



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

**JULY/AUGUST 2019**



## WESTERN STAR HOSTS ALC SUMMER BOARD MEETING IN PORTLAND, OREGON

**W**estern Star Trucks recognizes "time is money" for every logger. For over 50 years, the company has built their heavy duty trucks by hand, one at a time, to ensure every truck is built to last on mountainous logging operations. Western Star also has a long history of supporting America's logging industry, and this year hosted the American Loggers Council Summer Board Meeting in Portland, Oregon.

ALC members had the opportunity to tour the Western Star assembly line and view the latest truck technology the company is developing to improve safety systems and other features that help meet the unique needs of loggers and truck operators working in the woods. ALC members visited the company's Product Validation Engineering facility to experience how the company tests their trucks and new technology, and stepped inside the company's innovative wind tunnel that is used to improve the fuel efficiency of their trucks.

ALC members also had the opportunity to tour Daimler North America corporate headquarters, where they discussed the latest industry trends with Western Star President David Carson and his top marketing and product development staff. ALC Exec-



utive Vice President Daniel Dructor thanked Western Star leadership for their support for the ALC, which is made up of a coalition of state and regional logging associations and councils. ALC represents more than 30 states across the U.S.

"Western Star has long supported the ALC and has served as an important partner to our organization," Dructor said. "We also appreciate their leadership in the logging and trucking sectors, and thank David Carson and especially Vice President of Sales Peter Arrigoni and Marissa Lewis for organizing this informative trip to the Western Star Truck Manufacturing Plant and the Daimler North America corporate headquarters."

The ALC held its board meeting on July 27 as the council continues to grow as the national voice for professional timber harvesters. The board discussed its key goals and priorities, including efforts to attract more workers to the logging industry, make the

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industry safer, increase federal timber sales and reform federal transportation regulations. The ALC continues to work on passing its legislative priorities through Congress, including the bipartisan Future Logging Careers, which allows 16- and 17-year-olds in family logging businesses to gain hands-on training in mechanized timber harvesting. It is also working to pass the bipartisan Safe Routes Act, which would enable more log trucks to utilize federal interstates when they offer a safer alternative to using local roads.

The council also discussed its affiliated ALC Master Logger Certification and TEAM Safe trucking program. The board advanced its strategic planning process as the organization continues to grow in membership and seeks to enhance its effectiveness on issues affecting loggers.

"The ALC has established itself as the only organization solely serving the interests of independent contract loggers," Dructor said. "There are many challenges facing our industry, but many opportunities as wood products are increasingly recognized for their sustainability and renewability, and as more wood markets are created. We are 'loggers working for loggers' and the future of our association is bright."



## REGISTER FOR THE AMERICAN LOGGERS COUNCIL 25TH ANNUAL MEETING

Join us for the American Loggers Council 25th Annual Meeting September 26-28, 2019 at 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 sur-

roundings, enjoy the scenery along the Gulf Coast shoreline, and find out why we are proud to call Alabama our home.

Chris Potts  
President – American Loggers Council



\*\*\* Click American Loggers Council website  
<http://www.amloggers.com/news/register-american-loggers-council-25th-annual-meeting/>  
for registration packet, including current agenda and lodging details \*\*\*

You can now pay on-line, via PayPal by clicking to our web site. If paying on-line, please complete and email us your completed registration form so we have accurate headcounts for each event.



## 21ST SCTPA ANNUAL MEETING

SCTPA is excited about our 21<sup>st</sup> Annual Meeting to be held February 7 – 9, 2020 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, 3200 South Ocean Boulevard, Myrtle Beach.

Our 2019 meeting welcomed a crowd of over 400 attendees, 29 inside exhibitors and outside exhibitors with trucks and equipment and outstanding speakers.

Rooms connected to the conference center are all double queen beds equipped with a full size refrigerator-freezer and two sinks and one inside bathroom. Rooms with king bed along with one and two bedroom suites are also available.

The Conference Center is impressive with plenty of exhibitor and meeting room space. SCTPA will utilize the second and third floors.

The second floor will be used for registration desk, exhibitors and speaker presentations. The third floor will be used for the Friday night reception with food and entertainment, Saturday breakfast and lunch and Sunday's prayer breakfast. The third floor has a panoramic view of the beach and Atlantic Ocean. The registration building in the middle of the property with a full service restaurant and bar with a deli located on the end of the building.

The usual flow of events will be scheduled. We've made arrangements with DoubleTree Resort to again utilize parking areas for outside exhibitors with equipment, trucks and trailers.

Room rates are shown below. Early room reservations are the best to get the best available rooms. Room accommodations are in the Live Oaks tower adjacent to the conference center and Palmetto tower located across the property.

For SCTPA Room Block Rates, the "Cut Off Date" is Monday, January 6, 2020. Room reservations made for the annual meeting after January 6<sup>th</sup> will be at the normal DoubleTree Resort rates.

Meeting preparations and speakers have been invited and confirmed. We are excited to have SC Secretary of Transportation Director Christy Hall, SC DOT, speak at our Saturday luncheon about the status of SC roads and bridges and the improvements for safety, road resurfacing and bridge replacements currently occurring around the state.

Attorney Travis Wheeler of Nexsen Pruet, LLC law firm, Columbia, will speak about "What Is Antitrust Really? Most people in our industry hear and know something about antitrust, but is there really an understanding of antitrust. Travis will go over antitrust and speak to the seriousness of the federal law.

David Cook, SCDOT State Road Maintenance Director, will speak to what are state Encroachment Permits and why it is needed when your operation has to cross state owned road right-of-way. He'll show what the requirements are and how to maintain the right-of-way for drainage features, entrance construction and more.

Our Silent Auction will be back and our big prize drawings for a Honda ATV or perhaps another Honda model, Honda generator and three night four day stay at DoubleTree Resort.

We'll have a rifle or shot gun drawing again. The gun has not been decided on at this time. But it'll be a very nice prize.

The SFI Trained Update DVD session will be conducted by our SC Forestry Commission BMP foresters on Saturday afternoon to attain your SFI Trained status for the July 1, 2019 until June 30, 2020 period.

Annual meeting packages will be mailed early October to all members. Meeting registration and information will be posted to our website and on our Facebook page.

We are excited and look forward to our 21st SCTPA Annual Meeting. Go ahead and mark your calendar to attend our 2020 annual meeting. Tell others who may not be members about our 2020 annual meeting and urge them to join us.

### 2020 SCTPA Annual Meeting DoubleTree Resort by Hilton Myrtle Beach Oceanfront Room Rates SCTPA Room Block Code - TPM

Room Type	Single Rate	Double Rate
	\$	\$
Deluxe Room	92	92
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.*

## U.S. LOGGING EMPLOYMENT OVER 15 YEARS



Posted on July 26, 2019  
Shawn Baker, Forisk Consulting

*This is the third in a series related to Forisk's Q3 2019 forest industry analysis and forecasts for the United States and Canada.*

Everyone can relate to the sensation of barely recognizing an old friend you've run into at a reunion or in a chance encounter. Losing weight, gaining weight, new hair, or no hair, the passage of time affects us all. Barring some unfortunate accident (or your acquaintance being a Gallifreyan), what we're seeing as a radical change is merely the accumulation of years of small changes. Seeing someone at the start and end of a long period of time emphasizes all the little changes. But each of those minor changes has a story behind it as well. It helps sometimes to understand the story.

Forisk examines employment trends quarterly to find areas where logging capacity may be out of sync with the forest industry. Since the Recession, employment has been comparatively stagnant compared to the years leading up to the Recession, while the industry has been growing. Yet when you compare employment pre-Recession to today, the scale of the change is substantial (Figure).

Between 2004 and 2018, total employment in logging dropped by 25%. Almost all of that decline

happened between 2004 and 2010. While there was a slight rebound in national employment since 2010, average logging employment in 2017 and 2018 was as low as ever recorded (logging employment dropped by a further 25% between 1990 and 2004). We've noted before the tremendous impact of mechanization on logging productivity, which has enabled the U.S. to maintain a similar harvest level despite drastic declines in employment. The changes in the scale and distribution of the logging industry highlight this. For much of the country, the level of employment simply declines over time. Shifts, such as they occur, are largely in smaller markets such as southern Indiana. Fairly drastic reductions occur in Appalachia and the Inland West, where the Recession's impact is rapid and severe.

When the employment map reverts from 2018 to 2004, many counties across the country become a darker shade of red. That reddening represents thousands of people who were logging just 15 years ago. Every year, the map changes as businesses close and new ones open. Today the logging industry has far fewer loggers each producing more wood than 15 years ago. It is certainly recognizable as the same industry, but far leaner.

Forisk allocates county-level employment to adjacent counties to represent contractor availability across larger areas and identify areas of higher employment density.





## Success starts at home



By Danny Dructor

**T**he American Loggers Council is described as “loggers working for loggers.” The forest products industry is very broad and diverse in our country, ranging from forest land owners to manufacturers. The ALC works to promote and strengthen the whole industry. However at the end of the day, we are the only organization that focuses on supporting the needs and interests of professional timber harvesters. As loggers, we must stand up, speak out and support each other, because nobody else will.

“Loggers working for loggers” is a constant theme of our “As We See It” columns not only because it defines who we are, but how we as loggers can be most effective. The strength of our organizations is our members- our 30 state and regional logging association members and our individual members. The ALC is at its best when everyone works as a well-oiled machine to achieve a shared goal, whether it’s passing legislation, promoting professional logging standards, or improving safety for log truck operators. When one part isn’t working, the machine tends to break down. And when loggers are active at the grassroots level, there’s nothing that we can’t accomplish.

I was reminded of this in June, when individual loggers and log truck drivers organized themselves as “Timber Unity” at the end of the Oregon legislative session. Concerned about proposed “cap and trade” legislation, these individuals got together on Facebook and put together demonstrations at the State Capitol unlike anyone in Salem had ever seen. Its third demonstration, consisting of hundreds of log trucks, attracted thousands of people in the timber industry to make their voices heard. Timber Unity was successful in helping to defeat this harmful legislation, which as a top priority of the state’s governor and legislative leaders.

These loggers and log truck drivers didn’t show up be-

cause they were called upon by the Associated Oregon Loggers (AOL), our member association representing over a thousand logging companies. They showed up because they got informed-- thanks to AOL’s efforts to educate them-- about how this legislation would affect them, and were passionate enough to put their work and businesses aside to go to the Capitol and make a difference. It is an example of how our industry is stronger when an association, with its professional staff and lobby team, is supplemented by an organic and truly-authentic grassroots effort of people supporting each other.

The ALC was launched 25 years ago when a group of loggers decided we needed a strong, consistent presence in order to impact issues on a national level. As a trade association, we are stronger than ever. But an association itself cannot solve all the problems facing an industry. It requires commitment by individuals to get educated and to take the time to contact their legislators, attend the meetings and ultimately influence the decisions.

ALC and its association members will continue to travel to Washington DC to work on our shared priorities. Yet success for our industry always starts at home, at the grassroots level, of individuals taking responsibility for themselves to get involved and make things happen. That’s the true definition of “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](mailto:americanlogger@aol.com), or visit our website at [www.amloggers.com](http://www.amloggers.com).*

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americanloggerscouncil Layne Smith, Yaak, Montana  
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July 6



We're please to announce that ALC is now on Instagram. Follow us at  
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## The State of the American Loggers



By Danny Dructor

**T**his year the American Loggers Council celebrates its 25th Anniversary. Over the past quarter century, we have overcome significant challenges and today we have become recognized as the premier organization representing the independent logging contractors. We have gained respect not only from our peers in the industry, but the policy makers who make the decisions in Washington that will have an impact on all of our logging businesses.

Since 2011, the ALC has embarked on a comprehensive strategic planning process that has continually helped us define who we are as an organization, where we are, and where we should be headed. The following is a review of our recent accomplishments as a result of this effort:

**The state of the American Loggers Council is strong, but we're always working to do better.**

- The ALC has met or exceeded yearly targets for new memberships and sponsorships, and we continue to work on recruiting new voting memberships.
- The ALC continues to develop programs that benefit not only our membership, but those sponsors who have supported us over the years. Examples include the rebate programs being offered from Peterbilt and Western Star and the ongoing development of a survey that all of our sponsors should find of value.
- We have established a new ALC advisory subcommittee to encourage more participation and engagement among our sponsors, which gives our sponsors more opportunities to better understand their markets and logging business trends.
- The ALC has sponsored programs and established new partnerships to serve the logging profession, such as Team SAFE Trucking and ALC Master Logger Certifica-

tion to improve log truck safety and professional logging standards, respectively.

- Thanks to our members and sponsors, the ALC's finances have grown and become stable to allow the association to remain responsive to timely issues and actions. In recent years, the ALC has maintained reserves, though new funding sources will be required to ensure we can continue to support all our programs.

**Advocacy: The ALC has increased its advocacy efforts on issues important to loggers, becoming an active participant on Capitol Hill, and working with both Republicans and Democrats.**

- Attendance for the ALC's annual Washington DC Fly-in continues to increase, with 81 attendees in 2019.
- We recognize the importance of working across the aisle, and secured bipartisan, bicameral sponsors for key legislative priorities including the Safe Routes Act and the Future Careers in Logging Act.
- ALC members actively engage with the Federal Motor Carrier Safety Administration, the U.S. Department of Agriculture, and the U.S. Department of the Interior.
- The ALC is an active member of the Federal Timber Purchasers Committee and is partnering with the U.S. Forest Service on its forest products modernization efforts to better meet the needs of loggers.
- To support our advocacy efforts, the ALC has partnered with Healthy Forests, Healthy Communities to enable loggers to contact their congressional representatives with a couple clicks.

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**Communications and outreach: The ALC is reaching more people to promote our organization, get more loggers engaged on the issues, and to support our sponsors.**

- Our Facebook page now has over 90,000 followers, reaching 300,000 Facebook users per month on average.
- We have launched an Instagram page to reach more people on the fastest-growing social media platform.
- The ALC distributes a monthly electronic newsletter, featuring our regular "As We See It" column that is published in major industry publications.
- We have increased our presence in the news media through the distribution of press releases that have been picked up by

the Associated Press and hundreds of newspapers across the nation.

- The ALC has increased its grassroots outreach by appearing in logging shows and conferences throughout the nation, including the Oregon Logging Conference, Loggers Expo in Bangor, ME, Loggers Plus Expo in Bloomsburg, PA, Sierra Cascade Logging Conference in Anderson, CA and others.

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## Timber Theft: A Real Problem

By Aaron Gilland, Dendro Resource Management

In January 2019, two men cut down a 100-year old maple tree on the private property of Ted Hunter, who lives near Lake Leland, Washington. They wanted to sell the quilted maple from the tree for guitar backs.

Maple and cedar theft is not uncommon in the area. But that was not the whole story. This theft grew into a much bigger case than one tree. In June 2019, Joseph Frantz, a 47-year old wood thief, was sentenced to 10 years in prison for leading a criminal organization and trafficking timber when he stole \$55,000 worth of high value timber from state property.

Dave Richards, a timber appraiser for the Department of Natural Resources, who testified at the hearing, said this was "by far the most extensive timber theft I've ever seen." This theft was unique in that Frantz targeted specific types of trees that would bring the greatest cash, picking and choosing the most valuable. Many of the trees were off limits to harvesting on DNR land since they are not only very old but were needed to protect water quality in streams.

This case was also noticeable since his family had a legitimate wood business and he could have made a good living working that business. Instead, in an effort to support his drug addiction, he chose to organize a sizable and sophisticated operation to systematically target tree theft over a period of several months. Since Frantz was organizing the crimes, the state was able to charge him with leading organized crime, the state's version of the federal Racketeer Influenced and Corrupt Organizations Act. Although Frantz was organizing the crimes, there are still suspects out there who worked for him.

This case is just a small window into a global trend of the theft of ancient trees and burls. Worldwide, these thefts are being compared to the theft of elephant tusks and other poaching of valuable natural resources. Unfortunately, unlike the small time operation of Frantz from this article, some of the thefts are large organized crime syndicates that operate on a worldwide basis with the power and influence to hide their operations from detection. As this trend continues, timber security will take on a whole new dimension and definitely new challenges.



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# TIMBER THEFT ... A WORLD-WIDE PROBLEM

According to an article in Smithsonian.com ancient trees are disappearing from protected national forests around the world. It has grown into an estimated \$100 billion market for stolen wood in the US alone.

Globally, poached trees are estimated to be worth somewhere between \$30 and \$100 million.

In a case in Canada, an 800-year old cedar tree was stolen from the Carmanah Walbran Provincial Park. The cedar was one of the crown jewels of the park, fifty meters tall having a trunk three meters in circumference. The park is firmly rooted, filled with Sitka spruce and cedar that tower above the floor. The trees are an integral part of the forest ecosystem, but lately these living ecosystems have been disappearing. Forest investigators have investigated cases of more than 100 trees stolen at once.

In 2014, California's Redwood National State Park suffered a loss from burl poaching. Overall, they identified 18 known cases over one year. Burl poachers are often called "midnight burlers" since they can come in quickly and carve out the valuable large, knotted tumors from the base and spine of a tree. Large slabs of burl can fetch thousands of dollars. The theft and the illegal sale are generally nighttime or hidden activities. One furniture manufacturer estimated that a heavy stump with a burl could retail for upwards of \$3000.

According to a 2012 report by the United Nations Environmental Program (UNEP) and Interpol, it is estimated that somewhere between 15 and 30 percent of the global timber trade is conducted through the black market and linked to organized crime - those same groups that trade weapons or humans. With timber as part of their operation, these groups profit from the immense value of ancient nature.

At their annual conferences between Interpol and UNEP, elephant poaching and timber theft have been the focus of the discussions. Both are natural resources that are valued for their scarcity and beauty and take decades to grow.



## Four main factors make timber theft so appealing:

- The Pay-off is huge. One massive old growth cedar can fetch close to \$20,000 making red cedar a valued target for thieves. In 2014, there were 18 cases of thieves hacking out chunks of burl from 1000-year-old California redwoods.
- The theft is low risk. Many of the cases are discovered by accident, generally by a hiker who stumbles across the scene. There is no real security for the vast forests. The areas are remote. Park wardens are too few and too far between. Few government groups are equipped to effectively combat a global trade of this magnitude. Even if discovered, it is difficult to prove the case or even bring the culprits in for questioning as the discoverers were unprepared for the encounter.
- No one bothers. Globalized trade makes it difficult to determine which wood is stolen and which is legitimate for making furniture and other wood products. And once cut stolen wood is pretty indistinguishable from legitimately cut wood.
- It is difficult to get evidence after the fact. Some forensic processes designed to catch timber thieves, such as studying chainsaw marks like you would a ballistic analysis on a gun, still requires that you first find the chain saw. Oftentimes that only happens when criminals are caught and jailed for other crimes.

## Fingerprinting the Forest

To track down timber thieves, researchers are supplementing traditional tried-and-true technology with new techniques. Dendrology, the study of a tree's scientific taxonomy, is used in the emerging field of "forest forensics" to match intercepted wood with the stumps left at the scene of the crime. The Wilson Wood Collection, housed at the Smithsonian's National Museum of Natural History. This collection is being used to create a global database of thousands of tree chemical "footprints" that can help customs agents and law enforcement track endangered and trafficked wood.

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Furthermore, wood dating is being developed to determine when the theft occurred.

Advancements in tree DNA science can make it easier to determine the "fingerprints" of trees. By studying wood fibers under a microscope, experts can determine genus and species and even trace back that genetic footprint from the tree to where it was harvested.

Utilizing the preventative aspects of traditional crime investigations can be useful, but still difficult. Consequently, most research focuses on prevention. By studying tree and burl poaching tied to the scene of the crime, researchers hope to be able to predict the most vulnerable situations.

For instance, in the case of burl, they found that most poaching was likely to occur in areas that had more accessible redwood targets and were in close proximity to burl shops. Instead of taking place at night in remote areas, most poaching took place less than 400 feet from a road. Furthermore, they discovered that vandalized trees were often clustered near each other. That information helps park officials know where to focus their energy....along park roads.

Studies outline a number of recommendations for park rangers, known as "situational crime preven-

tion." In doing this, rangers attempt to prevent crimes rather than solve them and change the situation and not the criminals. By utilizing CCTV and license plate imaging at park gates, they can compare inbound and outbound traffic to ID the criminals.

Others identify valuable trees that fit the criteria for "at risk" theft and mark them somehow.

An additional strategy is to ensure that burl shops and mills copy the photo identification of all sellers and allow the police to check those IDs when a crime is committed.

As tree theft continues to grow tree researchers will continue to seek ways to thwart them.

Sources:

"Maple thief gets 10 years" by Lily Haight, Leader. Posted Wednesday, June 26, 2019. [lhait@ptleader.com](mailto:lhait@ptleader.com).

"How Thousand-Year-Old Trees Became the New Ivory" by Lyndsie Bourgon, Smithsonian.com May 22, 2017. Courtesy Torrance Coste.

"How Forest Forensics Could Prevent the Theft of Ancient Trees" by Lyndsie Bourgon, Smithsonian.com September 6, 2017.

## HURRICANE PREPAREDNESS



By Tim O'Hara, Forest Resources Association  
Government Affairs and Lake States  
Manager

**H**urricane season is here. The damage these powerful storms can cause to forestland is immense, and recent in our memories due to the devastation caused by Hurricanes Florence and Michael last year. More than \$2 billion in timber loss was caused by Hurricane Michael alone. Everyone's top priority in these catastrophic events is safety. In their aftermath, loggers and the forest products industry are the best resources to clear forest access roads, salvage timber, and begin the renewal of the forestland.

Last year, Congress recognized that forests damaged by hurricanes need to be renewed. This means clearing downed timber, site preparation, and planting. The disaster relief bill passed by Congress, which FRA and many other associations worked to advance, provided landowners with financial aid for

debris removal, reforestation, fuel reduction, and recovery of the lost timber value. This was the first disaster relief bill to provide recovery of lost timber value to landowners.

In the past, FRA published a Technical Release that outlined the necessary steps foresters and landowners can take to prepare for a hurricane. FRA is sharing this release in this week's Woods-to-Mill post. This TR will assist land managers in safely preparing a job site for a hurricane event.

Although it is difficult to predict exactly where and when a hurricane will hit, being prepared is critical to safely navigating through the damage a hurricane can cause. FRA staff hopes you find the information provided in the "Preparing your Jobsite or Facility for A Hurricane" Technical Release valuable. I leave you with two quotes to ponder:

"It's tough to make predictions, especially about the future."—Yogi Berra

"Before anything else preparation is the key to success."—Alexander Graham Bell

# 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.





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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**

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## REMINDERS FOR HURRICANE SEASON

**H**urricane season is upon us in South Carolina and as of this article Hurricane Dorian is looking to be headed for the Palmetto State's coastal plain and eastern North Carolina. Here's some reminders regarding Best Management Practices (BMP) for timber harvesting operations.



Hurricanes normally generate heavy rain fall in the most impacted areas and of course high winds. Even on the outer edges of a hurricane, there is the potential for rainfall and wind activities.

Remember it may be necessary to perform additional Best Management Practices on logging jobsites as warranted to limit the potential of water backing-up, flooding, soil erosion and other potential water quality impacts. Remember... have a plan and execute the plan.

### Before the storm...

- Remove all temporary stream and ditch crossings, especially 'brush' or 'pole' crossings.
- Remove logging debris in a stream or ditch, even if not currently causing an obstruction.
- Clear-out culvert pipe inlets and outlets. If possible, remove any un-necessary culvert.
- Immediately cease constructing new roads, blading-in new skid trails, re-grading of roads; or mechanical site-prep that exposes soil. The freshly exposed bare soil will not have time to stabilize before the rains.
- Apply, crush, and work-in a thick layer of branches, treetops, limbs, and logging slash atop of sloping sections of skid trails, approaches to stream crossings, and atop of log decks. Cover exposed soil to reduce sedimentation risk.
- Retain an extra-wide SMZ stream buffer along waterways, to account for potential floodwaters, and reduce sedimentation.
- Remove all oil, fuel, lube, and other petroleum containers off-site.
- Remove portable bridges and road mats, so they do not get swept away. The bridges or bridge mats may be needed after the storm if public roads are washed out.
- Move logging equipment to higher ground that can be accessed from a major roadway and not get stranded by floodwaters.

### After the storm passes...

- Obtain guidance from the SC Forestry Commission BMP area foresters before attempting to salvage damaged timber from potential water quality impact areas.
- If you observe significant areas of wind-damaged timber, please notify the SC Forestry Commission area office to aid the Commission's preparation of any overall storm damage assessment that may be needed.

BMP's have shown to be effective, even in extreme conditions -- but they must be applied more often, more robustly, and maintained more often. The SC Forestry Commission Best Management Practices area foresters are available to provide assistance and can work with your operation within the SC BMP bounds to assist and provide an opportunity to mitigate and avoid any non-compliance issue that may result from a storm's impact.

## #BUSTED

It's not uncommon to hear myths about how digital is better for the environment than print. But is it? It's time to set the record straight and bust some myths.



- According to the U.S. Environmental Protection Agency, paper is the most recovered of all recycled products (63.5%), outpacing metals (34.5%), glass (25.5%) and plastics (7.1%)
- The World Resources Institute notes that the global printing and paper industry only accounts for 1% of all carbon dioxide emissions.
- In 2008, antivirus company McAfee conducted a study that indicated 33 billion kilowatt-hours of electricity were wasted worldwide on the sending and receiving of spam emails.
- Sixty-two trillion spam emails equate to cumulative emissions of approximately 17 mil-

lion metric tons of carbon dioxide.

- The forest products industry is a leader in the production of renewable energy, with more than 65% of the on-site energy needed to produce paper products derived from carbon-neutral biomass. (American Forest & Paper Association)
- There are 20% more trees in the U.S. today than there were on the first Earth Day celebration in 1970. (American Forest & Paper Association)
- The paper industry has a number of respected certification schemes ensuring the paper you use has come from a sustainable forest source. (paperage.com)

When you choose to put your message in print you're helping continue sustainability practices that will ensure a healthy environment for generations.

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*Reprinted from Pine Press Printing's Business Forum newsletter, Lexington, SC.*

## FLATBED CARRIER SEES 91% REDUCTION IN INSURANCE LOSS RATIOS

August 21, 2019 • by WT Staff Share with FacebookShare with TwitterShare with LinkedInShare by Email

**S**martDrive 360 allows fleets to trigger up to four cameras simultaneously for maximum insight to risk. Fleets are realizing big savings and reduced incidents.

SmartDrive 360 allows fleets to trigger up to four cameras simultaneously for maximum insight to risk. Fleets are realizing big savings and reduced incidents.

SmartDrive Systems, a provider of video-based safety and transportation intelligence, announced that specialized flatbed Leavitt's Freight Service has achieved significant results with the SmartDrive program in the first 12 months of full deployment. Leavitt's outfitted its fleet with both SmartDrive 360 and Extended Recording to identify and capture high-risk driving maneuvers and enable more effective coaching to improve safety and operational efficiency. As a result of adopting the SmartDrive program, Leavitt's experienced:



88% improvement in its SmartDrive Safety Score.

10% improvement in preventable crash rate per million miles driven.

11 driver exonerations.

Lowest annual loss ratio in company history.



- Photo: Leavitt's Freight Service

"SmartDrive has further ingrained safety into our company culture and the results have validated it," stated Billy Dover, senior risk manager at Leavitt's. "Prior to

*(Continued on page 19)*

*(Continued from page 18)*

SmartDrive, we were paying out on claims where we knew we should have been exonerated. During the past 12 months, our loss ratio has been roughly 11%, as compared to 55% over the prior four years — this is phenomenal.”

Part of Central Oregon Truck Company, a Daseke, Inc. operating company, Leavitt’s flatbed trailers transport utility poles and other long loads. Founded in 1958, the company serves customers across the continental U.S. and most Canadian provinces. The decision to adopt video-based safety was driven by Leavitt’s philosophy that driver safety is paramount.

Leavitt’s selection process included a pilot phase in which the SmartDrive program was evaluated head-to-head with another provider’s offering. Company leadership ultimately valued the SmartDrive team’s technology platform, attention to detail, and award-winning customer support that went beyond the initial pilot and into installation and deployment, according to the fleet.

“We quickly came to appreciate SmartDrive 360 with Extended Recording as it captured incidents other providers did not. As a result, we’ve already seen a decrease in our preventable crash frequency per million miles,” Dover added. “The SmartDrive platform has proven invaluable to pinpointing driving behavior deficiencies, which allows us to constructively coach our drivers and support ongoing safety improvement. We coach 100% of coachable events daily, and the

SmartDrive coaching workflow makes it easy, even when drivers are on the road.”

SmartDrive 360 allows fleets to trigger up to four cameras simultaneously for maximum insight to risk. The Extended Recording option offers even more protection, and is ideal for low-impact collisions, compliance and security incidents.

“Long-load carriers have their own set of unique safety challenges, which makes it even more important for fleet managers to understand what drivers are encountering on the road in order to reduce incidents and costs,” said Steve Mitgang, SmartDrive CEO. “Leavitt’s is a pioneer within the trucking industry, and we are honored to provide an extra level of protection to the fleet’s drivers, which is already improving its bottom line.”

The Leavitt’s team also cited the value of the SmartDrive managed service as an important factor in its decision. The managed service alleviates the heavy lifting for the fleet, ensuring safety managers are focusing on the highest-priority events and serving up tangible evidence to coach drivers and help them improve.

“All the telematics in the world do you no good until you can show a driver what he or she is doing is wrong. Our results have proven hugely beneficial,” Dover noted. “SmartDrive is an essential tool. Fleets that don’t have it are missing an opportunity to protect their drivers and the motoring public.”

## Master Loggers Help Clear Storm Damage in Northern Wisconsin

**W**isconsin loggers care about their communities. This was demonstrated after a severe storm downed tens of thousands of trees in late July.

Members of the Great Lakes Timber Professionals Association quickly responded to calls to help reopen roads, as well as to assist public and private landowners with cleanup efforts.

Certified Master Loggers, including Aaron Burmeister, Matt Jensen, Wild Rivers Forestry Inc. and others received well-deserved media coverage for assisting recovery efforts, and showing how the clean up and salvage efforts would be done correctly and safely--both in the immediate aftermath and for future regeneration.

In his interview with WJFW, Matt Jensen (photo left) acknowledged the reward in serving his community:

"I had several people literally stop you, get out, make you stop the machine, and you're kind of irritated at first," he said. "But all they want to do is stop and verbally say 'thank you.' That, to me, is pretty neat."

The American Loggers Council salutes and thanks all of the loggers who set aside their businesses to help their communities during this difficult time.





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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](mailto: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](mailto: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](mailto:susan.phan@daimler.com).

# RHETORIC IS NOT SCIENCE

By Ewell Smith

It's important we keep this mantra in mind when examining a recent op-ed in The Hill by Mary Anne Hitt, the director of the Sierra Club's Beyond Coal campaign, and Danna Smith, the executive director of Dogwood Alliance, attacking the forest products community, most notably biomass, with false allegations.

At some level, Hitt and Smith no doubt want to protect the planet and stop climate change, but their true goal of attacking the forest products industry stems from their need to fundraise for their organizations. It blinds them to the reality that biomass is a useful tool in the climate change challenge.

Here are the facts: wood biomass, produced by drying low-grade fiber into pellets, is used to replace high-polluting coal plants with a net-zero carbon form of energy. Replacing coal is the most important thing we can do to address climate change, and substituting wood pellets for coal reduces carbon emissions by up to 85 percent on a life cycle basis, according to researchers at the University of Illinois.

That's why the U. K. Committee on Climate Change called biomass among the "key components of strategies for mitigating climate change" just last year.

That's also why the latest report from the UN's Intergovernmental Panel on Climate Change (IPCC) cites bioenergy as a key part of the solution to climate change.

Wood biomass is a carbon neutral source of energy for two reasons. First, wood is already part of the natural carbon cycle, since it releases carbon dioxide when it decomposes. Second, the forest products community encourages forestland owners to invest in the forestry cycle, which ensures the sequestration of carbon out of the atmosphere.

The Dogwood Alliance rejects the clear science of the issue. Instead, they send amateur videographers to professionally managed forests, and claim that pictures of harvested trees are proof that

companies like Enviva are "destroying" the environment.

Never mind the fact that forest inventory has grown by 108 percent from 1953 to 2012, thanks in large part to the market created by the biomass and forest products industries, which strongly encourage landowners to plant more trees. They also never bother to revisit the same forest site in a year's time to see the restart of the forestry cycle. If activists really want to photograph permanent devastation, I would welcome them to film any

paved parking lot that was once home to an agricultural field or forest. Pavement is permanent!

Yes, forest management includes the harvesting of trees. It also involves planting trees, creating wildlife habitat with special plantings, protecting streams and rivers with buffers, and a myriad of other practices to ensure the health and productivity of the next forest. This productivity ensures private forestland owners, who own the overwhelming majority of forestland in the Southeastern United States, can generate enough income to continue to own their forests. Trees get tax bills too.

Earlier this year, Dogwood's Danna Smith penned an op-ed where she condemns all uses of forest products. She also believes that forestry undermines the strength of local economies.

Smith should ask the over 900,000 Americans who are employed in the forest products community how they feel about such claims. She should reach out to the generations of loggers who put their lives on the line every day, foresters and landowners on this matter. They'll tell her that the forest community creates good-paying jobs that are highly valued in these rural communities.

When activists are so zealously opposed to logging trees for any purpose whatsoever, it's no surprise they'd spread misleading arguments about wood biomass. But here's the thing: the truth does matter, and groups like the Dogwood Alliance owe the public more than spreading fear at the expense of the facts.

*Ewell Smith is the Executive Director of the Carolina Loggers Association, which represents North Carolina's professional loggers.*

**"Replacing coal is the most important thing we can do to address climate change. ..."**



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## FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION PUBLISHES HOURS OF SERVICE PROPOSAL TO IMPROVE SAFETY AND INCREASE FLEXIBILITY FOR COMMERCIAL DRIVERS



AUGUST 14, 2019; WASHINGTON – The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) today published a notice of proposed rulemaking (NPRM) on changes to hours of service (HOS) rules to increase safety on America’s roadways by updating existing regulations for commercial motor vehicle (CMV) drivers.

“This proposed rule seeks to enhance safety by giving America’s commercial drivers more flexibility while maintaining the safety limits on driving time,” said U.S. Transportation Secretary Elaine L. Chao.

“FMCSA wants drivers and all CMV stakeholders to share their thoughts and opinions on the proposed changes to hours of service rules that we are putting forward today. We listened directly to the concerns of drivers for rules that are safer and have more flexibility—and we have acted. We encourage everyone to review and comment on this proposal,” said FMCSA Administrator Raymond P. Martinez.

First adopted in 1937, FMCSA’s hours of service rules specify the permitted operating hours of commercial drivers. In 2018, FMCSA authored an Advanced Notice of Proposed Rulemaking (ANPRM) to receive public comment on portions of the HOS rules to alleviate unnecessary burdens placed on drivers while maintaining safety on our Nation’s highways and roads. In response, the Agency received more than 5,200 public comments.

Based on the detailed public comments, FMCSA’s proposed rule on hours of service offers five key revisions to the existing HOS rules:

§ The Agency proposes to increase safety and flexibility for the 30 minute break rule by tying the break requirement to eight hours of driving time without an interruption for at least 30 minutes, and allowing the break to be satisfied by a driver using on duty, not driving status, rather than off duty.

§ The Agency proposes to modify the sleeper-berth exception to allow drivers to split their required 10 hours off duty into two periods: one period of at least seven consecutive hours in the sleeper berth and the other period of not less than two consecutive hours, either off duty or in the sleeper berth. Neither period would count against the driver’s 14-hour driving window.

§ The Agency proposes to allow one off-duty break of at least 30 minutes, but not more than three hours, that would pause a truck driver’s 14-hour driving window, provided the driver takes 10 consecutive hours off-duty at the end of the work shift.

§ The Agency proposes to modify the adverse driving conditions exception by extending by two hours the maximum window during which driving is permitted.

§ The Agency proposes a change to the short-haul exception available to certain commercial drivers by lengthening the drivers’ maximum on-duty period from 12 to 14 hours and extending the distance limit within which the driver may operate from 100 air miles to 150 air miles.

FMCSA’s proposal is crafted to improve safety on the Nation’s roadways. The proposed rule would not increase driving time and would continue to prevent CMV operators from driving for more than eight consecutive hours without at least a 30-minute change in duty status.

In Addition, FMCSA’s proposed rule on hours of service regulations is estimated to provide \$274 million in savings for the U.S. economy and American consumers. The trucking industry is a key component to the national economy—employing more than seven million people and moves 70 percent of the nation’s domestic freight.

The public comment period will be open for 45 days. The Federal Register Notice, including how to submit comments, is available at: <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/regulations/hours-service/474821/nprmfile08-08-2019-131534.pdf>

**SCTPA Comments:** *The proposed revisions to the Driver Hours of Service will provide more flexibility for commercial truck drivers. The SC Intrastate Unmanufactured Forest Products (UFP) Trucking Regulations, implemented in 1997, for wood loads from a timber harvesting site to first market does not have hours of service regulations for Intrastate, within SC, trucking. There is a regulation for SC that can be used for hours of service for intrastate trucking for commercial drivers. However, most times this is not applied to UFP drivers traveling within the state. Now for those carriers of UFP that do cross state lines into Georgia and North Carolina for interstate commerce, driver hours of service are applicable. The proposed revision for short haul distances going from the 100-mile radius to the 150-mile radius is a positive move for interstate UFP trucking. SCTPA will submit comments to FMCSA regarding the proposed hours of service revisions.*

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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

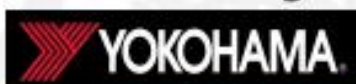
- 1) Contact SCTPA to receive active member number, membership period and member status (logger, wood dealer, etc.).
- 2) Must be an Active Dues Paid SCTPA Member.
- 3) Interested SCTPA members should reach out to your local Michelin Tire Dealer.
- 4) Complete the application and forward it to Jalisa Byas ([Jalisa.byas@michelin.com](mailto:Jalisa.byas@michelin.com)) or Steve Wilt ([Steve.wilt@michelin.com](mailto: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.

# \$100 NEVER TOOK YOU SO FAR.

## ...BREAKING NEWS...

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



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[www.SouthernLoggers.com](http://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

## September 2019

- 10 SC SFI State Implementation Committee Meeting, 10 a.m., Harbison Environmental Education Center, Columbia
- 18-19 Timber Operations Professional (TOP) 2-Day Classes, SC Forestry Commission Headquarters, 5500 Broad River Road, Columbia. Contact Guy Sabin, Forestry Association of SC, 803-798-4170, for Registration or Register Online [www.scforestry.org](http://www.scforestry.org)
- 26 – 28 American Loggers Council 2019 Annual Meeting, Perdido Beach Resort, Orange Beach, AL. For Information Visit [www.amloggers.com](http://www.amloggers.com)

## October 2019

- 8 – 11 Wood Magic Forest Fair, Clemson University Botanical Gardens, Clemson University Campus, Clemson
- 22 Newberry District Meeting, Farm Bureau Office, Newberry, 7 p.m.
- 24 SCTPA Board of Directors Meeting, 10 a.m., SC Forestry Commission Headquarters, Columbia
- 28 – 31 Wood Magic Forest Fair, Harbison State Forest, Columbia

## November 2019

- 1 Wood Magic Forest Fair, Harbison State Forest, Columbia

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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](http://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.

## 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

**Carey "Buster" Harrison**  
Low Country Forest Products, Inc.  
Round O  
Cell 843-908-0085

**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](mailto:bcjpaw@windstream.net)



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

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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.