeastern Region 2019 Outstanding Logger at its Southeastern Region (SER) Awards Dinner in Fernandina Beach, Florida on May 21.

Josh Key started his own logging company in 1985. Josh states that he and his twin brother, John, "have seen a lot of early mornings and late nights in our life, but that is what it takes to make it work . . . I still love what I do."

Josh and his brother John start things off very early in the morning, checking everything on the harvest site, working on a pre-harvest plan with their operators, talking about deck locations, and discussing safety. They run a high-production combination roundwood and fuel chipping operation, with most of their fuel chip production going to the Department of Energy's Savannah River site near Augusta, Georgia.

Beech Island Timber provides weekly and monthly safety bonus incentives to its employees, with the incentives related to cleanliness of the equipment, machine maintenance, notifying supervisors of issues and concerns, and, for truck drivers, various safety markers identified by the GPS systems and dash cameras in their trucks. Josh has set up TEAM Safe Trucking safety education training classes for his drivers. Several Beech Island Timber employees have completed the Forestry Association of South Carolina's Timber Operations Professional (TOP) Program.

Beech Island Timber offers its employees medical, dental, vision, and life insurance as well as a simple IRA retirement plan with some employer matching of contributions.

Beech Island has an outstanding office staff. Shelley Bowman, Josh's daughter and the company's business manager, created and implemented the first registered apprenticeship program with the U.S. Department of Labor in South Carolina for adult and youth careers in logging. Josh states, "I want to maintain what we have accomplished with the company and leave a strong, well-oiled organization behind for the future."

Josh has served as the Vice Chairman of the South Carolina Timber Producers Association and participates in many other associations, in his own state and nationally. His company projects a positive image through its website, www.bitimber.com.

At the May 21 Awards Dinner, FRA's SER Chairman Barry Parrish presented Josh Key with a wooden crosscut-saw plaque, a STIHL chain saw gift certificate, and \$250 check from STIHL. (Note: Josh donated his check to the Log A Load For Kids program to support Children's Miracle Network hospitals.)

FRA's Outstanding Logger Award program is designed to raise the visibility of professional logging contractors and to encourage other loggers to adopt the performance of the award winners. The Regional Award winner becomes a nominee for FRA's National Outstanding Logger recognition.



Josh Key, winner of FRA's 2019 Southeastern Region (SER) Outstanding Logger Award.
(Left to right: FRA SER Chairman Barry Parrish, Cindy Key, Josh Key)

The Forest Resources Association Inc. is a nonprofit trade association concerned with the safe, efficient, and sustainable harvest of forest products and their transport from woods to mill. FRA represents wood consumers, independent logging contractors, and wood dealers, as well as businesses providing products and services to the forest resource-based industries. STIHL Incorporated serves as the sponsor of FRA's Regional and National Outstanding Logger Awards.

Technology Trends for Foresters and Landowners

By Aaron Gilland, DRM,
Dendro Resource Management

Technology impacts the total supply chain in a wide variety of ways. From forest management, to logging, to transportation, to milling and production, everywhere there is a constant focus on ways to improve productivity, efficiency, and harvest safety. Wireless communication and information sharing connects suppliers with their internal and external customers.

Since many other industries are headed in the same direction, many improvements can be made by borrowing innovations and transferring them to timber supply usages. Others are unique to the timber industry and must be designed and developed for specific needs.

1. Safety

Especially in logging, the shift is to move from manually-operated to automated equipment. This isn't just about the bottom line; it's about removing operators from potentially hazardous situations while in the field. At the same time, new improvements are built into the cab such as fatigue monitoring systems, ergonomic cab designs, and improved seat suspension systems to aid operators.

2. Harvesting and Processing

Equipment is continually being redesigned to optimize harvesting by reducing idle time, identifying unused machines, setting up virtual fences to improve accuracy and security, creating jobsite maps, providing maintenance reminders and offering machine health prognostics.

Machines are purpose-built and designed to be more versatile and to have lower impact on the site. Modern equipment is now able to harvest and process trees to log lengths in one motion, saving processing time in the mills and helping organize material on site. With the new equipment, operators require a higher degree of training and competency which provides better safety, comfort and productivity.

One of the latest innovations in forestry equipment is a "Walking Forest Machine" which allows greater access to timber on steep slopes or in soft soil

while being gentle on the earth. The machine maneuvers on six, insect-like legs that allow it to move sideways and diagonally as well as forward and backwards. It can step over obstacles like stumps and exposed roots with less impact on the understory, soil and roots.

3. Transportation

Newer transportation technology helps ease the cost, difficulty and environmental impact of removing trees from the forest and transporting them from stump to mill. Forwarders and grapple skidders offer solutions by carrying loads off the ground on tracks or wheels and requires fewer trips than traditional skidders.

On steeper terrain, logs can be yarded by a cable system or relayed or swung to a landing by a log loader. Managers can use computers and GIS data to model and plan optimal road placement.

In a move that will streamline harvesting operations records and allow real time tracking of wood being moved to market, several apps are available to move the paper shipping records to the electronic world which will allow better utilization of the trucking fleet (e.g., 4LOADS, TRACT, LOADERWIZ) to name a few). Many apps are also available to track mill turn times, either mill produced ones, or general market ones like PHLO-EM.

4. Geographic Information Systems (GIS)

Information is key for modern-day forest managers. Information like stand size and geography, stand density and species composition, timber size and value, as well as spatial data such as vegetation and wildlife distribution and the locations of rivers and roads is critical in making accurate harvesting plans and job costing estimates. Several apps can perform image analysis and distinguish a White Pine from a Douglas Fir with incredible accuracy. Harnessing the power of mobile technology into forestry allows managers to identify species, log grades and weight.

GIS technology integrates a database with maps and visual imagery, and it does it quicker and better than traditional map making. Once the data is collected and

added to a data base, it is then processed by computer to determine forest cover types and habitat classification, identification of land ownership boundaries, ground cover mapping and characterization, facility siting and efficient transportation routing. With this type of information, forest managers can efficiently monitor their lands and model complex processes like land capability analysis.

5. Laser and LIDAR (Light Detection and Ranging)

Laser technology provides a very accurate way of measuring distance and dimensions and is finding many applications in surveying and mapping applications. Lasers emit pulses towards the object to be measured. They measure the elapsed time between when the pulse is sent and returns and computes the distance. This technology is useful on the ground by foresters as well as for remote sensing data collection through laser altimetry.

Laser Range Finders are handheld lasers which collect measurement data within and among tree stands. Foresters can use laser rangefinders in combination with CPS technology in timber cruising, GPS offset mapping and data collection.

6. Global Positioning system (GPS)

Nearly everyone today is familiar with GPS. The technology was developed by the US Department of Defense, operated by the military and adapted for general use. Foresters are able to more accurately plot location data (latitude, longitude, and altitude) for use in calculating timber volume, surveying timber plots and mapping roads and other features in the forest.

Sources:

"Five Mobile technology trends in the forestry industry," Foresttech, 23 March 2018.

"Technology in the Forest," Eco-Link, Temperate Forest Foundation,

"Automation is Changing the Timber Industry," Feb 15, 2017.

"Edward Buckler '21 Grows a Company While Getting an Education," March 11, 2019

2019 SC Legislative Session Wrap-Up

By Rick Todd, President
SC Trucking Association
May 24, 2019



All things considered, SCTA/"trucking" had a good Legislative Session. There were no Lawsuit Reforms enacted, but they are teed-up for 2020 in the House
SCTA Bats 1,000 with Budget-Related Priorities

Be Pro Be Proud SC Begins: Be Pro Be Proud received \$642,000 through a non-recurring line item for the Department of Employment & Workforce. While this is significantly short of what the initiative will need to be fully funded and operational year-one, it marks the first time SCTA and its allies scored the funding.

Technical Colleges Will Be Getting More

Technical Colleges will be getting more hard-dollar resources for in-demand skilled-trades occupational instructional needs, along with promised increases in Tech School tuition assistance for CDL training. Such tuition assistance should be available to help practically every student seeking a CDL, whether through a Credit or Non-Credit program. Similar support should apply to diesel technician students as well.

DMV got \$221,000 in recurring funds, a significant portion to support Motor Carrier Services.

A proviso was enacted that requires DMV to bring forth a plan, and a budget request, to the legislature by 12-31-2019 in order for DMV to fully implement truck registration renewals, Road Use Fees and any local county "Road Fees." We desire to free our fleets from dealing with the Counties.

NO tolling I-95 provisos were adopted. House Conferees Want No Part of Tolling I-95

The Senate's proviso instructing SC DOT to begin the process of tolling I-95 was shot down in Conference Committee by House Conferees that wanted no part of it. For now at least. It's too soon politically coming on the heels of the House-led 2017 "Gas Tax

Bill." 2020 is an election year. And DOT is going to be presenting its "Gap Funding Needs" soon anyway. Meantime, we expect some noise about it as S.780 remains on the Senate's Calendar, and it's poised for some level of hearings between now and next year.

DMV to Improve Intrastate Motor Carrier Fee Collections

In the current fiscal year, the Department of Motor Vehicles shall consult with the Department of Revenue and any association representing taxpayers (SCTA and its Truck Caucus) subject to, or entities imposing, the Road Use Fee (Article 23, Chapter 37, Title 12) to determine the most efficient manner to implement a standardized system whereby the Department of Motor Vehicles collects all fees owed by commercial motor vehicles, including fees imposed by local governments. The system must allow a payment plan option to allow these commercial motor vehicles to pay the registration and RUF fees in multiple installments. The plan must include a fiscal impact statement, prepared by the Revenue and Fiscal Affairs Office, detailing the costs associated with the plan. The Department of Motor Vehicles shall submit the plan for the standardized system by December 1, 2019, to the Chairman of the Senate Finance Committee, the Chairman of the Senate Transportation Committee, the Chairman of the House Ways and Means Committee, and the Chairman of the House Education and Public Works Committee.

Also, the House Legislative Oversight Committee adopted a recommendation that the DMV (in the meantime) figure out a way the Counties can use a uniform, standard format by the next round of billings – unless DMV gets itself ready to assume their responsibility by 2020's billing cycle.

Be Pro Be Proud...Bout Time!

The coalition that SCTA has been an integral part of, finally secured Be Pro Be Proud funding. The campaign received \$642,000 through a non-recurring line item for Governor McMaster's Department of Employment & Workforce to take the lead. While this is significantly short – by about half - of what the initiative will need to be fully funded and operational year-one, it marks the first time we scored the funding. A

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large, broad-based working group will get busy immediately. All sectors will need to be fully engaged and open their wallets to get this show on the road. Plenty more to come! SCTPA is a member of the Associated Industries of SC Coalition)

On the Higher-Ed Front of interest to "Trucking" (and parents...)

From the State's Lottery Expenditure Account: The Commission on Higher Education and State Tech Board got \$51.1 million in Tuition Assistance;

The CHE got \$10 million in Need-Based Grants; \$300,000 for Carolina Career Clusters Grant (1:1 Match); Tuition Grants Commission got \$10 million; and

\$2 million for Two-Year Institutions, and \$2 million for Technical Colleges for technology upgrades for the support and development of technology.

The State Board for Technical and Comprehensive Education ("State Tech") got \$9.4 million for ReadySC Direct Training; \$11 million for High Demand Job Skill Training Equipment; \$3.9 million for a Palmetto Promise Scholarship Pilot; \$375,000 for Horry Georgetown Technical College's Diesel Mechanical Program; and \$11 million for Workforce Scholarship Grants (all CDL programs qualify for this pot).

Any unclaimed Lottery prize funds available in excess of BEA estimates shall be appropriated to the CHE Two-Year Colleges and State Techs for additional Tuition Assistance.

Net lottery proceeds and investment earnings in excess of projections are appropriated and must be used for all LIFE, HOPE, and Palmetto Fellows Scholarships. The Commission on Higher Education is authorized to provide for a Scholarship Compliance Auditor.

State Tech Workforce Scholarship/Grants shall be used to provide grants for tuition, fees, transportation, or textbook expenses to South Carolina residents enrolled in a career education program that meets all eligibility guidelines promulgated by the Board in consultation with the Department of Education, except that funds shall not be used for continuing education courses that do not lead to a degree or professional certificate. CDL is now determined to be a "professional certificate."

For Fiscal Year 2019-20, net lottery proceeds and investment earnings above the Fiscal Year 2018-19 certified surplus are appropriated pro-rata as follows:

State Tech SPICE Program \$ 250,000;

Midlands Technical College-Quick Jobs/Dual Credit Funding \$ 2,500,000;

Orangeburg-Calhoun Technical College-Truck Driving Certificate \$ 350,000;

CHE Career Clusters \$ 450,000;

Spartanburg Community College- Cherokee Campus \$ 200,000;

Department of Education - Innovation Grants \$ 2,800,000;

Additional grants shall be awarded from the fund in an amount not exceeding five thousand dollars or the total cost of attendance, whichever is less, for students to attend the program of their choice, including a professional certification program, at a South Carolina public technical college. Priority for grant awards shall be given to students seeking a degree, professional certificate, or industry-recognized credential (IRC) – CDL included - in an industry sector with critical workforce needs as identified and recommended by the SBTCE and ratified by the Coordinating Council for Workforce Development. "TDL" is one.

South Carolina Workforce Industry Needs Scholarship (SC WINS)

State Tech will administer additional tuition support in the SC WINS legislation, which was adopted as part of the Budget Bill. The program (for "Credit" programs - currently, only OCT and Greenville Tech Schools meet this qualification for CDL programs) is summarized:

A student attending a two year public technical college and majoring in a critical workforce area program who is receiving a Lottery Tuition Assistance Program Scholarship (LTAP), shall receive an additional (SC WINS). A student who is attending a two-year public technical college, who meets the income eligibility guidelines for free and reduced-priced meals as established by the USDA and who is receiving a LTAP scholarship for the current fiscal year, shall receive a SC WINS scholarship regardless of the student's major. The SC WINS scholarship is equal to the cost of tuition and mandatory fees after applying all other scholarships or grants, not to exceed two thousand five hundred dollars.

If the student is a freshman, the student must be enrolled in at least six credit hours of instruction each semester, including at least three credit hours of in-

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struction in one of the critical workforce areas defined by the SBTCE. A student who meets the income guidelines for free and reduced-priced meals as established by the USDA, must be enrolled in at least six credit hours of instruction each semester for the purpose of meeting the required minimum level of instruction in the student's major courses. To receive the additional SC WINS scholarship, the student must receive the underlying LTAP scholarship for that fiscal year and must be making acceptable progress towards receiving a degree in one of the majors pursuant to this proviso. For purposes of meeting this required minimum level of instruction in the freshman's major courses, dual enrollment courses taken in high school in these critical workforce area programs count toward the fulfillment of the minimum requirement.

The SBTCE shall adopt rules to define what constitutes a critical workforce program area. Nothing herein prevents a student from changing majors within the acceptable disciplines. Additionally, the SBTCE shall communicate with high school guidance counselors regarding the list of qualifying majors. Critical workforce program additions or deletions must be ratified by the South Carolina Coordinating Council for Workforce Development.

If the additional SC WINS scholarship is lost, it may be regained in the same manner the underlying LTAP scholarship is regained.

In order for a student to be eligible after attempting twenty-four academic credit hours, the student must have earned a grade point average of 2.0 or better on a 4.0 grading scale.

A dual-enrollment student in high school who is majoring in one of the critical workforce areas at a technical college qualifies for the SC WINS scholarship. A dual enrollment student in high school who receives a LTAP scholarship at a technical college and qualifies for free and reduced-priced meals, also qualifies for the SC WINS scholarship regardless of the student's major.

Additionally, an up to three-hundred-dollar book allowance is applied to a SC WINS recipient's account, who is majoring in one of the critical workforce areas, for expenses towards the cost of textbooks.

State Tech is provided \$500,000 to be used to enhance the perception of technical education and the opportunities it can afford South Carolinians across the state. Prior to utilizing these funds for

this purpose, the State Board for Technical and Comprehensive Education shall be required to obtain a 2:1 private entity match. The funds shall be used to develop and implement a comprehensive awareness and education campaign.

Other Budget Matters:

Northeastern Technical College shall repurpose the \$3,500,000 appropriated in 2016, to be redirected to construct and renovate space for critical industry training. Unexpended funds may be carried forward and expended for the same purpose.

Department of Commerce Gets a Little More for I-73

The DoC's Coordinating Council Economic Development is to spend \$500,000 to provide more assistance for the routing, planning and construction of I-73.

Department of Public Safety Motor Carrier Advisory Committee

From the funds appropriated and/or authorized to the Department of Public Safety and the Department of Motor Vehicles, the departments are directed to jointly establish a Motor Carrier Advisory Committee to solicit input from the Trucking Industry and other interested parties in developing policies and procedures for the regulation of this industry.

DPS to Review CMV Driver Rest Areas

A joint working group is to be established between the Department of Transportation, Department of Public Safety, State Transport Police and the South Carolina Trucking Association to review and evaluate where critical rest areas may be made available for commercial motor vehicle drivers to park and obtain their federally mandated required rest.

DMV: Under/Over-Utilized Offices

The DMV is authorized to develop and implement a plan to reduce the hours of operation in underutilized DMV field offices; however the legislative delegation of the county in which the affected field office is located must be notified prior to implementation of the plan. In addition, the director shall review field offices which have a high volume of traffic to determine whether it would be beneficial to expand the hours of operation.

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Department of Motor Vehicles Gets \$ Flexibility

The DMV may carry forward any unexpended general fund balance or other funds not designated for REAL ID and/or Phoenix III from the prior fiscal year and expend those funds in the current fiscal year for expenditures as needed, and other earmarked cash balances to conduct a proof-of-concept pilot for Phoenix III development and data migration.

More Sunshine for the State Infrastructure Bank Board

The State Transportation Infrastructure Bank Board must provide live-streamed coverage of all Board meetings to ensure transparency and access for the public. The board meetings shall be recorded and archived and made available on the South Carolina Transportation Infrastructure Bank's website.

Business License Taxes

A private, third party entity is prohibited from assessing or collecting business license taxes or requiring a business entity to remit confidential business license tax data to that private third-party on behalf of counties or municipalities. This proviso shall not prohibit a county or municipality from contracting with a third party entity in assisting in the collection of business license taxes. For purposes of this proviso, assisting in the collection of business license taxes is defined as identification of businesses that do not have a business license. A third party assisting in the collection of business license taxes as defined in this proviso is prohibited from any further contact with the business. This proviso shall not prohibit a county or municipality from contracting with a third party entity solely for the purpose of providing payment processing services for the acceptance of business license tax payments. A study committee shall be established to study reform and implementation of a third party collection system.

Workforce Investment Boards

Workforce Investment Boards may promote outreach for their services via billboard, bus placard,

newspapers, or radio in all workforce investment areas. This outreach may not be limited to e-mail, online, or other internet-based outreach, publicity, or other promotions. Workforce investment boards must adhere to all state procurement policies and procedures when utilizing outreach for the services provided by the Workforce Investment Act.

SCDOT Gets \$4M for Rest Areas

State Ports Authority's Future Jasper Port Project gets \$8M for Facility Infrastructure Fund

Department of Commerce Gets \$3.7 More for Closing Fund, LocateSC Gets \$4M

SCTPA Comments: SCTPA supported the legislative items worked on by Rick Todd and SC Trucking Association. Thanks to Rick Todd and SCTA for the legislative work. SCTPA partners with SCTA in the SC Trucking Caucus on legislative, infrastructure and state agency issues for trucking.





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2019 Western Star Association Rebate – US ALC Associations

Western Star is proud to support and extend the Association Rebate Program for members of the American Loggers Council (ALC) and its affiliates. Dealers can apply the rebate to the truck purchase or process a direct rebate to your customer. ALC Members may qualify for a rebate when they purchase a brand new Western Star 4900 logging service truck; the leading brand in the logging industry.

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

Western Star Trucks reserves the right to terminate this program at any time without notice.

Rebate amount is based on truck model and configuration:

- \$5,000 for 4900 Sleeper or Daycab with vehicle service code of A85-012, logging service truck

Requirements:

- **Valid only on vehicle service data code of A85-012, logging service truck.**
- **Valid only on StarQuote pricing.**
- **Not valid with stock truck concession or other program incentive claims.**
- Verification of membership or affiliation status with ALC.
- Association membership must be valid for at least **90 days prior** to retail sold date.
- Trucks must be **new** and never been retail sold regardless of model year or mileage.
- Maximum of **five (5)** trucks per customer/company in a calendar year.
- Rebate claim must be processed within **30 days** of retail sale date.
- Not valid for gliders.
- Only one association rebate can be applied per claim per truck.

Process:

1. Association member advises dealer he or she is a member of the American Loggers Council or affiliate organization, and asks dealer to verify membership with ALC.
 - To verify membership, dealer needs to contact Mr. Daniel J. Dructor, American Loggers Council via e-mail at americanlogger@aol.com or by phone at 409.625.0206.
 - Please identify yourself as a Western Star Dealer requesting approval to offer a discount to the customer. Provide applicant name, organization, and membership number, if applicable.
 - Mr. Dructor will verify and provide you with an approval. He will also send a copy of the approval to WST.Dash@Daimler.com
2. Association member makes his/her best deal on up to **five (5)** new trucks or tractors.
 - Truck can be from stock or new order.
3. Dealer report and enter the retail sale date and warranty registers the truck(s).
4. Dealer submits a TIA using General Adjustment Form referencing Customer Name, Association, and membership number (if applicable) in the notes section.
 - *If Association does not have a membership list or number, proof of membership (i.e. Membership Card or Membership dues receipt) must be attached in TIA system.*
5. Dealer submits Rebate Claim Form through the DASH.
6. Association membership and truck sale are verified before TIA is processed.
7. Dealer can apply the credit as requested by the customer/member:
 - Dealer uses rebate toward the deal listing the rebate as a line item on the invoice.
 - Dealer credits customer's parts/service account with full rebate amount.
 - Dealer pays the customer full rebate directly.

Western Star will send a Thank You letter to the customer to thank them for their purchase listing the rebate that was processed.

Dealer is responsible for ensuring all conditions of this program and Association memberships are met. TIA's will not be approved if any condition or Association memberships are not in accordance with this program.

For questions, please contact Susan Phan at 503.745.2146 or susan.phan@daimler.com.

HUNDREDS OF TRUCKERS, LOGGERS RALLY AT OREGON CAPITOL AGAINST CARBON BILL



In June hundreds of truck drivers and loggers descended on the Oregon capitol Wednesday to make their case against the measure. Similar legislation has been passed in California, and proponents intend to introduce carbon regulations in other state legislatures.

In front of the statehouse, opponents gathered to hear speakers rail against the bill, which they say would cost jobs and deliver a devastating blow to Oregon's rural communities.

"This is my first time coming down here for anything," said Warrenton logger Kalebey Vaughn, as he watched the demonstration.

Vaughn said he's been working in the timber industry since he graduated from high school five years ago. "It's basically all there is when you talk about a good job where we're coming from, in small communities like that," he said.

Another logger, Brian Engbretson of Jewell, said he thinks the cap-and-trade bill will penalize companies at the expense of jobs like his.

"It's basically like the state of Oregon's pulling fairy dust out of the air, and you got to start buying this fairy dust to keep polluting," said Engbretson. "There's nothing really there. It's just a backdoor tax. Long term, businesses will just leave."





Timber Talk

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REGISTER FOR THE AMERICAN LOGGERS COUNCIL 25TH ANNUAL MEETING

Join us for the American Loggers Council 25th Annual Meeting
September 26-28, 2019
Perdido Beach Resort in Orange Beach, Alabama!

Message from ALC President Chris Potts

On behalf of the American Loggers Council and the Alabama Loggers Council, I invite you to attend our 25th Annual Meeting in scenic Orange Beach, Alabama.

Getting to the Perdido Beach Resort located on the Alabama Gulf Coast is an easy 50 minute drive from the Pensacola International Airport (PNS) via rental car. All events will be based out of the luxurious Perdido Beach Resort this year, including meals and meetings. Ladies will be treated to a beach bash on the white sand beaches of Orange Beach as well as a trip over to Fairhope for some unique shopping and dining experiences.

Sheila and I are excited that you are visiting our part of the country for this silver anniversary celebration, and we, as well as the Alabama Loggers Council and Alabama Forestry Association, will do all that we can to make this a trip that you will remember for a lifetime! Come relax in the surroundings, enjoy the scenery along the Gulf Coast shoreline, and find out why we are proud to call Alabama our home.

Chris Potts

NESTLE WRAPS YES BAR IN PAPER AS IT SEEKS TO CUT PLASTIC WASTE

By Corinne Gretler and Ellen Milligan, Bloomberg

Nestle SA is responding to criticism that the food industry uses too much plastic by introducing paper wrapping for a confectionery bar, made in a way it calls an industry first.

The Swiss food company said it will start selling Yes fruit and nut bars for Europe in paper after developing a method to use that material at the high speeds necessary for packaging a mass consumer product. Normally the machines that wrap such food items rely on plastic because it's resilient, stretchable and light.

Food and beverage companies around the world have come under pressure from consumers and environmental groups like Greenpeace to stop producing so much plastic. Nestle is also working on an out-of-home water dispensing system based on refillable bottles as it seeks to fulfill a pledge to make all of its packaging recyclable or reusable by 2025.

"Moving from plastic to paper is not easy," said Jas Scott de Martinville, head of Nestle's product technology center for confectionery.

The Vevey, Switzerland-based company's efforts

could spur others in the confectionery industry to tackle the plastics challenge -- even though it will take some time before Nestle can wrap a range of products in paper, according to Scott de Martinville. The company is also looking at alternatives, such as reusing plastic.

Greenpeace representatives called on Nestle to change its ways at its annual general meeting in April, saying that substituting plastic with paper would shift destructive practices into deforestation. Nestle said

the paper it uses comes from sustainable sources and is certified by non-profit organizations Forest Stewardship Council and the Programme for the Endorsement of

Forest Certification. Greenpeace has urged the company to focus on delivery systems based on refilling and reusing containers.

Nestle has exclusivity to the paper-packaging technology with a supplier, which it declined to identify. A water-based coating is added to the paper to seal it, ensuring freshness and shelf life.

Nestle said it adapted its existing equipment to wrap between 300 bars to 500 bars per minute, which is the same speed at which it wraps with plastic. Yes bars contain ingredients such as nuts, fruit and chocolate, and Nestle started selling them in the U.K. last year.



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How One Driver Gets 10 MPG: Focusing on What He Can Control

June 25, 2019 • by Jack Roberts
HDT Heavy Duty Trucking

Clark Reed says he's never been a wasteful person, but he never really focused on applying that inclination toward fuel economy until he landed at Nussbaum Transportation, where drivers are rewarded as part of a driver scorecard program for getting good fuel mileage, along with safety and operational goals. "That's when I realized you don't have to run hard to make more money," he says.

Today, Reed is a top driver trainer at Nussbaum. But in the beginning, he was like any other driver trying to figure out how to get his own numbers up. "My strategy was to talk to other drivers who were getting it done," he says. "Then I'd take what they told me and see for myself what worked on the road."

An early breakthrough, he says, was getting the LinkaDrive PedalCoach app, which helped him visualize in real time what he was doing. "It really helped me understand how my foot was affecting the fuel flowing through the engine in relation to my speed or momentum," he says.

Over time, Reed began to understand what he calls the basics of good fuel economy driving habits: Stay light on the accelerator as much as possible, take things easy in curves, plan ahead both before a drive and when you're sitting behind the steering wheel, and avoid sudden braking as much as safely possible.

Reed drives a 2018 Freightliner Cascadia with 205,000 miles on it and has been its only driver. "I was over 10 mpg, lifetime for the truck, until this winter hit," Reed says. "I've fallen off to 9.7 mpg average since then. But as the weather is starting to improve, those numbers are beginning to creep back up."

He also drives like the truck is on ice. "Give yourself lots of time to let situations up ahead of you sort

themselves out, without you having to stop. I'll slow down to try and get to a green traffic light while I'm still rolling. And in heavy traffic, I'll pick a slower speed than the flow around me. I let everyone pass me by and get in front of me. Once you get a little practice, you can keep rolling steadily along even in very heavy traffic congestion."

On the highway, Reed is happy to let the truck's predictive cruise control system do the bulk of the work. "Lately I've been thinking I can feather the throttle a little bit better going up a hill, until we crest it and it's time to let it do its thing again."

For all his focus on fuel economy, Reed says that in hindsight, his own mpg numbers didn't start going up until he learned to stop focusing on the end number. "That's counterproductive, because there are so many things out there as a driver that you cannot control," he says, pointing to weight, terrain, weather, and traffic.

"The only thing I can control is how I drive my truck. When I learned to focus on my driving habits accordingly, that's when my fuel economy performance started to rise."



SCTPA Comments:

While there are different challenges faced by drivers trucking un-manufactured forest products from timber harvesting sites to first market due to load variations in size, weight, products hauled, off and on road conditions, etc. The points Mr. Reed makes can be carried over to our industry's drivers. Fuel savings is a vital component to assisting in controlling and even reducing fuel consumption thus reducing trucking costs.

DOGWOOD ALLIANCE ATTACKING SUSTAINABLE FORESTRY - THIS TIME IS PELLET MILLS

PRESS RELEASE

Investigation Shows Forests Destroyed to Supply Biomass

June 18, 2019

NRDC - Elizabeth Heyd, eheyd@nrdc.org,
202-289-2424
DOGWOOD ALLIANCE -
Scot Quaranda,
scot@dogwoodalliance.org,
828-242-3596

WASHINGTON – A new investigation exposes how valuable forests and ecosystems in the U.S. Southeast face devastation from demand for “biomass” energy.

The recent photographic evidence gathered by the Natural Resources Defense Council, Dogwood Alliance, and the Southern Environmental Law Center documents the ecological destruction of biomass sourced from clear-cut forests to supply Enviva, the world’s largest wood-pellet producer. Millions of tons of Enviva’s pellets are burned in power plants to produce electricity abroad – primarily in the UK and other countries in Europe, and, increasingly, Japan.

Burning wood for electricity accelerates climate change, destroys forests and increases emissions of dangerous air pollutants.

The new documentary evidence revealed today shows how forests in the U.S. Southeast are clearcut and whole trees and other large-diameter wood sent to the industrial mills of Enviva to be manufactured into pellets. This investigation demonstrates that what Enviva calls “low grade” wood often encompasses mature trees that have been locking up carbon for decades or more. Burning them spews that carbon into the atmosphere, worsening our climate crisis.

“There’s nothing green about devastating these

stunning forests and then burning the wood in dirty power plants,” said Sasha Stashwick, senior advocate at the Natural Resources Defense Council. “This investigation lets the public see with its own eyes the reality of this destructive industry.”

Enviva’s wood pellet mills are located in areas that already endure some of the highest logging rates in the world, with surrounding communities suffering high poverty rates and facing the threat of flooding from climate change.

“These forests and wetlands play a vital role in keeping our people safe from the worst impacts of flooding and storm surges,” said Rita Frost, campaigns director at Dogwood Alliance, which conducted the investigation. “No one can look at these horrific images and conclude that slashing forests and burning the wood for electricity is a viable solution to our climate crisis.”

This photographic evidence demonstrates the destruction necessary to supply Enviva’s operations, a reality the company failed to mention while unveiling a new “responsible sourcing policy” earlier this month.

In its Global Assessment Report last month, the UN revealed that a million species are at risk of extinction as natural ecosystems are destroyed. It emphasized the role of human activity in the depletion of forests other wild landscapes. Forests in the U.S. Southeast are under severe stress as they are being logged at four times the rate of that of the Amazon.

The full investigation booklet, “Global Markets for Biomass Energy are Devastating U.S. Forests,” can be found here.

The high-resolution images from the investigations can be found here: <https://www.dropbox.com/sh/x2d3uvaomfz98ox/AACIfaDhswEcGsnQLDEtsjx3a?dl=0>

###

The Natural Resources Defense Council (NRDC) is an international nonprofit environmental organization with more than 3 million members and online activists. Since 1970, our lawyers, scientists, and other environmental specialists have worked to protect the world’s natural resources, public health, and the environment. NRDC has offices in New York City, Washington, D.C.,

(Continued on page 35)



(Continued from page 34)

Los Angeles, San Francisco, Chicago, Bozeman, MT, and Beijing. Visit us at www.nrdc.org and follow us on Twitter @NRDC.

Dogwood Alliance is a nonprofit environmental organization based in the Southern United States that mobilizes diverse voices to protect Southern forests and communities from destructive industrial logging. The group's Our Forests Aren't Fuel campaign is part of an international coalition opposing industrial-scale forest biomass energy. Learn more at www.dogwoodalliance.org and follow us on Twitter @DogwoodAlliance.

For more than 30 years, the Southern Environmental Law Center has used the power of the law to champion the environment of the Southeast. With more than 80 attorneys and nine offices across the region, SELC is widely recognized as the Southeast's foremost environmental organization and regional leader. SELC works on a full range of environmental issues to protect our natural resources and the health and well-

being of all the people in our region.

www.SouthernEnvironment.org.

SCTPA Comments:

Okay... here we go again with these "environmental obstructionists" organizations attacking sustainable forestry and timber harvesting. Twenty years ago Dogwood Alliance got on their high horse about how chip mills would decimate all the forests in SC. They had a "Kum Bah Yah" rally in Columbia at the University law center. Foresters and loggers were going to cut all the trees and take the wood to the chips mills. Yada yada yada... Well guess what Dogwooders, we're still growing, managing, harvesting and reforesting SC and for that matter, the entire Southeast. These groups really don't care and get it about sustainable forests. They care about getting money and tugging at the heart strings and emotions of the public who has no knowledge of sustainable forestry. But that's what they do. But... I'll bet all of those folks use toilet paper.



TEAM SAFE TRUCKING SEMI-ANNUAL MEETING, TRAINING DAY AT ORANGE BEACH, ALABAMA

Register for TEAM Safe Trucking Fall Semi-Annual Meeting on Wednesday, September 25 at Perdido Beach Resort, Orange Beach, AL at:

<https://teamsafetrucking.com/events/team-safe-trucking-semi-annual-meeting-orange-beach-alabama>

Learn what State Associations, Mills, Timber Managers and Loggers are doing to implement Team Safe Trucking Training! Join in on discussions about topics that are impacting log truck drivers, their safety and training! We hope to see you there!

TEAM SAFE TRUCKING Training Day Announcement

Date: Tuesday, September 24, 2019

Location: Perdido Beach Resort, Orange Beach, Florida

Time: 8AM to 5PM

Registration Link:

<https://teamsafetrucking.com/events/training-day-orange-beach-alabama-perdido-beach-resort/>

Tentative Agenda for the day

- Accessing the TEAM Safe Trucking training using the TalentLMS App
- TEAM Safe Trucking Educational Sponsor Information Session
- Michelin Tire – Tire Inflation, Inspection, Rotation, Selection
- Defensive Driving – Ultimate Driving School
- Dash Camera/ELD's
- DOT Inspections – Brake Inspections to prevent DOT violations and Rollovers
- Working with your insurance company
- How to set-up a log truck driver training program in your state
- Module One Training
- Module Two Training
- Driver Fatigue – Ultimate Driving School
- How Logger Associations are using TEAM Safe Trucking training
- How to develop a Fleet Safety Program for your company

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or Jalisa Byas (803) 381-2198 to Get
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NEW Michelin & B. F. Goodrich Tire Discount Program

SC Timber Producers Association is proud to announce a New Member Benefit Program. SCTPA has partnered with Michelin and B. F. Goodrich (BFG) to offer ACTIVE dues paid members the opportunity to save money on tires through this program.

SCTPA President Crad Jaynes said, "SCTPA is pleased and proud to partner with Michelin North America to offer this valuable and cost saving opportunity for our members. Our members are always our first priority and when our association can provide a cost saving program like this, it is a "win" for everyone. I appreciate Michelin partnering with us in this program."

This program is available to ALL active dues paid members in all SCTPA member categories. Program is effective as June 1, 2019. Members are able to visit any local Michelin dealer. Program requires an application be completed and the use of a credit or debit card.

Member Process for SCTPA Michelin & BFG Tire Program

- 1) Contact SCTPA to receive active member number, membership period and member status (logger, wood dealer, etc.).
- 2) Must be an Active Dues Paid SCTPA Member.
- 3) Interested SCTPA members should reach out to your local Michelin Tire Dealer.
- 4) Complete the application and forward it to Jalisa Byas (Jalisa.byas@michelin.com) or Steve Wilt (Steve.wilt@michelin.com). Jalisa is the SC Representative and Steve is the Territory Manager. Application available from SCTPA. Write your SCTPA member number and member period on the application at the top left under Michelin logo. *Example: SCTPA ##### / 01-01-19/20*. Sign and send both the Application and Conditions of Sale pages.
- 5) Either Jalisa and/or Steve will verify active membership with SCTPA's Crad Jaynes.
- 6) Once application is verified, it will be sent to Michelin for approval.
- 7) Michelin will provide the customer with a Bill To and Ship To Number. At that time, the member will have to Register their account at **Michelinb2b.com** and upload the member's Credit or Debit Card.
- 8) Program available to ALL members registered as active dues paid SCTPA members.
- 9) Program available for Michelin and B.F. Goodrich tires. Tires available are Truck, Light Truck, Passenger Car & Agricultural, Industrial & Off Road Tires & Retreads.
- 10) Once a member is registered on **Michelinb2b.com**, member will have access to all their purchase reports and tire pricing.
- 11) Members can go to any Michelin dealer to purchase tires.
- 12) Tires cannot be ordered online or shipped to the customer. Must go through a Michelin dealer.

SCTPA is pleased to offer our members this tire discount program on the high quality tire products offered by Michelin Tire and B. F. Goodrich Tire. Should a member have any questions, feel free to contact SCTPA.

ALC & FRA Letter to Congress for Support of Safe Routes Act

Dear: <MEMBER of CONGRESS>

The undersigned forestry and forest product industry organizations strongly support enactment of the Safe Routes Act of 2019 (H.R. 2453/S. 1509), legislation that would allow trucks servicing our sector to access the safer Interstate Highway System at legal state road gross vehicle weight limits and configurations.

Currently, many states maintain gross vehicle weight limits on state roads that are slightly higher than the 80,000-pound weight limit imposed on federal interstates. This arrangement has created a scenario in which trucks fully loaded with logs, wood chips or biomass are forced to travel on small, secondary roads when a more direct route to their final destination is available on the interstate.

The safety implications of this situation are considerable. Instead of operating on the interstate highway where several lanes flow in one direction and roadways are engineered and constructed to handle volume, trucks are instead moving on narrow two-lane roads that traverse small towns and are punctuated with pedestrians, school cross walks, intersections, driveways, stop signs and traffic lights.

Consider the following:

- A nationwide study of fatal log truck crashes in the U.S. stated that the most common pre-crash event occurred when another vehicle traveled into a truck's lane from the opposite direction (Cole, 2019).
- In Maine, where a truck weight pilot program has been in place for several years, the safety data that has been collected is compelling. The pilot allows trucks loaded to 100,000 pounds to move off the state roads and access Maine's portion of the interstate highway system. Maine's Department of Transportation statistics show that truck accidents decreased 25 percent and the number of fatalities decreased by 37 percent after the pilot went into effect.

Due to the nature of our business and the remote locations where forestry operations are conducted, access to rail transportation is simply not an option. Trucks are our only means for transporting logs and other forest material to the mill site.

The Safe Routes Act is a common sense, modest proposal that would simply allow truck operators the option of taking the safest, most direct route from the harvesting site to the forest product facility. The legislation is narrow in scope in that it applies only to trucks carrying raw forest material—logs, chips and biomass. It also includes a 150-mile cap on the number of miles a truck operator may travel on the interstate highway system.

In short, we believe this proposal is a sensible approach to making the movement of raw material from the forests safer and more efficient.

For these reasons, the undersigned organizations respectfully request you to consider cosponsoring the Safe Routes Act of 2019.

SCTPA is a signatory to the ALC / FRA letter to Congress.

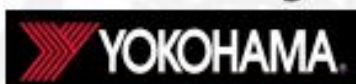


SCTPA Comments: *The Safe Routes Act of 2019 is a very important piece of legislation for the timber harvesting and timber transportation industries. Take a few moments and let your SC House of Representative member and both SC Senators know you want them to be a co-sponsor and supporter of the Safe Routes Act. Hearing from South Carolina's loggers and timber truckers is important to moving this legislation forward in both houses.*

\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

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



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Mark Your Calendar

July 2019

18 Wood Magic Steering Committee Meeting, 10:00 a.m., Forestry Assoc. of SC
25 - 27 American Loggers Council Summer Board of Directors meeting, Portland, OR

August 2019

22 SCTPA Board of Directors Meeting, 10:00 a.m., SC Forestry Commission Headquarters, Columbia

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

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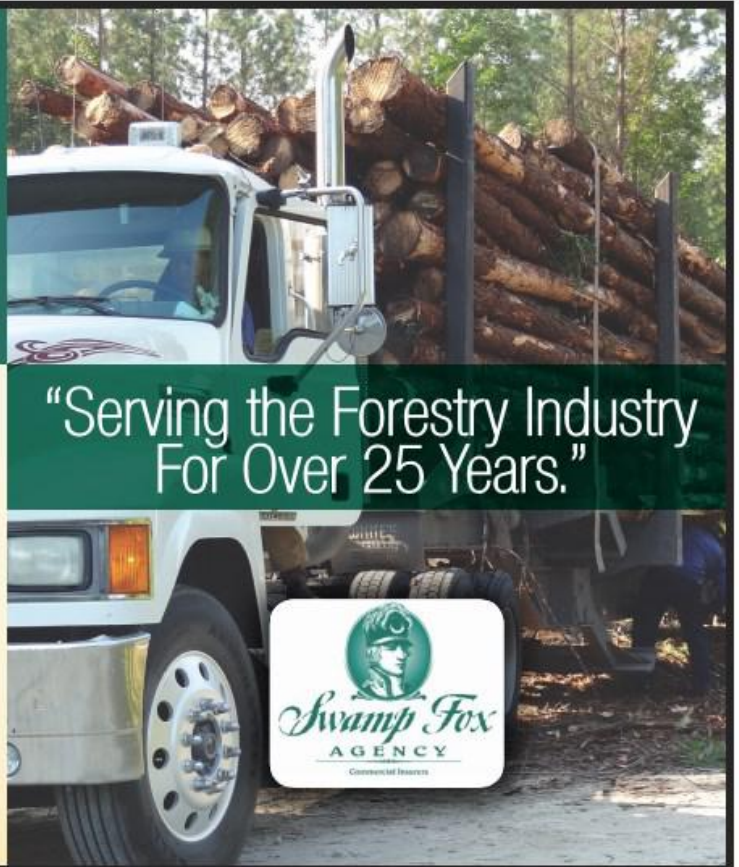
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Our Mission

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