



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

JANUARY/FEBRUARY/MARCH 2020



AS WE SEE IT ... MARCH 2020

AMERICAN LOGGERS COUNCIL



Shannon Jarvis
ALC President

By: Shannon Jarvis – ALC President

A heart felt thank you to the 580 logging professionals throughout the United States who took the time to complete the 1st ever American Loggers Council Logger Survey that began in November 2019 and concluded on December 31, 2019. The 34 questions that appeared in the survey were primarily designed by our many sponsors in an effort to help them, and us, better understand the current state of the industry and what we could all do better to represent those that are gainfully employed in this

profession that we call "logging." You have given us a glimpse of your needs to move forward with a successful operation as well as helped us all to rethink our priorities based on the issues that you believe are having the greatest impact on your ability to run your business. We will begin posting the results of 2 to 3 survey questions with the results per week on our social media (Facebook®) page, American Loggers Council, and ask that you

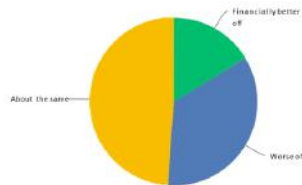
please provide comments on those results. A lot of the questions were cut-and-dry yes/no or A,B,C,D answer requests, but if you have further comments, we would like to hear from you. The American Loggers Council is currently setting priorities for the next several years and we want to make certain that

those priorities are aligned with those that we represent. While we can't do much about the price of diesel or weather-related downtime, working together we

can try and help implement change that will produce greater efficiencies and an improved operating environment for you, the professional logger and log hauler. Thank you for all of you that support the American Loggers Council, and we look forward to serving you for years to come. Shannon Jarvis is the current President of the American Loggers Council and owner of Jarvis Timber Company, LLC based in Potosi, Missouri.

Q1 We are interested in logger's financial health. Compared to a year ago, would you say that your operation today is:

Answered: 679 Skipped: 1



ANSWER CHOICES	RESPONSES	
Financially better off	16.23%	94
Worse off	34.89%	202
About the same	46.88%	283
TOTAL		679

Inside ...

As We See It ... March 2020	Cover
SCTPA 2020 Annual Meeting	3
FMCSA Waivers - COVID-19	8
DOT Guidance on Testing Regulations	10
The Future of Motor Carrier Insurance Coverage & Defense	15
Welcome New Members	16
Gene Collins Logger Activist Award	17
Drug & Alcohol Clearinghouse - 6 Things You Need to Know	22
ALC Letter to FMCSA	24
Annual Meeting Sponsors & Exhibitors	25
As We See It - January 2020	28
FFCRA Required Poster & Information	30-31
Tax Relief & COVID-19	32
Localized Wood Demand & Logging Capacity: Perspective Matters	35
Secretary Perdue Responds to ALC	40
SBA Paycheck Protection Program	42
SCDMV Update April 3, 2020	44
SCDMV Update #2 - Extensions	45
President's Coronavirus Guidelines	46
SCDOT Info on Licenses, Registrations & Temporary License Plates	47
How to Rein In Rising Insurance Costs	48
Letter to Senate Finance Committee	50
How Property Truck Property Taxes are Calculated	52
Mark Your Calendar	55

IMPORTANT MESSAGE FROM SCTPA

SCTPA hopes everyone is staying safe and doing your part to reduce and stop the COVID-19 Coronavirus spread by following the safe practices presented by President Trump and the Centers for Disease Control. We are living in a challenging environment now as the pandemic is impacting all walks of life and employments. Our economic system is facing difficult times now and ahead with businesses temporarily shuttered and others having to go out of business. SCTPA thanks our medical professionals, first responders, law enforcement and others who are the front line workers during these trying times. We as citizens of our state and nation will come through this historical and unprecedented time as stronger, more together and united for our nation.



SCTPA apologizes for the delay in getting this Timber Talk issue to publication and sent out. Due to the COVID-19 increase, the issue was delayed to be the January, February, March 2020 issue. As much information was releasing regarding many facets and impacts of the pandemic, the association concentrated on disseminating pertinent information having relevance to our logging, wood supply and transportation sectors on our SCTPA Facebook page and keeping up to date with all of the informational releases. Our printing was slowed due to the printing business having a reduced workforce to protect their employees as much as possible and revise their printing schedules. Again, our apology for the delay. A short April issue will be released to get back on track to have 6 issues this year.

Everyone be safe, stay well and take care... **LOG ON & TRUCK SAFE!!**

AMERICAN LOGGERS COUNCIL IS NOW ON INSTAGRAM!



americanloggerscouncil • Following



Liked by **ralphsaperstein** and **359 others**

americanloggerscouncil Layne Smith, Yaak, Montana
Closing up shop. #ALC #logging #logger... more

July 6



We're please to announce that ALC is now on Instagram. Follow us at
[@americanloggerscouncil](https://www.instagram.com/americanloggerscouncil) for great logging photos and more!

CHALLENGING ROADS INTO THE FUTURE!

SCTPA 2020 ANNUAL MEETING

First of all, thanks to everyone who attended our 2020 annual meeting as a sponsor, exhibitor, speaker, member and guest. The attendance was down somewhat and was expected due to the wet weather over the past year and challenges the timber harvesting and wood supply sectors have faced. Attendance did end up at about 395 people. So THANKS to everyone for your support.

We had twenty-eight exhibitors with booths inside the conference center and several outside exhibits in the parking lot areas for trucks, trailers and equipment. Several exhibitors who had inside and outside exhibitor space indicated, the meeting was productive as their company.

Friday, a SCTPA board of directors meeting was conducted with several guests attending who updated their companies as related to SCTPA. The board reviewed the annual meeting and discussed current issues impacting the logging and trucking sectors, legislative issues and other issues.

Friday evening's Welcome Reception was well attended and highlighted by an Elvis Presley impersonator singing with the No Holes Barred Band. This guy was really good and wore costume replicas worn by Elvis in concert.

Saturday's General Session kicked off with Attorneys Travis Wheeler and Dennis Lynch of Nexsen Pruet, LLC, Columbia doing a great job of helping everyone understand the seriousness of anti-trust laws. They presented different scenarios of anti-trust violations by acting out conversations by two business principals. We hear the term anti-trust and hear the statement. Now folks know this is serious business and a violation by intent, action

and/or violation are a federal offense.

David Cook, SC Department of Transportation Statewide Maintenance Director, presented the Temporary Logging Driveway Encroachment Permit. This will be an annual permit with SCDOT for users. An Encroachment Permit is required anytime the state maintained road right-of-way is to be crossed and used for getting into a tract and used for vehicle movement into and out of the tract, i.e. log trucks. The encroachment permit lets SCDOT know the location and if any construction is needed or required for the Temporary Logging Driveway. The individual SCDOT Encroachment Permit will still be available. The Annual Blanket Permit will allow for logging businesses to not have to apply for the individual location permit. The blanket permit includes some construction requirements such as 100-feet of rock or mats can be used. Culvert and pipe guidelines are included for drainage. Of course the proper signage must be used to caution the public that vehicles, log trucks, are entering and exiting the site. SCTPA and the Forestry Association of SC are assisting David with making some revisions.

Pete Stewart, President & CEO of Forest2Market spoke about the global, national and SC forest products markets, timber supply and logging. His presentation highlighted and as Pete said, "SC is in a very good position for the present and future for the forest products industry." His analyses of our state's position indicates the timber supply is good and our markets are available. He did note that as the logging industry has become more efficient in the woods, the ability to produce so much wood to the markets could squeeze some logging businesses and there may be some attrition in the sector over time.

Christy A. Hall, SC Secretary of Transportation

(Continued on page 4)



SCDOT's David Cook addresses Temporary Logging Driveway Encroachment Permit



Forest2Market's Pete Stewart addresses wood markets



Attorneys (l-r) Dennis Lynch & Travis Wheeler address anti-trust laws

(Continued from page 3)

tation SCDOT, was our luncheon speaker. She presented the SCDOT priorities for improving SC's Statewide Infrastructure.

SCDOT has been able to focus more on the state's maintained roads due to more funding being available because of the gas tax increase. The focus of SCDOT is to improve safety of the roads and for the motoring public traveling the roads, i.e. wider shoulders, removing hazards, adding guard rails, better signage, etc. Their other priorities are road improvements such as resurfacing and rebuilding and improving weight restricted bridges. Many, many bridges are structurally deficient now and that has led to more postings and created much re-routing of trucks. She also talked about going to an annual permit for primary roads and 30 day permit for secondary roads to transport 90,000 pounds GVW for unmanufactured forest products and agricultural products on state roads. SCTPA and the Forestry Association of SC are working with Christy and SCDOT on this permit.

Rick Qualiarioli representing the Forestry Insurance Company of the Southeast reviewed the captive insurance company's performance and described the success the captive was having for its insured clients and investors. The captive insurance company services its insureds more than any regular insurance carrier by providing driver training, on board cameras, safety meetings, truck driver text messages for driving safety and more. The captive insurance company has proven its success for insuring General Liability and Auto Liability.

Thanks to all our speakers for providing valuable information for the annual meeting attendees. These speakers really made a great impact and we thank them again for the presentations.

In the business session Larry Godwin, Sheheen, Hancock & Godwin reviewed the 2019 association financials, Robby Crowder, Secretary-Treasurer reported no bylaws recommendations or changes and board of directors elections were conducted. Congratulations to Donnie Lambert, Leo Lambert



SC Secretary of Transportation Christy A. Hall addresses Saturday luncheon

logging, Inc., Georgetown and Billy Walker, Walker & Walker Logging, LLC, Laurens as they were re-elected to their seats.

Congratulations to Brian Clark, Forestry Professor at Horry-Georgetown Technical College, Georgetown for receiving the President's Award. Brian has been the Audio/visual Technician for our annual meetings for 19 years.

Swamp Fox Agency's Timber Industry Leadership Award was presented to for his work in promotion, outreach and education for professional logging and sustainable forestry.

The Honda 700 Side By Side ATV was won by Marty Lambert, Leo Lambert Logging, Inc., Georgetown in our Big Drawing. The second place winner for the Honda Quiet Portable Generator was Rickey Chapman, Chapman Timber, LLC, Newberry. The third place winner for the 3-night 4-day stay at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront was won by Frampton Ferguson, Ferguson Forest Products, Inc., Yemassee. Thanks to everyone for purchasing those Big Drawing tickets.



Brian Clark, Forestry Professor Horry-Georgetown Technical College - SCTPA President's Award Winner



Chris Carter, Tree Top Logging, Weatherby Shotgun winner

Congratulations to Chris Carter, Tree Top Logging, Timmonsville for winning the Weatherby SA08, 28 gauge semi-automatic shotgun along with carrying case and ammo. Thanks to all who

purchased the shotgun tickets.

Congratulations to Bill Lominick, W. B. Lominick Logging, Inc., Newberry for being the 2019 Gene Collins Logger Activist winner. An award well de-



(l-r) Buddy Lominick, Mindy & Bill Lominick & Crad Jaynes

(Continued on page 5)

(Continued from page 4)

served.

Special thanks to Port City Quartet for their performance and testimonies at our Sunday Prayer Breakfast. Great job and very inspirational.



Port City Quartet

Shout out to our SC Forestry Commission BMP foresters, Holly Welch, Eric West and Andrew Williams for their leadership in presenting the TOP SFI Trained Annual Update Class on Saturday afternoon.

A special thanks goes out to my family for their help at our annual meeting. The meeting would not work without my family helping to make it a great meeting. Thanks to my wife Brenda, my sister-in-law Dee Peake and Dee's cousin Mary Rawl. Thanks to Kathy Fudge, SCTPA Communications Director and husband John for their great assistance at the annual meeting. Thank

you!

So... mark your calendar now... our 2021 SCTPA Annual Membership Meeting will be February 5 – 7, 2021 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC. Plans are in the works already for our 2021 annual meeting.

THANKS AGAIN TO EVERYONE FOR SUPPORTING, CONTRIBUTING AND ATTENDING OUR 2020 ANNUAL MEETING. LOG ON & TRUCK SAFE!



CEQ Issues Proposed Rule to Modernize its NEPA Regulations

First proposal in over 40 years to significantly update the regulations

Contact: (Daniel.J.Schneider@ceq.eop.gov)

Washington, D.C. – Today, (Jan. 9, 2020) the Council on Environmental Quality (CEQ) released a notice of proposed rulemaking (NPRM) to update its National Environmental Policy Act (NEPA) regulations for public comment.

Signed into law in 1970, NEPA requires Federal agencies to assess the environmental impacts of proposed major Federal actions as part of their decision-making. The NEPA process can impact a wide variety of projects affecting Americans' everyday lives from the construction of roads, bridges, highways, and airports to water infrastructure, conventional and renewable energy projects, and land, forest, and fishery management activities. CEQ's NEPA regulations date back to 1978 and have not been comprehensively updated in over 40 years.

Over time, implementation of NEPA has become increasingly complex and time consuming for Federal agencies, project applicants, and Americans seeking permits or approvals from the Federal government. CEQ has found that the average length of an environmental impact statement is over 600 pages, and that the average time for Federal agencies to complete such NEPA reviews is four and a half years.

CEQ's proposed rule would modernize and clarify the CEQ regulations to facilitate more efficient, effective, and timely NEPA reviews by simplifying and clarifying regulatory requirements, incorporating key elements of the One Federal Decision policy, codifying certain case law and CEQ guidance, updating the regulations to reflect current technologies and agency practices, eliminating obsolete provisions, and improving the format and readability of the regulations. The proposed rule seeks to reduce unnecessary paperwork and delays, and to promote better decision-making consistent with NEPA's statutory requirements.

COVID-19

FMCSA Waiver on CDL/CLP/Med Cards;

How do we deal with "essentiality"?



March 24, 2020

Information Received From SC Trucking Association

EMERGENCY DECLARATIONS, EXECUTIVE ORDERS & MORE

Disclaimer: This communication is not legal advice, nor a legally binding document. It is simply to provide you with the most current and accurate information that we have access to. If you have any specific questions that are not addressed, please contact us at either rick-todd@sctrucking.org or taryn@sctrucking.org.

SC Emergency Management Division has provided all of the Counties/Local Governments and Law Enforcement Agencies across the state the Guidances from CISA (Memo on Essential Workers) and FMCSA extensions of CDL, CLP, etc. This should help with any local law enforcement challenges.

FMCSA NOTICES, WAIVERS, AND GUIDANCE

Waiver for States, CDL Holders, CLP Holders, and Interstate Drivers Operating Commercial Motor Vehicles

<https://www.fmcsa.dot.gov/emergency/fmcsa-cdl-waiver-32420>

This is **not** a blanket exemption from the CLP, CDL, and/or Medical Certificate requirements, and **drivers and carriers should review the details of the waiver to ensure their operations qualify**. Here are the details:

FMCSA's Regulatory Provisions Waived:

- Extends until June 30, 2020, the maximum period of **CDL** validity by waiving 49 CFR 383.73(b)(9) and 383.73(d)(6) for CDLs due for renewal on or after March 1, 2020.

- Extends until June 30, 2020, the maximum period of **CLP** validity by waiving 49 CFR 383.73(a)(2)(iii) and 383.25(c) for CLPs that are due for renewal on or after March 1, 2020, without requiring the CLP holders to retake the general and endorsement knowledge tests.
- Waives the requirement under 49 CFR 383.25(e) that **CLP** holders wait 14 days to take the CDL skills test.
- Waives the requirement under 49 CFR 391.45 that CDL holders, CLP holders, and non-CDL drivers have a **medical examination and certification**, provided that they have proof of a valid medical certification that was issued for a period of 90 days or longer and that expired on or after March 1, 2020.
- Waives the requirement under 49 CFR 383.71(h)(3) that, in order to maintain the **medical certification status** of "certified," CDL or CLP holders provide the State Driver Licensing Agency with an original or copy of a subsequently issued medical examiner's certificate, provided that they have proof of a valid medical certification that expired on or after March 1, 2020.
- Waives the requirement under 49 CFR 383.73(o)(2) that the State Driver Licensing Agency change the CDL or CLP holder's **medical certification** status to "not certified" upon the expiration of the medical examiner's certificate or medical variance, provided that the CDL or CLP holders have proof of a valid medical certification that expired on or after March 1, 2020.
- Waives the requirements under 49 CFR 383.73(o)(4) that the State Driver Licensing Agency initiate a CDL or CLP downgrade upon the expiration of the **medical examiner's certificate** or medical variance, provided that the CDL or CLP holders have proof of a valid medical certification or medical variance that expired on or after March 1, 2020.
- In accordance with 49 CFR 383.23(a)(1) and 391.41(a)(1)(i), FMCSA continues to recognize the validity of **commercial driver's licenses** issued by Canadian Provinces and Territories and Licencias Federales de Conductor issued by the United Mexican States, in accordance with 49 CFR part 383, when such jurisdictions issue a similar notice or declaration extending the validity date of the medical examination and certification and/or validity of the corresponding commercial driver's license due to interruption to government service resulting from COVID-19.

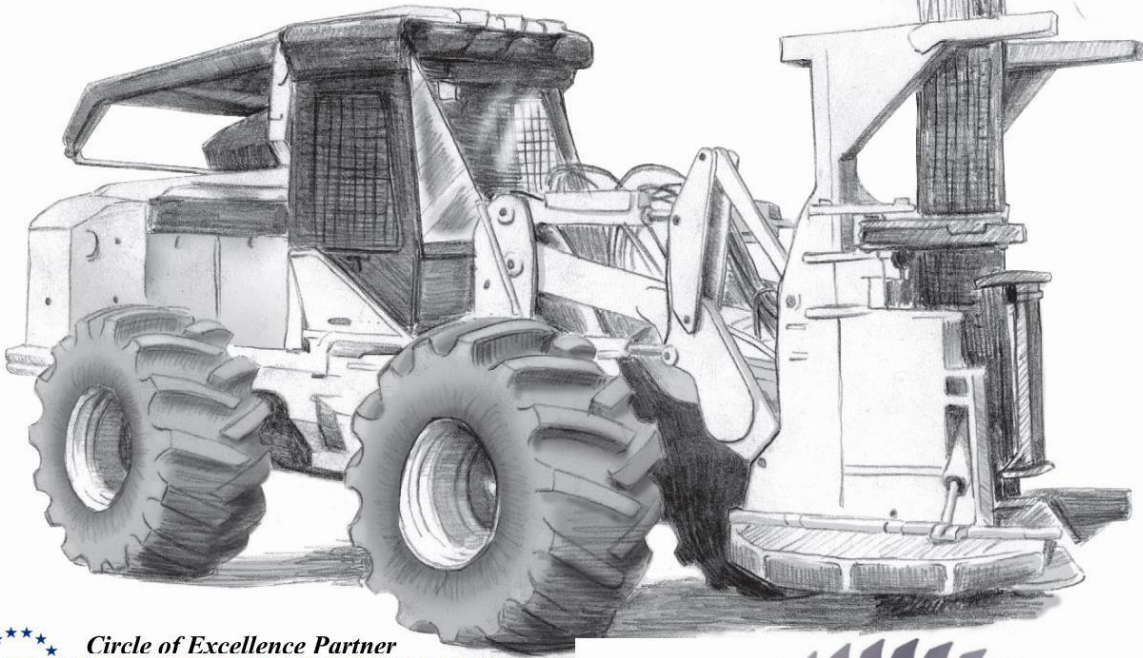
(Continued on page 8)

PALMETTO STATE INSURANCE AGENCY, LLC

- Workers Compensation
- General Liability
- Business Auto
- Equipment

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

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



Circle of Excellence Partner
BITCO INSURANCE COMPANIES

BEST COVERAGE IN THE WOODS
803-785-7742

P.O. Box 967, 141 Charter Oak Rd.
Lexington, SC 29071 [www. PSIAgency.com](http://www.PSIAgency.com)



(Continued from page 6)

Enforcement Notice on Expiring CDLs

<https://www.fmcsa.dot.gov/emergency/enforcement-notice-expiring-cdl-32420>

This Notice of Enforcement Policy, effective from March 24, 2020 to June 30, 2020, provides needed relief from specified FMCSRs for CLP holders, CDL holders, and non-CDL drivers and motor carriers using those drivers. This Notice of Enforcement Policy applies to all CLP holders, CDL holders, and non-CDL drivers *whose license was issued for less than the maximum period* established by 49 CFR 383.25 and 383.73 and was valid on February 29, 2020 and expired on or after March 1, 2020.

PHMSA Notice of Enforcement Policy Relating to HM Training

<https://www.phmsa.dot.gov/news/phmsa-enforcement-policy-notice-regarding-hazardous-materials-training>

PHMSA has provided there will not take enforcement action taken against any HM employer and/or HM employee unable to provide the required “recurrent training” during the Covid-19 pandemic. This policy was coordinated across the Department and applies to FMCSA and all modes. It does not apply to initial training, or the need to have a new HM employee work under the supervision of a trained HM employee until they can get their initial training.

Drug Testing Guidance

ODAPC has posted guidance relating to the Drug and Alcohol Program during this time of National Emergency. That document can be found at <https://www.transportation.gov/odapc/compliance-with-dot-drug-and-alcohol-testing-regulations>. We will be adding that link to our Declaration page as well. Additional information specific to FMCSA operations is currently under discussion, but this initial guidance provides important information for employers and employees subject to drug and alcohol testing.

SCDEW: EMPLOYER FILED CLAIMS

SC Department of Employment & Workforce wants to adjudicate and process these claims as quickly as possible for those that are entitled to the benefits. Please note that an employer’s tax rating will not be impacted due to COVID-19 related claims.

In that regard, SCDEW are really encouraging im-

pacted employers to consider filing on behalf of their employees. Individuals can always file on their own, but the employer filed route can streamline it for all parties involved. I have attached a one pager explaining this process and would ask you to please consider sharing this with the trade organization(s) or businesses you represent.

HOW DO I DEAL WITH CURFEWS OR "ESSENTIALITY" QUESTIONS?

SC’s Governor McMaster has taken an “open for business” approach in terms of keeping the supply chain operating. That’s great, but it might pose challenges between employees and employers, and with local law enforcement when they are sorting through traffic during curfews or other restricted times/situations. And, particularly, when deciding to take advantage of the relaxation of the HOS rules. Are you “essential?” Are your operations “essential?”

The CISA guidelines are specific, but also open for interpretation.

The best advice we can provide is this: Most states will look at it as two parts – (1) are you an essential business and then (2) are you providing an essential service.

So while trucking, in general, and truck drivers in general fit most considerations, it really depends on what you are hauling and for whom. So some common sense if in order.

You will need to be prepared to justify why what you are hauling is considered “essential.”

Again, read the Executive Orders, Emergency Declarations, and FMCSA and other Notices. And if you operate outside the safe and comfy confines of your home state of South Carolina, Good luck!

For more info, visit:

<https://mailchi.mp/5af685205364/hos-and-size-weight-relief-for-motor-carriers-276340>

IF YOU'RE AN INTERSTATE CARRIER; ATA'S COVID-19 UPDATE HUB MAY BE USEFUL; ATA COVID-19 UPDATE HUB: [Trucking.org/COVID19](https://www.trucking.org/COVID19)

Trucking operations may operate under the **SC Emergency Declaration 2020-08** or the **Presidential Emergency Declaration 2020-02** while servicing

(Continued on page 9)

(Continued from page 8)

"emergencies" and providing "essential products and services" in SC.

Each state's declaration is without conflict with another state. The federal declaration is a national blanket and only covers certain items (see the list below for specifics). Each state can set their own needs or parameters that may go beyond that of the Federal Declaration. Drivers can use the Presidential Emergency Declaration to act in direct relief for a state OR use that state's ED/EO. We will keep you abreast of other state's Emergency Declarations and Executive Orders as they are made available.

All drivers are still subject to HazMat regulations, CDL compliance, and Drug & Alcohol testing; those acting in RELIEF EFFORT are not subject to FMCSRs pursuant to 49 C.F.R. § 390.23 (parts 390-399 are waived) unless the state's waiver says otherwise. That being said, FMCSA and CVSA are discussing health concerns relating to labs and other facilities that drug & alcohol and medical qualification testing are done. We will keep you posted on any decisions pertaining to changes.

SC can have carriers operating in direct relief under SC ED 2020-08 that begin in any other state and continue to operate under the same ED until they return to their point of dispatch, where they then must then take a break – to be in compliance with HOS rules again. If at any time the driver is fatigued and needs a break, the employer must allow them to do so. Citation: (c) When the driver has been relieved of all duty and responsibilities upon termination of direct assistance to a regional or local emergency relief effort, no motor carrier shall permit or require any driver used by it to drive nor shall any such driver drive in commerce until the driver has met the requirements of §§395.3(a) and (c) and 395.5(a) of this chapter.

If you have questions, please do not hesitate to contact us (SC Trucking Association).

CURRENT FMCSA EMERGENCY DECLARATION

Please see the FAQs relating to the Emergency Declaration and Hours of Service.

Here are some details of commodities/operations included in the FMCSA Declaration:

- Medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19.
- Supplies and equipment necessary for community safety, sanitation, and prevention of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants.
- Food, paper products and other groceries for emergency restocking of distribution centers or stores.
- Immediate precursor raw materials—such as paper, plastic or alcohol—that are required and to be used for the manufacture of essential items.
- Fuel.
- Equipment, supplies and persons necessary to establish and manage temporary housing, quarantine.
- Persons designated by federal, state or local authorities for medical, isolation, or quarantine purposes.
- Persons necessary to provide other medical or emergency services.

We urge all members (and others) to review the actual declaration before making a determination if your operations apply.

SOUTH CAROLINA EXECUTIVE ORDER

Any direct assistance to the state: EXECUTIVE ORDER NO. 2020-08 - Declaring State of Emergency in Response to COVID-19

TAKE NOTE OF:

Section 8. I hereby modify and amend Executive Order No. 2020-07, pursuant to 49 C.F.R. § 390.23 and section 56-5-70 of the South Carolina Code of Laws, to extend the provisions thereof to commercial vehicles and operators of commercial vehicles responding to the declared emergency in the State of South Carolina or otherwise assisting with the public health threat posed by COVID-19, as well as to commercial vehicles and operators of commercial vehicles **transporting essential goods and products, such as food, water, medicine, medical supplies and equipment, fuels and petroleum products (to include fuel oil, diesel oil, gasoline, kerosene, propane, and liquid petroleum), livestock, poultry, feed for livestock**

(Continued on page 10)

(Continued from page 9)

and poultry, and crops and other agricultural products ready to be harvested (to include timber and wood chips).

WEIGHTS

SC DOT Allows 5-Axle Units Up To 90,000 – including SC's Interstates - Per Governor's Executive Orders (Other states may allow, require permits, see their websites) If on Interstates, carry copy of this Permit in unit.

DOWNLOAD/PRINT the SC DOT's OS/OW Permit (<https://www.scdot.org/business/pdf/OSOW/COVID-19%20PERMIT%20FINAL.pdf>) that should be carried in the vehicle, while operating on the Interstate, to show enforcement officers – when in excess of 80,000, but only up to 90,000 lbs. GVWR. Legal width, height, length may operate 24 hours a day/7 days a week. Signs, banners and flags are not required for loads that are less than 12' wide."

Anything OVER 90K in or out of relief efforts must still be permitted (<https://www.scdot.org/business/permits-osow.aspx>).

This Order is effective immediately and shall remain in effect until March 28, 2020 unless otherwise modified, amended, or rescinded by subsequent Order. It is more liberal in terms of activities and products than the federal order.

DOT Guidance on Compliance with Drug and Alcohol Testing Regulations¹

March 23, 2020



This guidance document provides clarity to DOT-regulated employers, employees, and service agents on conducting DOT drug-and-alcohol testing given concerns about the Coronavirus Disease 2019 (COVID-19). We, as a Nation, are facing an unprecedented public health emergency that is straining medical resources and altering aspects of American life, including the workplace. The Nation's transportation industries, which are not immune to the impacts and disruptions resulting from the spread of COVID-19 in the United States, are playing a vital role in mitigating the effects of COVID-19.

DOT is committed to maintaining public safety while providing maximum flexibility to allow transportation industries to conduct their operations safely and efficiently during this period of national emergency.

The below guidance on compliance with the DOT and modal drug and alcohol testing programs apply during this period of national emergency.

For DOT-Regulated Employers:

- As a DOT-regulated employer, you must comply with applicable DOT training and testing requirements.² However, DOT recognizes that compliance may not be possible in certain areas due to the unavailability of program resources, such as collection sites, Breath Alcohol Technicians (BAT), Medical Review Officers (MRO) and Substance Abuse Professionals (SAP). You should make a reasonable effort to locate the necessary resources. As a best practice at this time, employers should consider mobile collection services for required testing if the fixed-site collection facilities are not available.³
- If you are unable to conduct DOT drug or alcohol I training or testing due to COVID-19- related supply shortages, facility closures, State or locally imposed quarantine requirements, or other impediments, you are to continue to comply with existing applicable DOT Agency requirements to document why a test was not completed. If training or testing can be conducted later (e.g., supervisor reasonable suspicion

(Continued on page 13)



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

CONWAY, SC
(843) 397-9400

WALTERBORO, SC
(843) 538-3122

NEWBERRY, SC
(803) 276-8030

POLKTON, NC
(704) 272-7685

ELIZABETHTOWN, NC
(910) 247-6391

TIDEWATER EQUIPMENT COMPANY

"We Know Loggers"

Tigercat®
Tough • Reliable • Productive



MORBARK®

PROUD SUPPORTERS OF THE
SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION



We Specialize in:
Trailers - New & Used
Service Department
Parts - We Ship Anywhere



Locations in:
Wilmington, NC
Spartanburg, SC
St. George, SC



www.pinnacletrailers.com

Inventory Arriving Daily!



Call Today 800-513-9373



New location in St George, SC –near Charleston !



MOVE MORE WOOD FOR LESS.

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

– THE FLINTCO FAMILY OF COMPANIES –



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

229-432-7468



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

229-888-1212



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

229-888-1900

(Continued from page 10)

training at the next available opportunity, random testing later in the selection period, follow-up testing later in the month), you are to do so in accordance with applicable modal regulations. Links to the modal regulations and their respective web pages can be found at <https://www.transportation.gov/odapc/agencies>.

- *If employers are unable to conduct DOT drug and alcohol testing due to the unavailability of testing resources, the underlying modal regulations continue to apply.* For example, without a “negative” pre-employment drug test result, an employer may not permit a prospective or current employee to perform any DOT safety-sensitive functions, or in the case of the Federal Aviation Administration (FAA), you cannot hire the individual (See 14 CFR § 120.109(1) and (2)).
- Additionally, DOT is aware that some employees have expressed concern about potential public health risks associated with the collection and testing process in the current environment. Employers should review the applicable DOT Agency requirements for testing to determine whether flexibilities allow for collection and testing at a later date.
- As a reminder, it is the employer’s responsibility to evaluate the circumstances of the employee’s refusal to test and determine whether or not the employee’s actions should be considered a refusal as per 49 CFR § 40.355(i). However, as the COVID-19 outbreak poses a novel public health risk, DOT asks employers to be sensitive to employees who indicate they are not comfortable or are afraid to go to clinics or collection sites. DOT asks employers to verify with the clinic or collection site that it has taken the necessary precautions to minimize the risk of exposure to COVID-19.
- Employers should revisit back-up plans to ensure the plans are current and effective for the current outbreak conditions. For example, these plans should include availability of collectors and collection sites and BAT, and alternate/back-up MRO, as these may have changed as a result of the national emergency. Employers should also have regular communications with service agents regarding the service agent’s availability and capability to support your DOT drug and alcohol testing program.

For DOT-Regulated Employees:

- If you are experiencing COVID-19-related symptoms, you should contact your medical provider and, if necessary, let your employer know about your availability to perform work.
- If you have COVID-19-related concerns about testing, you should discuss them with your employer.
- As a reminder, it is the employer’s responsibility to evaluate the circumstances of the employee’s refusal to test and determine whether or not the employee’s actions should be considered a refusal as per 49 CFR § 40.355(i).

For Service Agents:

- As a collector, BAT, laboratory, MRO, or SAP, you should continue to provide services to DOT-regulated employers if it is possible to do so in accordance with State or local mandates related to COVID-19. Should you have concerns about COVID-19 when testing or interacting with employees, please follow your company policy, directions from State and local officials, and guidance from the Centers for Disease Control and Prevention (CDC).

You are encouraged to continue to monitor guidance from public health officials and to refer to official government channels for additional information related to COVID-19. The CDC provides helpful guidance and insight from medical professionals who closely monitor the virus. Visit here to access the CDC latest updates (<https://www.cdc.gov/coronavirus/2019-ncov/index.html>). Also for reference, the Occupational Safety and Health Administration has released guidance on preparing workplaces for COVID-19 (<https://www.osha.gov/Publications/OSHA3990.pdf>)

¹ This guidance document does not have the force and effect of law and is not meant to bind the public in any way. This guidance is intended only to provide clarity regarding existing requirements under the law.

² How to conduct testing is found in 49 CFR Part 40 (see <https://www.transportation.gov/odapc/part40>), while who gets tested and when (along with drug and alcohol-related training requirements) can be found in the applicable DOT modal regulations (see <https://www.transportation.gov/odapc/agencies>).

³As a reminder, point-of-collection testing or instant tests are not authorized in DOT drug testing (see <https://www.transportation.gov/odapc/part40/40-210>)

AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



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 2020.
- 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, 2020** and **December 31, 2020**.
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.



THE FUTURE OF MOTOR CARRIER INSURANCE COVERAGE AND DEFENSE

A “nuclear verdict” is generally and most simplistically defined as a jury award in excess of \$10 million. These types of verdicts are most often associated with trucking cases and are typically a combination award of punitive and compensatory damages. It is no secret nuclear verdicts have been on the rise, coast to coast. This trend, particularly when combined with the recent soft market, has resulted in an average insurance premium renewal rate increase of approximately 20 percent or more. The increased premium is not the only change to insurance for motor carriers.

According to research, umbrella and excess options are shifting. For instance, the industry has historically seen multiple excess options with large levels of coverage. Now, there are fewer excess insurers or reinsurers (for captives) willing to accept excess risks. Where a carrier could once obtain, say, \$50 million in coverage, only \$25 million may be available. Likewise, it may be more difficult to find excess coverage to attach to lower levels of primary coverage – the next layer may not attach to anything less than \$5 million, where historically it may have attached at \$1-2 million. Excess and umbrella coverages are more expensive, meaning the cost in premiums to obtain \$10 million of coverage now may be what it once was to secure double that amount of coverage in years past. Additionally, where a motor carrier may have once had one or two layers of excess or umbrella coverage above their primary layer, the current trend is now multiple layers.

How much coverage is enough? There is no magic answer, other than to ask another question – how much risk can the company afford to take? The Federal Motor Carrier Safety Regulations only require \$750,000 minimum levels of financial responsibility for for-hire, interstate or foreign commerce carriers with a gross vehicle weight rating of 10,001 or more pounds. This amount increases depending on the commodity transported. States typically echo the federal rules. Virginia similarly requires a minimum of \$750,000. Va. Code Ann. §46.2-2143.1. A company must weigh how much it can afford to pay in premiums with how much risk it can manage by comparing the amount of coverage with the possibility of a big-time verdict. Factors to consider may include five years’ worth of loss experience and loss-run data, revenues, fleet size, and industry benchmarks. It is also important to consider a company’s safety and hiring practices. One way to mitigate risks is by controlling those factors that are controllable, such as maintaining a quality and consistent safety program and hiring quality drivers. How is this done? Primarily by abiding by federal regulations and being mindful that frequency in claims breeds severity. More specifically, develop a good process to screen quality hires, such as reviewing PSP data, obtaining employment verifications, utilizing the Clearinghouse, conducting a through road test, and having a strong training and orientation program. Many insurance companies have sample hiring guidelines carriers can request for insight to assist with this process. JJ Keller and the FMCSA website additionally have good resources to help.

Another impact of the shifting

insurance structure is the multiple layers of excess or umbrella coverage. Currently, claims coming under this structure are not yet meeting their statutes of limitation and are not yet hitting their stride in the litigation forum. It will be interesting to see how this new structure affects the legal defense industry and impacts the decision to settle versus try cases. At the moment, generally, if a claim or lawsuit has the propensity to be valued at or above a certain level of insurance, the other levels of insurance must be notified and have the opportunity (subject to the terms of the particular policy) to get involved in the defense of the claim, as well as any settlement or trial. Often the upper levels of coverage hire defense counsel to at least monitor what is happening in the case development. In some states, the lower levels of insurance can settle and be indemnified by the upper levels, who can try the case if they decide not to be involved in the settlement. Sometimes, a global settlement is effected, requiring all layers to get on board. Most states have a version of the Unfair Claims Settlement Practices Act which requires a carrier to resolve a case within policy limits if a demand has been made within those limits and there is a possibility of an excess verdict. It will be interesting to see how these aspects of insurance law will shake out where many more insurance players will be present.

For questions or comments regarding motor carrier coverage or defense questions, please contact Amy Tracy (atracy@setlifflaw.com) at 804-377-1264 or Steve Setliff (ssetliff@setlifflaw.com) at 804-377-1261.

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



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

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

All Tires Are →
Smart Way Approved

ah13rn



ag57dh



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

***While Supplies Last**

WELCOME NEW MEMBERS

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

R. L. Causey, Inc., Murrells Inlet
McGill Brothers, Inc., York
Chris Carter d/b/a Tree Top Logging,
Timmonsville
W. K. Brown Timber Corporation,
Hodges

Swiss Krono, USA, Barnwell
Norbord South Carolina, Kinards
Specialty Programs Solution (SPS)
Insurance, Atlanta, GA

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

GENE COLLINS LOGGER ACTIVIST AWARD

BILL LOMINICK

W. B. LOMINICK LOGGING, INC.

The 2019 Gene Collins Logger Activist Award is proudly awarded to Bill Lominick and W. B. Lominick Logging, Inc. for their sincere commitment to professional timber harvesting, supporting the association, participating in community and industry activities, practicing sustainable timber harvesting, promoting education and positive promotion of professional business practices.

W. B. Lominick Logging, Inc. is a conscientious, professional business understanding the value of relationships with customers, employees and their industry, environmental stewardship and promotion of a positive image as a professional logger.

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

Bill began begin working with his brother Olin "Hub" Lominick in Hub's logging business prior to establishing his own logging business in 1990. Since the beginning Bill has grown his business to operate three crews now.

Bill's son Buddy works alongside his dad and supervises a crew. Buddy serves as the company Vice President and wife Mindy is the Secretary-Treasurer handling administration duties. Buddy also serves as a truck driver, and you can see him in his orange Mack truck when additional trucking capacity is needed. Buddy graduated from Horry-Georgetown Technical College in 2000 with a Forestry Technician degree and graduated Clemson University with a Bachelor of Science in Forest Management in 2003.

Bill's son-in-law Brian McDade, Bill and Mindy's daughter

Adrian's husband, also works in the business running a crew. Rick Lail is the office manager handling the business administration duties. Bill and Mindy have been married for 44 years. And bless Mindy's heart as she has endured being a logger's better half for sure.

Bill, Buddy and Rick are Sustainable Forestry Initiative SC Timber Operations Professional (TOP) Trained for their SC SFI Trained status.

The company operates three mechanized crew focusing on thinning and total harvests delivering pine and hardwood roundwood products to various local markets such as West Frazier Lumber, Newberry, Georgia Pacific, Prosperity, Boise Cascade, Chester, International Paper, Eastover, Norbord South Carolina, Kinards, New-Indy Containerboard, Catawba and Beal Lumber Company, Prosperity.

Operating a lean, efficient business works very well for W. B. Lominick Logging. The crews' total equipment spread consist of six John Deere grapple skidders, four John Deere feller bunchers, two John Deere and two Barko knuckleboom loaders, three John Deere bulldozers and three service trucks. The trucking is handled by Bill's company B.A.M Hauling with four Mack trucks and some 20 trailers available to spread to the company crews and nine contract truckers used between the crews for additional trucking capacity.

Bill partners with A. B. "Butch" Green at Foothills Forest Products, Inc. in Whitmire for tracts and

(Continued on page 5)



(l-r) Bill Lominick & Feller Buncher Operator Heyward "Red" Neal

(Continued from page 4)

wood orders to the various wood receiving mills. Bill Hester is Bill's Foothills Forest Products forester. Wood is also harvested and delivered through Catch Mark when opportunities are available.

The company has 35 employees. Average weekly production is 200 loads with the capability to produce 250 loads when wood markets are available.

As a professional logging business, W. B. Lominick Logging

has contributed its share of time to educate those that may not have an understanding of sustainable timber harvesting. Bill along with two other Newberry area logger members spoke at Pomaria Elementary School about professional logging, sustainable forestry practices and being stewards of our forestlands.

W. B. Lominick Logging has been a long standing supporter of Log A Load For Kids and has visited along with Newberry area members the Children's Hospital in Columbia.

W. B. Lominick Logging has been a SCTPA logger member for twenty years. He attends the SCTPA Newberry district meetings and has only missed one annual meeting. The company has been a Forestry Association of South Carolina member for fifteen years.

Bill serves the community and has been on the Newberry Electric Cooperative board of directors for 29 years and has served as the Coop's Vice Chairman. He has served on the Newberry County Farm Bureau board of directors for 40 years and has served as president. Bill participated at the SCTPA booth at the Newberry Ag & Forestry Day at Newberry the fairgrounds. Bill is a member of St. Philips Lutheran Church and serves on the church council.

Bill says, "I'm proud to be a professional logger for 30 years. Our industry has changed over the years and presented many more challenges. But once the sawdust gets in your blood, it's hard to get away from it. Just gotta love it!! The new technologies now have changed the way we do business. Years ago you'd have more personal relationships with whom you did business with as a customer. You'd get a phone call from the forester about your



wood order for the week or month. Now you get a text message any time of day or night to tell you what your wood order will be for the week or next week. There has been some personal contact removed from the system. Now the new technology on equipment and trucks has made it more difficult to be able to perform repairs and maintenance. Certainly times change and there is the evolution of improvements. Now when there is an issue with an equipment unit, a technician has to come with a laptop to diagnose the problem and make the appropriate repair procedures. As the technology has advanced for logging equipment and trucks, this has also increased the cost of operations

and running a logging business. But we as professional loggers have the sawdust in our veins to adapt and attempt to make our business efficient and profitable as possible."

Bill has supported the SC Timber Producers Association and been an active logger member for 20 years. He says, "I am proud to be an active logger member and know the association has been there and is here today to service and represent us, the loggers, for issues impacting our segment of the wood supply chain for road issues, trucking regulations, local and state regulatory issues, educating the critical public and our young people about the professional logging industry and the way we operate as stewards of our sustainable and renewable forests to supply the raw materials to produce the products

that enhance everyone's daily lives. Our industry has an association that is here for us to

take on the issues to help us operate our businesses as professionals and as good forest stewards and citizens. We as professional loggers must continue to promote and perform our businesses as professionals because the viewing public, regulators, agencies do not understand sustainable forestry practices. I am proud to be a SCTPA member as the association has



(Continued on page 6)

(Continued from page 5)

done good job for us loggers.”

SCTPA’s President Crad Jaynes says, “I have had the privilege to know Bill Lominick for over 40 years of my career. Bill has always been one of the best professional loggers I have known. His performance on the ground and in his business has been and is today exceptional and his contributions to our professional logging industry are meaningful to promote and improve our timber harvesting industry.”

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

As an industry leader with a sincere commitment to professional logging, sustainable forestry, community, family and the principles of outstanding business, SCTPA is proud W. B. Lominick Logging,

Inc. is our 2019 Gene Collins Logger Activist Award recipient.

The South Carolina Timber Producers Association’s Logger Activist Award recognizes a logger member who has demonstrated an exceptional desire to promote and represent the profession by actively participating in association state and district activities, promoting and participating in educational efforts, community action projects and association projects to positively promote timber harvesting’s image, conducting business activities in the best interests of the timber harvesting profession to engender the public’s trust by meeting and exceeding the American Loggers Council Loggers Code of Practices and has displayed a professional commitment to sustainable forestry practices.

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





ENGINEERED TO DOMINATE THE HARSHTEST CONDITIONS.

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



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

Mystik
LUBRICANTS



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

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

Western Star Trucks

This Log Truck Was Born To Be A Log Truck!

Here you won't find any highway trucks being passed off as work trucks. Because we started out building log trucks nearly 50 years ago, which means we understand the demands logging has. Big loads, tough conditions. Not just any truck can take two hundred thousand pounds down a muddy road and keep you safe.

You need trucks that were made for your job. That work just as hard as you do every single day. Trucks with powerful engines and strong transmissions. With a heritage of durability and reliability, backed by unmatched factory and dealer support. And we have a whole family of them that can be built to do whatever you need.

Shealy's Truck Center, Inc. is your Western Star Log Truck dealer located in Columbia, SC.

Contact: David Shealy ■ Office 803-771-0176 ■ Cell 803-467-7605

Jonathan Myers ■ Office 803-744-3711 ■ Cell 864-436-0198.

SC TIMBER PRODUCERS ASSOCIATION ACTIVE MEMBERS CAN RECEIVE UP TO A \$ 2,000 DISCOUNT.



6 Things You Need to Know About the New Drug and Alcohol Clearinghouse

January 14, 2020 • by Deborah Lockridge • HDT
Heavy Duty Trucking

The federal Drug and Alcohol Clearinghouse is finally rolling out this month. This electronic database will track commercial driver's license holders who have tested positive for prohibited drug or alcohol use, as well as refusals to take required drug tests, and other drug and alcohol violations. When a driver who has been found to be in violation completes the required return-to-duty process, this information will also be recorded in the clearinghouse.

The clearinghouse has long been sought as a way to keep commercial drivers who have violated federal drug and alcohol rules from lying about those results and simply getting a job with another motor carrier.

Last month, the Federal Motor Carrier Safety Administration announced it had extended the compliance date from Jan. 6, 2020 to Jan. 6, 2023 for when state driver licensing agencies must request information from the clearinghouse before they complete certain commercial driver's license transactions. But the original compliance date of Jan. 6, 2020, remains in place for all other requirements of the final rule – there is no delay in compliance for motor carriers.

1. Fleets must start adding data to the clearinghouse this month

Effective Jan. 6, the rule requires employers and their service agents to populate the clearinghouse with:

Their employees' DOT drug and alcohol violations under Part 382 of the Federal Motor Carrier Safety Regulations, and

Verification of a CDL driver's completed steps in the DOT return-to-duty process.

Employers also must now query the clearinghouse for required information for driver hiring and annual requirements.

The database will contain violation information that occurs on or after Jan. 6, 2020. So even if a violation occurs on Jan. 5 and a driver is disqualified, that doesn't go into the clearinghouse, notes David Osiecki, president, Scopelitis Transportation Consulting.

Those required to register for and use the clear-



inghouse include most commercial drivers, their employers, consortia/third-party administrators used by carriers, medical review officers, substance abuse professionals, and state driver licensing agencies.

2. What data is submitted to the clearinghouse

Motor carriers must report violations of the DOT Part 382 drug-testing regulations, including positive tests, as well as refusals to take drug or alcohol tests. They also must report of "actual knowledge" violations, negative return-to-duty test results, and completion of follow-up testing/plans/programs.

Employers will have to submit a report of a drug or alcohol program violation by the close of the third business day following the date on which the employer obtained the information.

The only information allowed to be added to the clearinghouse is DOT-mandated drug or alcohol tests. Additional tests, such as hair testing that some fleets are conducting pre-employment, may not be put into the clearinghouse.

Records will remain in the clearinghouse until return-to-duty is complete and five years have passed since the violation. (After that, they won't be in the database, but FMCSA will keep them archived.) Similarly, a fleet (or your third-party service agent) must keep records for a minimum of five years.

3. There are two types of clearinghouse queries

There are two types of queries motor carriers must make: full and limited.

Full queries must be done at the pre-employment stage. The information returned by the clearinghouse will show any violation of the drug-testing regulations in Part 382, as well as return-to-duty status once a driver has completed a treatment program

(Continued on page 23)

(Continued from page 22)

following a violation.

Because the clearinghouse will not contain a full three years' data until 2023, motor carriers in the meantime still must check with a driver's previous employers to get drug-testing information for the past three years.

A limited query must be done at least once a year on each of a carrier's drivers. It essentially is simply asking if there is a record of this driver in the database. If there is, then the carrier must convert that into a full query to find out what that information is (including getting the driver's permission.) Carriers have one year to begin running limited queries on drivers employed before Jan. 6, 2020.

The "query bundle" an employer purchases from FMCSA will depend on the number of queries that need to be conducted. The flat per-query rate is \$1.25, for both limited and full queries.

There are customized "bundles" available to help fit business requirements. Osiecki notes that it must be the motor carrier who buys the query plans; a third-party agency cannot buy the query bundle and bill the motor carrier for it.

4. Drivers have to give consent for queries

Before the carrier can get the information queried, the driver has to log into the clearinghouse and give his or her consent – every time there's a full query request for his or her records.

"The industry has asked for this database for a lot of years to close this loophole, but here's an aspect that could create some real operational challenges, or at least slow down the hiring process," says Osiecki. "Let's face it, some drivers will forget their log-in credentials – we've all done that – and it's going to hang up the hiring process."

Driver consent is also required for limited queries, but carriers can add that to pre-employment consent paperwork that's already asking for consent to check things such as their criminal records and motor vehicle records.

Companies that offer driver recruiting and onboarding services have been adding features to their platforms to make the process easier for customers. "The Drug and Alcohol Clearinghouse will significantly improve highway safety and is a welcomed, much-needed, and long overdue regulation for the trucking industry," said Jeremy Reymer, founder and CEO of DriverReach. "However, carriers will see a drastic change in compliance-related workflow, ultimately complicating the hiring process

if unprepared for the increased administrative burden."

5. Fleets can use third-party services

Employers are allowed to authorize service agents to report violations and to conduct queries of the clearinghouse on their behalf. Employers have to register in the clearinghouse first. Service agent authorizations will be required as part of an employer's registration process. Designated service agents must register before accessing or reporting information to the clearinghouse.

If you change service agents during the year, the carrier has only 10 days to update that in the clearinghouse.

6. Drivers need to know their rights and responsibilities

Even as your company or safety department is learning how to use the clearinghouse, it's smart to make sure your drivers know their responsibilities and rights, as well.

If drivers change companies, they will have to register in order to give permission for the motor carrier to make queries of their information.

J.J. Keller, which offers DVD training on what drivers need to know about the clearinghouse, recommends employers tell drivers what driver data will be put into the clearinghouse, as listed in Section 382.601(b)(12), and also provide drivers the following best-practices training:

An explanation of the inquiries performed by employers (Section 382.701);

Driver procedures on signing up for access to the clearinghouse;

Information on how drivers may obtain a copy of their clearinghouse records (Sections 382.707, 382.709);

Procedures for correcting information in the database (Section 382.717);

An awareness that state licensing authorities will have access to the database (Section 382.725); and

Clarification on a driver's obligation to notify a current employer(s) (in writing) of DOT testing violations occurring under a different employer (Section 382.415).

Instructional Technologies Inc. recently added driver training on the clearinghouse to its Pro-Tread online training.

ITI Vice President Laura McMillan explains that such training is part of a system of transparent and proactive driver communication and minimizes the

(Continued on page 24)

(Continued from page 23)

potential spread of inaccurate information among your drivers.

One point the lesson makes clear to drivers is that they have to give permission for people to access the information. "Of course, if they refuse to allow access that will impact their employability," McMillan says. "They have a right to review their information, and if they find a discrepancy or disagree with records, they can write to FMCSA and dispute it and potentially correct that record.

"It's a regulation and a system that's designed to reduce the issue of drivers flipping from one company to another," McMillan says. "It's meant to catch peo-

ple who are trying to game the system, frankly. But on the flip side, it is meant to keep the motoring public safe, and for drivers who have submitted to drug and alcohol treatment programs, it protects them too."



ALC SENDS MESSAGE TO FMCSA

With escalating truck insurance rates and states scrambling to try and find insurers willing to continue to write insurance for log trucks, the American Loggers Council recently sent a request to the Federal Motor Carrier Safety Administration requesting a temporary exclusion from federal DOT regulations in regard to the voluntary use of flashing tail lights on the back of log trailers and chip vans.

The federal DOT regulations do allow individual states the right to allow exceptions for flashing lights on the back of trucks and trailers, and currently, several states have passed legislation that allows for the use of those lights.

Issues have occurred when trucks crossing state lines that are already equipped with the flashing trailer lights where it is legal, enter into a state where they have yet to adopt legislation that would legalize the use of those lights, and are subject to ticketing.

The American Loggers Council has requested a federal exception to the DOT regulations that would be voluntary and enable those trucks that are doing business across state lines the ability to travel without concerns of violating DOT regulations.

"Our hopes are that the increased visibility from using flashing lights on the back of trailers will lower the number of accidents that are occurring on our public roads and in time help to encourage more insurers to look at the markets for log trucks that are operating in and eventually lead to lower premiums" state Danny Dructor, ALC Executive Vice President.

"We hope to hear back early next year and have a face-to-face meeting with those individuals working for the Federal Motor Carrier Safety Administration to try and enable this request for an exception to the current regulations, and have gathered and submitted letters of support from many of those who are writing insurance for the industry in support of the change."



2020 ANNUAL MEETING SPONSORS

SWAMP FOX AGENCY, INC.
Pinopolis

FORESTRY MUTUAL INSURANCE COMPANY
Raleigh, NC

BLANCHARD CAT/PIONEER SC
*West Columbia, Florence, Summerville, Rock Hill,
Simpsonville, Walterboro*

FLINT CONSTRUCTION & FORESTRY DIVISION
*West Columbia, Aynor, Simpsonville,
Ladson, Andrews, Walterboro*

DOMTAR PAPER COMPANY
Bennettsville

PALMETTO STATE INSURANCE AGENCY, LLC
Lexington

NORBORD SOUTH CAROLINA, INC.
Kinards

FORESTRY INSURANCE COMPANY OF THE SOUTHEAST
Pinopolis

COLONY TIRE CORPORATION
Columbia

TIDEWATER EQUIPMENT COMPANY
Newberry, Conway, Walterboro

SHEALY'S TRUCK CENTER, INC.
Columbia & Duncan, SC & Candler, NC

COLLUM'S LUMBER PRODUCTS, LLC
Allendale

PINNACLE TRAILER SALES, INC.
Wilmington & Spartanburg

PALMETTO PULPWOOD & TIMBER
Florence

THE PETE STORE
Piedmont

SOUTHERN LOGGERS COOPERATIVE
Pineville, LA

COMPANY WRENCH, LTD.
Carroll, OH

CRTS. INC.
Lexington & Statesville, NC

ASSOCIATED HARDWOODS, INC.
Granite Falls, NC & Gaffney, SC

WORLDWIDE EQUIPMENT OF SC
West Columbia, North Charleston, Greenville

BITCO INSURANCE COMPANIES
Davenport, IA

JOHN DEERE FORESTRY
Moline, IL

R.M. SAFETY CONSULTING
Aiken

CAROLINA INTERNATIONAL TRUCKS
Columbia, Charleston, Florence & Greenville

SONOCO PRODUCTS COMPANY
Hartsville

ROBOTEC USA
Littleton, NH

NEW INDY CONTAINERBOARD, LLC
Catawba

WESTROCK
Florence, & North Charleston

***Thanks to these sponsors for supporting our
2020 Annual Meeting!!***

2020 ANNUAL MEETING EXHIBITORS

CRTS, INC.
ROTOBEC USA
THE PETE STORE

THE WORD OF THE DAY
SWAMP FOX AGENCY, LLC.
COMPANY WRENCH, LTD.

BANDIT INDUSTRIES, INC.
COLONY TIRE CORPORATION
SHEALY'S TRUCK CENTER, INC.
PINNACLE TRAILER SALES, INC.
WORLDWIDE EQUIPMENT OF SC
LAND MARK SPATIAL SOLUTIONS
CAROLINA HONDA POWERHOUSE
W & W TRUCK & TRACTOR, INC.

R. M. SAFETY CONSULTING, LLC
BLANCHARD MACHINERY COMPANY
VULCAN & SI ON BOARD SCALES
SOUTHERN LOGGERS COOPERATIVE
TIDEWATER EQUIPMENT COMPANY
CAROLINA INTERNATIONAL TRUCKS
SCHAEFFER SPECIALIZED LUBRICANTS
FORESTRY MUTUAL INSURANCE COMPANY
PALMETTO STATE INSURANCE AGENCY, LLC
FLINT CONSTRUCTION & FORESTRY DIVISION
FORESTRY INSURANCE COMPANY OF THE SOUTHEAST
HORRY-GEORGETOWN TECHNICAL COLLEGE -
Forestry Technology

***Thanks to our 2020 Annual Meeting
Exhibitors!!***



2020 Western Star Association Rebate – US ALC Associations

Western Star is proud to support and extend the association rebate 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 the 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. Transactions submitted and approved for this offer are subject to audit at any time. Western Star reserves the right to charge back any incentives provided if found that the transaction does not fully meet the program requirements.

Rebate amount is based on truck model and configuration:

- \$3,000 for 4900 model 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.
- No gliders or used trucks are eligible.
- 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.
3. Dealer report and enter the retail sale date and warranty registers the truck(s).
4. Dealer submits a TIA using request type, Trade Association/Sales Rebate category
 - 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 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 WST.DASH@Daimler.com



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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



AS WE SEE IT: LOOKING AHEAD TO 2020

By Danny Dructor

As we enter the New Year, members of the American Loggers Council will stay the course in attempting to provide meaningful representation to those who are involved in the daily business of harvesting and hauling unrefined forest products.

The ALC will continue seeking reforms to federal DOT regulations that prohibit us from accessing our federal interstate highways with state legal weight limits that would enable us to haul safer and more efficiently to the mills that we supply.

The ALC will continue to press members of Congress to support and enact legislation that would give our 16 and 17 year-old sons and daughters the legal right to work under parental supervision in logging businesses that will be eventually handed down to them creating the next generation of professional loggers.

The ALC will continue to educate both the administration and lawmakers on the need to create parity between agriculture and logging so that we can be a part of the discussions when natural disasters strike, or tariffs are levied on our products, causing our markets to diminish.

The ALC will continue to work with like-minded organizations like the Federal Forest Resource Coalition and the US Forest Service to help implement Farm Bill authorities that will create efficiencies allowing the US Forest Service to do “more with less” making more timber from federal lands available for harvest.

The ALC will continue its work with Team Safe Trucking to try and improve safety on our roads and highways by promoting driver training and meeting with insurers to help reduce the number of accidents with the end goal to improve insurance rates for those that are doing things right.

The ALC will once again represent professional timber harvesters and haulers as the SFI program goes through its revision process, making certain that our voices are heard around the table as to how potential changes might impact your business.

2020 will certainly have its challenges in Washington, DC as all eyes are now focusing on the November elections, but there remains a lot of unfinished business that needs to be taken care of, either through legislation or administrative actions that could benefit all of you who are helping to supply the nation’s wood fiber needs.

We also know that there will be new opportunities and challenges that will emerge this year and we will do our best to address them as they emerge.

We thank you for your support in 2019, and look forward to serving you in 2020.

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.



AN EXPERIENCE-DRIVEN UNDERSTANDING OF THE FOREST INDUSTRY

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



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

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

FM: Workers' Comp Program endorsed by:

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

Forestry Insurance Specialists:

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



801 Jones Franklin Rd. ◆ Raleigh NC 27606

www.forestrymutual.com

Toll-free: 800-849-7788

Proudly serving NC, SC, VA, TN & GA

EMPLOYEE RIGHTS

PAID SICK LEAVE AND EXPANDED FAMILY AND MEDICAL LEAVE UNDER THE FAMILIES FIRST CORONAVIRUS RESPONSE ACT

The **Families First Coronavirus Response Act (FFCRA or Act)** requires certain employers to provide their employees with paid sick leave and expanded family and medical leave for specified reasons related to COVID-19. These provisions will apply from April 1, 2020 through December 31, 2020.

► PAID LEAVE ENTITLEMENTS

Generally, employers covered under the Act must provide employees:

Up to two weeks (80 hours, or a part-time employee's two-week equivalent) of paid sick leave based on the higher of their regular rate of pay, or the applicable state or Federal minimum wage, paid at:

- 100% for qualifying reasons #1-3 below, up to \$511 daily and \$5,110 total;
- $\frac{2}{3}$ for qualifying reasons #4 and 6 below, up to \$200 daily and \$2,000 total; and
- Up to 10 weeks more of paid sick leave and expanded family and medical leave paid at $\frac{2}{3}$ for qualifying reason #5 below for up to \$200 daily and \$12,000 total.

A part-time employee is eligible for leave for the number of hours that the employee is normally scheduled to work over that period.

► ELIGIBLE EMPLOYEES

In general, employees of private sector employers with fewer than 500 employees, and certain public sector employers, are eligible for up to two weeks of fully or partially paid sick leave for COVID-19 related reasons (see below). *Employees who have been employed for at least 30 days* prior to their leave request may be eligible for up to an additional 10 weeks of partially paid expanded family and medical leave for reason #5 below.

► QUALIFYING REASONS FOR LEAVE RELATED TO COVID-19

An employee is entitled to take leave related to COVID-19 if the employee is unable to work, including unable to **telework**, because the employee:

- | | |
|---|---|
| <ol style="list-style-type: none">1. is subject to a Federal, State, or local quarantine or isolation order related to COVID-19;2. has been advised by a health care provider to self-quarantine related to COVID-19;3. is experiencing COVID-19 symptoms and is seeking a medical diagnosis;4. is caring for an individual subject to an order described in (1) or self-quarantine as described in (2); | <ol style="list-style-type: none">5. is caring for his or her child whose school or place of care is closed (or child care provider is unavailable) due to COVID-19 related reasons; or6. is experiencing any other substantially-similar condition specified by the U.S. Department of Health and Human Services. |
|---|---|

► ENFORCEMENT

The U.S. Department of Labor's Wage and Hour Division (WHD) has the authority to investigate and enforce compliance with the FFCRA. Employers may not discharge, discipline, or otherwise discriminate against any employee who lawfully takes paid sick leave or expanded family and medical leave under the FFCRA, files a complaint, or institutes a proceeding under or related to this Act. Employers in violation of the provisions of the FFCRA will be subject to penalties and enforcement by WHD.



WAGE AND HOUR DIVISION
UNITED STATES DEPARTMENT OF LABOR

For additional information
or to file a complaint:

1-866-487-9243

TTY: 1-877-889-5627

dol.gov/agencies/whd



WH1422 REV 03/20

U.S. DEPARTMENT OF LABOR

WAGE & HOUR DIVISION



Subject: Required Poster for Families First Coronavirus Response Act (FFCRA) and Department of Labor (DOL) poster guidance

The Department of Labor (DOL) released the FFCRA poster March 30, 2020, which must be posted by covered employers. The DOL has also provided the following guidance pertaining to the poster:

Families First Coronavirus Response Act Notice – Frequently Asked Questions (FAQs):

- *Where do I post this notice? Since most of my workforce is teleworking, where do I electronically “post” this notice?*

Each covered employer must post a notice of the Families First Coronavirus Response Act (FFCRA) requirements in a conspicuous place on its premises. An employer may satisfy this requirement by emailing or direct mailing this notice to employees, or posting this notice on an employee information internal or external website.

- *Do I have to post this notice in other languages that my employees speak? Where can I get the notice in other languages?*

You are not required to post this notice in multiple languages, but the Department of Labor (Department) is working to translate it into other languages.

- *Do I have to share this notice with recently laid-off individuals?*

No, the FFCRA requirements explained on this notice apply only to current employees.

- *Do I have to share this notice with new job applicants?*

No, the FFCRA requirements apply only to current employees. Employers are under no obligation to provide the notice of those requirements to prospective employees.

- *Do I have to give notice of the FFCRA requirements to new hires?*

Yes, if you hire a job applicant, you must convey this notice to them, either by email, direct mail, or by posting this notice on the premises or on an employee information internal or external website.

- *If my state provides greater protections than the FFCRA, do I still have to post this notice?*

Yes, all covered employers must post this notice re-

gardless of whether their state requires greater protections. The employer must comply with both federal and state law.

- *I am a small business owner. Do I have to post this notice?*

Yes. All employers covered by the paid sick leave and expanded family and medical leave provisions of the FFCRA (i.e., certain public sector employers and private sector employers with fewer than 500 employees) are required to post this notice.

- *How do I know if I have the most up-to-date notice? Will there be updates to this notice in the future?*

The most recent version of this notice was issued on March 25, 2020. Check the Wage and Hour Division’s website or sign up for Key News Alerts to ensure that you remain current with all notice requirements: www.dol.gov/agencies/whd.

- *Our employees must report to our main office headquarters each morning and then go off to work at our different worksite locations. Do we have to post this notice at all of our different worksite locations?*

The notice needs to be displayed in a conspicuous place where employees can see it. If they are able to see it at the main office, it is not necessary to display the notice at your different worksite locations.

- *Do I have to pay for notices?*

No. To obtain notices free of charge, contact the Department’s Wage and Hour Division at 1-866-4-USWAGE (1-866-487-9243). Alternatively, you may download and print the notice yourself from <http://www.dol.gov/compliance/topics/posters.htm>.

- *I am running out of wall space. Can I put the required notices in a binder that I put on the wall?*

No, you cannot put federal notices in a binder. Generally, employers must display federal notices in a conspicuous place where they are easily visible to all employees—the intended audience.

- *We have break rooms on each floor in our building. Do I have to post notices in each break room on each floor or can I just post them in the lunchroom?*

If all of your employees regularly visit the lunchroom, then you can post all required notices there. If not, then you can post the notices in the break rooms on each floor or in another location where they can easily be seen by employees on each floor.

TAX RELIEF AND COVID-19



Federal Tax Credits for Small and Midsize Businesses to Recover Costs of Coronavirus-Related Leave

On March 20, 2020, the U.S. Treasury Department, Internal Revenue Service (IRS), and the U.S. Department of Labor (Labor) announced that small and midsize employers can begin taking advantage of two new refundable payroll tax credits, designed to immediately and fully reimburse them, dollar-for-dollar, for the cost of providing Coronavirus-related leave to their employees. <https://www.irs.gov/newsroom>

The Act will give all American businesses with fewer than 500 employees funds to provide employees with paid leave, either for the employee's own health needs or to care for family members. The legislation will enable employers to keep their workers on their payrolls, while at the same time ensuring that workers are not forced to choose between their paychecks and the public health measures needed to combat the virus.

<https://www.irs.gov/newsroom/treasury-irs-and-labor-announce-plan-to-implement-coronavirus-related-paid-leave-for-workers-and-tax-credits-for-small-and-midsize-businesses-to-swiftly-recover-the-cost-of-providing-coronavirus>

Key Takeaways

Paid Sick Leave for Workers

For COVID-19 related reasons, employees receive up to 80 hours of paid sick leave and expanded paid child care leave when employees' children's schools are closed or child care providers are unavailable.

Complete Coverage

Employers receive 100% reimbursement for paid leave pursuant to the Act.

Health insurance costs are also included in the credit. Employers face no payroll tax liability.

Self-employed individuals receive an equivalent credit.

Fast Funds

Per IRS guidance, reimbursement will be quick and easy to obtain. To take immediate advantage of the paid leave credits, businesses can retain and access funds that they would otherwise pay to the IRS in payroll taxes. If those amounts are not sufficient to cover the cost of paid leave, employers can seek an expedited advance from the IRS by submitting a streamlined claim form that will be released next week.

An immediate dollar-for-dollar tax offset against payroll taxes will be provided

Where a refund is owed, the IRS will send the refund as quickly as possible.

Small Business Protection

Employers with fewer than 50 employees are eligible for an exemption from the requirements to provide leave to care for a child whose school is closed, or child care is unavailable in cases where the viability of the business is threatened.

Easing Compliance

Requirements subject to 30-day non-enforcement period for good faith compliance efforts.

Background

The Act provided paid sick leave and expanded family and medical leave for COVID-19 related reasons and created the refundable paid sick leave credit and the paid child care leave credit for eligible employers. Eligible employers are businesses and tax-exempt organizations with fewer than 500 employees that are required to provide emergency paid sick leave and emergency paid family and medical leave under the Act. Eligible employers will be able to claim these credits based on qualifying leave they provide between the effective date and December 31, 2020. Equivalent credits are available to self-employed individuals based on similar circumstances.

Paid Leave

The Act provides that employees of eligible employers can receive two weeks (up to 80 hours) of paid sick leave at 100% of the employee's pay where the employee is unable to work because the employee is

(Continued on page 33)

(Continued from page 32)

quarantined, and/or experiencing COVID-19 symptoms, and seeking a medical diagnosis. An employee who is unable to work because of a need to care for an individual subject to quarantine, to care for a child whose school is closed or child care provider is unavailable for reasons related to COVID-19, and/or the employee is experiencing substantially similar conditions as specified by the U.S. Department of Health and Human Services can receive two weeks (up to 80 hours) of paid sick leave at 2/3 the employee's pay. An employee who is unable to work due to a need to care for a child whose school is closed, or child care provider is unavailable for reasons related to COVID-19, may in some instances receive up to an additional ten weeks of expanded paid family and medical leave at 2/3 the employee's pay.

Paid Sick Leave Credit

For an employee who is unable to work because of Coronavirus quarantine or self-quarantine or has Coronavirus symptoms and is seeking a medical diagnosis, eligible employers may receive a refundable sick leave credit for sick leave at the employee's regular rate of pay, up to \$511 per day and \$5,110 in the aggregate, for a total of 10 days.

For an employee who is caring for someone with Coronavirus, or is caring for a child because the child's school or child care facility is closed, or the child care provider is unavailable due to the Coronavirus, eligible employers may claim a credit for two-thirds of the employee's regular rate of pay, up to \$200 per day and \$2,000 in the aggregate, for up to 10 days. Eligible employers are entitled to an additional tax credit determined based on costs to maintain health insurance coverage for the eligible employee during the leave period.

Child Care Leave Credit

In addition to the sick leave credit, for an employee who is unable to work because of a need to care for a child whose school or child care facility is closed or whose child care provider is unavailable due to the Coronavirus, eligible employers may receive a refundable child care leave credit. This credit is equal to two-thirds of the employee's regular pay, capped at \$200 per day or \$10,000 in the aggregate. Up to 10 weeks of qualifying leave can be counted towards the child care leave credit. Eligible employers are entitled to an

additional tax credit determined based on costs to maintain health insurance coverage for the eligible employee during the leave period.

Prompt Payment for the Cost of Providing Leave

When employers pay their employees, they are required to withhold from their employees' paychecks federal income taxes and the employees' share of Social Security and Medicare taxes. The employers then are required to deposit these federal taxes, along with their share of Social Security and Medicare taxes, with the IRS and file quarterly payroll tax returns (Form 941 series) with the IRS.

Under guidance that will be released next week, eligible employers who pay qualifying sick or child care leave will be able to retain an amount of the payroll taxes equal to the amount of qualifying sick and child care leave that they paid, rather than deposit them with the IRS.

The payroll taxes that are available for retention include withheld federal income taxes, the employee share of Social Security and Medicare taxes, and the employer share of Social Security and Medicare taxes with respect to all employees.

If there are not sufficient payroll taxes to cover the cost of qualified sick and child care leave paid, employers will be able to file a request for an accelerated payment from the IRS. The IRS expects to process these requests in two weeks or less. The details of this new, expedited procedure will be announced next week.

Examples

If an eligible employer paid \$5,000 in sick leave and is otherwise required to deposit \$8,000 in payroll taxes, including taxes withheld from all its employees, the employer could use up to \$5,000 of the \$8,000 of taxes it was going to deposit for making qualified leave payments. The employer would only be required under the law to deposit the remaining \$3,000 on its next regular deposit date.

If an eligible employer paid \$10,000 in sick leave and was required to deposit \$8,000 in taxes, the employer could use the entire \$8,000 of taxes in order to make qualified leave payments and file a request for an accelerated credit for the remaining \$2,000.

(Continued on page 34)

(Continued from page 33)

Equivalent child care leave and sick leave credit amounts are available to self-employed individuals under similar circumstances. These credits will be claimed on their income tax return and will reduce estimated tax payments.

Small Business Exemption

Small businesses with fewer than 50 employees will be eligible for an exemption from the leave requirements relating to school closings or child care unavailability where the requirements would jeopardize the ability of the business to continue. The exemption will be available on the basis of simple and clear criteria that make it available in circumstances involving jeopardy to the viability of an employer's business as a going concern. Labor will provide emergency guidance and rulemaking to clearly articulate this standard.

Non-Enforcement Period

Labor will be issuing a temporary non-enforcement policy that provides a period of time for employers to come into compliance with the Act. Under this policy, Labor will not bring an enforcement action against any employer for violations of the Act so long as the employer has acted reasonably and in good faith to comply with the Act. Labor will instead focus on compliance assistance during the 30-day period.

Deferring Federal Tax Payments Due to Outbreak

The Treasury Department and Internal Revenue Service announced on March 21, 2020 that the federal income tax filing due date is automatically extended from April 15, 2020, to July 15, 2020. <https://www.irs.gov/coronavirus>

This announcement comes following the President's emergency declaration last week pursuant to the Stafford Act. The Stafford Act is a federal law enacted in 1988 and designed to bring an orderly and systematic means of federal natural disaster and emergency assistance for state and local governments in carrying out their responsibilities to aid citizens. <https://home.treasury.gov/news/press-releases/sm948>.

Taxpayers can also defer federal income tax payments due on April 15, 2020, to July 15, 2020, without penal-

ties and interest, regardless of the amount owed. This deferment applies to all taxpayers, including individuals, trusts and estates, corporations and other non-corporate tax filers as well as those who pay self-employment tax. <https://www.irs.gov/newsroom/tax-day-now-july-15-treasury-irs-extend-filing-deadline-and-federal-tax-payments-regardless-of-amount-owed>

Taxpayers do not need to file any additional forms or call the IRS to qualify for this automatic federal tax filing and payment relief.

Individual taxpayers who need additional time to file beyond the July 15 deadline, can request a filing extension by filing Form 4868 through their tax professional, tax software or using the Free File link on IRS.gov. <https://www.irs.gov/pub/irs-pdf/f4868.pdf>

Businesses who need additional time beyond the July 15 deadline must file Form 7004. <https://www.irs.gov/pub/irs-pdf/f7004.pdf>

Even with the filing deadline extended, the Treasury Department and IRS urge taxpayers who are owed refunds to file as soon as possible and file electronically:

Americans should file their tax returns by April 15 because many will receive a refund. Those filing will be able to take advantage of their refunds sooner," said Treasury Secretary Steven T. Mnuchin. "This deferment allows those who owe a payment to the IRS to defer the payment until July 15 without interest or penalties. Treasury and IRS are ensuring that hard-working Americans and businesses have additional liquidity for the next several months.

<https://home.treasury.gov/news/press-releases/sm948>

For More Information

For more information regarding federal tax credits and other relief, visit Coronavirus Tax Relief on IRS.gov. Information regarding the process to receive an advance payment of the credit will be posted on [IRS.gov](https://www.irs.gov).

LOCALIZED WOOD DEMAND AND LOGGING CAPACITY: PERSPECTIVE MATTERS

By Dr. Shawn Baker, Forisk Consulting Blog

This post introduces research covered in the Q1 2020 Forisk Research Quarterly (FRQ).

I'm not the world's biggest baseball fan (I'm not even the biggest baseball fan at Forisk), but the quantitative nature of the game does appeal to me. For example, I know Gregory Soto isn't the best hitter in baseball, but he was the only player to bat 1.000 last year with more than one official at bat (he had 2). Why discuss the hitting stats of American League pitchers? Because perspective matters. Knowing Tim Anderson "only" hit .335 but came to the plate over 500 times in 2019 gives the proper perspective for comparing the hitting prowess of both players.



Bringing this back to forestry, we've commented frequently on the declines in logging employment regionally and nationally in the U.S. Employment declined dramatically during the Recession and increased only slightly during the recovery. Indeed, employment is lower now in the logging industry than at any point since the government started tracking the industry. Another trend we highlight is productivity of the logging sector. The industry has mechanized and output per employee has grown consistently for decades. Logging is now characterized by fewer, but more productive, employees. So how do we view the status of the industry's actual capacity to harvest wood?

We offer some perspective. Forisk tracks reported changes in logging employment at the county level to identify where capacity may be growing or shrinking. We also track all wood using facilities in the country to provide a perspective on wood use. By combining the two data sets, we can identify areas where employment growth notably exceeds or lags the pace of wood demand growth.

The figure (map not shown) provides a view of softwood demand changes relative to logging capacity. Is this a perfect picture...not exactly. While it excludes hardwood demand, softwood dominates the volumes harvested by the logging sector in most of the highlighted region. What does the map show? In a number of areas, demand growth over the past year exceeded changes in logging employment by 10% or more. These regions often have newly opened facilities that are likely to attract new logging capacity, such as in northeast Alabama where recent openings and expansions should draw in more loggers. Other areas remain a concern where demand has been less dynamic and employment is declining, such as central South Carolina or southern Arkansas. In those areas, we want to watch carefully and ensure short-term capacity tightness does not extend to long-term shortages. As for those outlying regions where employment growth exceeds demand? Those are the figurative Gregory Soto's of the map, where hardwood (not softwood) dominates the harvest volumes, or where there is little harvesting at all. It helps to maintain some perspective.



Timber Talk

Your Voice for South Carolina Timber Harvesting

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

WORKING TOGETHER TO MEET THE TRANSPORTATION NEEDS OF THE TIMBER INDUSTRY



Offering Trailer Sales, Finance, Service and Parts

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

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

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

"Locations in North Carolina, South Carolina and Virginia"



Commonwealth Trailer Rentals



Offering Trailer Leasing and Rental Programs

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

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

CTR LOCATIONS

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

(Baltimore and Orlando pick up and drop off available)



We Specialize in:
 Trailers - New & Used
 Service & Hydraulics
 Parts - We Ship Anywhere



Locations in:
 Wilmington, NC
 Spartanburg, SC
 St. George, SC

www.pinnacletrailers.com

Inventory Arriving Daily!

Call Today 800-513-9373

New location in St George, SC -near Charleston !



LARGEST SALVAGE YARD IN SOUTHEAST



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



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



**1418 OLD HWY 52 SOUTH
 MONCK'S CORNER, SC 29461
WWW.WWTRACTOR.COM
843.761.8220**

DISMANTLING DAILY

CAT

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

BARKO

160B, 160B, 275B & 775B

FRANKLIN

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

HYDROAX

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

JOHN DEERE

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

PEERLESS

2770

PRENTICE

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

TIGERCAT

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

TIMBERJACK

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

TREEFARMER

C6D & C7F

NEW SCTPA MEMBER BENEFIT & SERVICE



**Contact Steve Wilt (843) 566-5463
or Jalisa Byas (803) 381-2198 to Get
Your Savings.**

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.

Please contact our
endorsed SC Timber
Producers Association
broker - Mark Snelson
(843)325-1211
msnelson@sc.rr.com

Our Mission | To revolutionize what EMPLOYER GROUPS expect from their Agency.

A Revolutionary New Experience

We feel that groups in today's complex and constantly changing environment need more than simply proposals and service. We understand that you are expected to sometimes be a lawyer, accountant and human resources department all at once, and we've expanded our portfolio of services to include things to help you wear all those hats.

Here are some of the cool things we are doing very, very well.

Online Benefit Enrollment Tool

Enroll and manage your entire employee benefits package online — no more paper forms!

ERISA WRAP Documents

That's right, we will complete the ERISA WRAP Documents, and have the full Summary Plan Descriptions (SPDs) including mandated ERISA language ready for your group to distribute to employees.

Customized Benefit Booklets

We create a customized professional benefit booklets for you. They run the full gamut of all the benefits that your group offers their employees.

Full Online HR Library

Easily share our HR Library with your employer groups and can assist them with such areas as OSHA, ERISA, COBRA, Immigration, Taxation and more.

Think

RateFactory

employee
NAVIGATOR

Quoting Tool

Send us a small group census and we'll send you quotes back from every fully insured carrier available in your market in one concise, easy to read spreadsheet.

1094 Completion and Distribution

We take the burden off the HR administrators by providing all forms ready to distribute to the employees of your insured groups, as well as signature ready employer tax forms. All your customers have to do is distribute them to their employees, sign the corporate form and mail to Uncle Sam.

ACA Compliance

Our software tracks and maintains your plan to make sure that you are hitting the required governmental benchmarks.

Our Carriers



ATTENTION SC Timber Producers Association Members!! Our exclusive broker, **Mark Snelson** is here to help you with all of your Medicare needs. Please contact him at:

(843)325-1211 or msnelson@sc.rr.com

Medicare Supplement Plans from BlueCross BlueShield of South Carolina



Medicare alone won't pay for all your expenses. We can help you fill the gap! Call **Mark Snelson** at **(843)325-1211**. Mark is an authorized agent for BlueCross BlueShield of South Carolina, an independent licensee of the Blue Cross and Blue Shield Association.



United States Department of Agriculture

Office of the Secretary
Washington, D.C. 20250

JAN 17 2020

Mr. Daniel Dructor
Executive Vice President
American Loggers Council
Post Office Box 966
Hemphill, Texas 75948

Dear Mr. Dructor:

Thank you for your letter of December 6, 2019, on behalf of the American Loggers Council, requesting additional assistance for the U.S. loggers who have been negatively impacted by unjustified retaliatory tariffs and other trade disruptions. Your comments and concerns are appreciated.

In 2019, the U.S. Department of Agriculture (USDA) expanded the scope of eligible commodities for the Market Facilitation Program (MFP) trade relief to include all those covered under Title I of the 2018 Farm Bill, in addition to several others that were directly affected by unjustified retaliatory tariffs; however, timber is ineligible for the 2019 MFP.

USDA trade relief measures also include the Agricultural Trade Promotion Program (ATP), which is designed to develop new export markets for U.S. agricultural products. USDA awarded approximately \$5 million in ATP funding to the American Hardwood Export Council, the Engineered Wood Association, the Softwood Export Council, and the Southern Forest Products Association. The forest products industry has already held successful ATP-funded promotional activities in India and Europe, and additional activities for Southeast Asia and India are planned for later in the year.

I appreciate your support of the Administration's advocacy for free, fair, and reciprocal long-term trade agreements. Please share this response with the organizations listed in your letter.

Sincerely,

A handwritten signature in blue ink, reading "Sonny Perdue", is positioned below the word "Sincerely,".

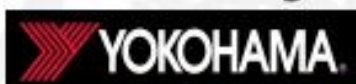
Sonny Perdue
Secretary

An Equal Opportunity Employer

\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

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



AN INDEPENDENT FORESTRY & AGRICULTURAL COOPERATIVE

www.SouthernLoggers.com



29 FUELING STATIONS

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

SMALL BUSINESS ADMINISTRATION

PAYCHECK PROTECTION PROGRAM

As of March 31, 2020

The stimulus bill passed by Congress and signed by the President last week contains a number of opportunities for business to receive financial support if their operations are impacted by COVID-19. One of those that may be of interest to the Logging and Wood Supply segments is the Paycheck Protection Act.

This information was developed by Innovative Natural Resource Solutions LLC for our clients and friends, using publicly available information. Please be sure to consult your attorney and / or financial advisory prior to entering into any contracts, and be aware that terms of any loan should be carefully reviewed.

What is the SBA Paycheck Protection Program?

Title 1 of the Coronavirus Aid, Relief, and Economic Security (CARES) Act is the Keeping American Workers Paid and Employed Act, which provides relief for small businesses and their employees who are affected by the outbreak of COVID-19;

The key program is the “Paycheck Protection Program,” an emergency lending tool, administered by the Small Business Administration (SBA) under its existing 7(a) lending program, to provide loans to small business on favorable terms to borrowers impacted by the economic uncertainty brought about because of the pandemic;

There is roughly \$350 billion set aside for this program – it is the largest program targeted toward small businesses in the CARES Act;

The Paycheck Protection Program has two main goals:

- Help small businesses cover immediate and near-term operating expenses, and
- Provide an incentive for employers to retain employees.

How does the Paycheck Protection Program Work?

The program provides small businesses with 500 or fewer employees with federally insured, partially forgivable loans that can be used to cover operating expenses:

- Maximum loan is 250% of the employer’s

monthly payroll costs, or \$10 million (whichever is less);

- Payroll costs include wages, salaries, retirement contributions, healthcare benefits and contributions to retirement;

The program has a number of attractive features for borrowers, including:

- Six to twelve months of deferred payments
- Waiver of loan application and processing fees
- Streamlined application and approval process;

Most importantly, the Paycheck Protection Program has a loan forgiveness feature:

- This effectively turns some of the loan into a grant that does not need to be repaid
- Loan forgiveness equivalent to the sum spent on qualifying expenses
 - Payroll
 - Rent
 - Utilities
 - Mortgage interest payments;
- To qualify for loan forgiveness, borrowers must:
- Maintain their pre-crisis level of full-time equivalent employees (or face a reduction in forgiveness proportional to the reduction in headcount);
- Because some businesses have already been forced to make staffing reductions in response to shrinking markets and lost revenues, the legislation includes a provision that allows those companies to qualify for loan forgiveness if they have re-hired back to pre-crisis levels by June 30, 2020;

Borrowers do not need to show economic harm, but do need to certify that:

- The current economic conditions created by COVID-19 necessitate a loan to support ongoing business operations;
- The funds will be used to maintain payroll and other covered expenses;

Loan terms:

- 10-year maturity;
- Interest not to exceed 4%;
- Deferral of any payments for 6-12 months (when coupled with loan forgiveness provisions, this may mean some entities never make a payment);

(Continued on page 43)

(Continued from page 42)

Lenders are expected to prioritize loans to small business and companies in rural areas, which describes most forest industries;

Applications are through banks and other financial institutions that administer Small Business Administration loans. Check with your bank or financial institution to see if they can assist with this loan process.

As of March 31, 2020, rules for banks making these loans are still in development. It is anticipated that these loans will be available in the near future, and companies are encouraged to reach out to their banks

as soon as possible if they want to learn more about this opportunity.

SCTPA Comments: The Small Business Administration can be accessed directly on the SCTPA website www.scloggers.com. Click on the Small Business Administration box and it'll go to the SBA home page. There you will see the Coronavirus relief for disaster loan at the top. The Paycheck Protection Program can be accessed by clicking Funding Programs and the Paycheck Protection Program will be shown and click on that to proceed.



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



March 27th, 2020
Updated: April, 3rd, 2020

Kevin A. Shwedo
Executive Director

State of South Carolina

Department of Motor Vehicles

INTERNATIONAL REGISTRATION PLAN / INTERNATIONAL FUEL TAX AGREEMENT CHANGES

The Governor of South Carolina has declared a state of emergency due to the COVID-19 virus until further notice. As a result, commercial vehicles engaged in interstate commerce traveling in or through the State of South Carolina, with registrations that expire March 1, 2020 through June 30, 2020 will be valid until July 1, 2020. The South Carolina Department of Motor Vehicles (SCDMV) respectfully requests that law enforcement not cite commercial motor vehicles with an expired cab card. The SCDMV strongly recommends retaining a copy of this letter with the expired cab card to produce for any law enforcement officer in any jurisdiction who may require it.

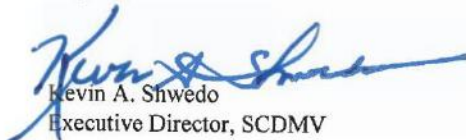
Additionally, the SCDMV is temporarily waiving International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) requirements for out-of-state vehicles provided, however, that the following conditions are satisfied:

1. The driver of any such vehicle to be operated is properly licensed or operating under a waiver issued by the carrier's base jurisdiction.
2. Motor carriers and/or drivers currently subject to out-of-service orders are not eligible for the exemption until the order expires or the motor carrier or driver has met the condition for its rescission.
3. The motor vehicle to be operated is properly licensed and registered or operating under a waiver in this or any other state, and the motor vehicle satisfies all motor vehicle insurance requirements or provisions of its state of registration. Proof of insurance must be carried in the cab of the motor vehicle.

This waiver shall not be construed to allow any vehicle to operate in the state of South Carolina without a valid vehicle registration and insurance as required by the base state. Additionally, carriers are required to maintain compliance with all driver, owner, vehicle and carrier compliance requirements that may fall outside this waiver or any other rule, statute or requirement. The waiver shall not apply to motor carriers or drivers that are currently subject to state or federal out-of-service orders.

This waiver shall remain in effect or until 11:59 pm on June 30, 2020. Please direct any questions to the South Carolina Department of Motor Vehicles, Motor Carrier Services Division, at 803-896-3870.

Regards,


Kevin A. Shwedo
Executive Director, SCDMV

Post Office Box 1498, Blythewood, South Carolina 29016

March 25, 2020
Update #2: April 3, 2020



Kevin A. Shwedo
Executive Director

State of South Carolina

Department of Motor Vehicles

EXTENSIONS TO SCDMV DOCUMENT EXPIRATIONS

The South Carolina Department of Motor Vehicles is diligently working to ensure the agency continues to perform its essential operations as we consider the impact of COVID-19 on the state. For these reasons, I am putting the following guidelines in place to assist our citizens:

- Treat all identification cards, non-commercial driver's licenses, beginner's permits, commercial driver's licenses, commercial learner's permits, and parking placards for people with disabilities with expiration dates from March 1, 2020 through June 30, 2020, as valid until July 1, 2020. All public and private businesses, companies, agencies, and organizations of any kind are urged to accept these documents as valid. (CDLs and CLPs above were authorized for extension via March 24, 2020 guidance from FMCSA.)
- All vehicles, including commercial motor vehicles in the International Registration Plan engaged in interstate commerce traveling in or through the state of South Carolina, with registrations that expire March 2020 through June 2020 will be valid until July 1, 2020.
- Because some state residents are not able to pay vehicle property taxes in counties that are or will be closed to the public and because closure of county offices may delay issuance of tax bills, the Department of Motor Vehicles will suspend the collection of late fees for late vehicle registration renewals and suspend the suspension of driver's licenses for failure to pay property taxes for registration renewals that expire March 2020 through June 2020.
- Treat all traceable temporary license plates and 30-day temporary license plates with expiration dates of March 2020 through June 2020 as valid until July 1, 2020. Vehicles that have expired temporary plates that are not properly titled and registered within 45 days after July 1, 2020 will be considered as having expired registrations.

We ask all law enforcement agencies in South Carolina to take these measures into consideration. It is understood that expired South Carolina driver's licenses, beginner's permits, commercial driver's licenses, or commercial learner's permits and vehicle license plates may not be recognized outside of South Carolina. It is suggested, however, that a copy of this guidance be maintained by drivers or inside vehicles that fall into categories addressed above.

Regards,


Kevin A. Shwedo
Executive Director, SCDMV

30 DAYS TO SLOW THE SPREAD

Listen to and follow the directions of your **STATE AND LOCAL AUTHORITIES**.

IF YOU FEEL SICK, stay home. Do not go to work. Contact your medical provider.

IF YOUR CHILDREN ARE SICK, keep them at home. Do not send them to school. Contact your medical provider.

IF SOMEONE IN YOUR HOUSEHOLD HAS TESTED POSITIVE for the coronavirus, keep the entire household at home. Do not go to work. Do not go to school. Contact your medical provider.

IF YOU ARE AN OLDER PERSON, stay home and away from other people.

IF YOU ARE A PERSON WITH A SERIOUS UNDERLYING HEALTH CONDITION that can put you at increased risk (for example, a condition that impairs your lung or heart function or weakens your immune system), stay home and away from other people.



For more information, please visit
CORONAVIRUS.GOV

DO YOUR PART TO SLOW THE SPREAD OF THE CORONAVIRUS

Even if you are young, or otherwise healthy, you are at risk and your activities can increase the risk for others. It is critical that you do your part to slow the spread of the coronavirus.

Work or engage in schooling **FROM HOME** whenever possible.

IF YOU WORK IN A CRITICAL INFRASTRUCTURE INDUSTRY, as defined by the Department of Homeland Security, such as healthcare services and pharmaceutical and food supply, you have a special responsibility to maintain your normal work schedule. You and your employers should follow CDC guidance to protect your health at work.

AVOID SOCIAL GATHERINGS in groups of more than 10 people.

Avoid eating or drinking at bars, restaurants, and food courts — **USE DRIVE-THRU, PICKUP, OR DELIVERY OPTIONS.**

AVOID DISCRETIONARY TRAVEL, shopping trips, and social visits.

DO NOT VISIT nursing homes or retirement or long-term care facilities unless to provide critical assistance.

PRACTICE GOOD HYGIENE:

- Wash your hands, especially after touching any frequently used item or surface.
- Avoid touching your face.
- Sneeze or cough into a tissue, or the inside of your elbow.
- Disinfect frequently used items and surfaces as much as possible.

CORONAVIRUS.GOV

School operations can accelerate the spread of the coronavirus. Governors of states with evidence of community transmission should close schools in affected and surrounding areas. Governors should close schools in communities that are near areas of community transmission, even if those areas are in neighboring states. In addition, state and local officials should close schools where coronavirus has been identified in the population associated with the school. States and localities that close schools need to address childcare needs of critical responders, as well as the nutritional needs of children.

Older people are particularly at risk from the coronavirus. All states should follow Federal guidance and halt social visits to nursing homes and retirement and long-term care facilities.

In states with evidence of community transmission, bars, restaurants, food courts, gyms, and other indoor and outdoor venues where groups of people congregate should be closed.

South Carolina Department of Motor Vehicles



Information on Licenses, Vehicle Registrations, and Temporary License Plates

March 25, 2020

Dear SCDMV Stakeholders:

The South Carolina Department of Motor Vehicles has worked to ensure the essential operations the agency provides remain fully functional while considering the impact of COVID-19 on South Carolina. For these reasons, the guidelines below are now in place. Please let me know if you, your business, or your colleagues have questions about this information.

All identification cards, non-commercial driver's licenses, beginner's permits, non-hazmat commercial driver's licenses, and commercial learner's permits with expiration dates of March 1, 2020 through June 30, 2020 will be treated as valid until July 1, 2020. All public and private businesses, companies, agencies, and organizations of any kind are urged to accept these documents as valid.

All non-commercial motor vehicles with registrations that expire March 2020 through June 2020 will be valid until July 1, 2020.

Since some state residents are not able to pay vehicle property taxes in counties closed to the public and because the county offices may delay issuance of tax bills, the SCDMV will suspend the collection of late fees for vehicle registration renewals. The agency will also suspend the suspension of driver's licenses for failure to pay property taxes for registration renewals that expire March 2020 through June 2020.

Treat all traceable temporary license plates and 30-day temporary license plates with expiration dates of March 2020 through June 2020 as valid until July 1, 2020. Vehicles that have expired temporary plates that are not properly titled and registered within 45 days after July 1, 2020 will be considered as having expired registrations.

It must be understood that expired driver's licenses, beginner's permits, commercial driver's licenses, or commercial learner's permits and vehicle license plates may not be recognized outside of South Carolina.

People are encouraged to keep a copy of this guidance with them if impacted by one of the items above.

In addition to the information above, some SCDMV branches are operating on revised schedules. Please visit SCDMVOnline.com for a complete list of branch offices hours.

Please let me know if you have any questions about this information.

Regards,

Lauren Phillips
Deputy Director, Legislative Affairs, SCDMV
803-240-9560

HOW TO REIN IN RISING INSURANCE COSTS

January 8, 2020 • by David Cullen • HDT, Heavy Duty Trucking

Insurance is one of those things you may not really think about until your business needs it. That is, unless you're facing skyrocketing premiums or, worse, shrinking access to coverage itself, which is what's happening to truck fleets. Negative trends impacting the insurance market's view of trucking are forcing more fleet managers to think a lot more about insurance.

Fleets are facing what commercial-insurance broker Hub International defines as a "hardened insurance market," in which premiums have not only gone up, but in many cases have doubled. "With increases between 10% and 15% for the third year in a row, policies are no longer just 3% to 4% of a fleet's annual revenue — they can be north of 75%."

Reining in insurance costs requires looking at your operation the way an underwriter does. Is your fleet, at bare minimum, a calculated but acceptable risk for an insurance carrier to take on? Or does everything about your operation scream disaster about to happen?

To be sure, you are not alone in facing the insurance juggernaut. In its latest survey on the top issues confronting trucking, the American Transportation Research Institute, which is part of the ATA Federation, identified insurance cost and availability as an emerging issue.

Since 2013, per ATRI data, fleets surveyed have been walloped by insurance premium costs that have jumped over 17%. ATRI states that rate hikes are being "driven by a number of factors, including increasing costs associated with: equipment repair, rising medical costs, higher jury awards and settlement costs, and greater safety and legal exposure."

Underscoring how serious the threat is, ATRI has pegged as a top research priority the impact of so-called "nuclear verdicts," massive punitive damages of over \$10 million, on truck fleets. The researchers will document and quantify historical trends associated with growing jury awards and out-of-court settlements resulting from negligence cases and other tort suits brought against trucking companies.

While the rise in nuclear verdicts can be, and are,

blamed on personal-injury lawyers who are very good at their jobs, the fact that trucks can be involved in horrific accidents is arguably the biggest factor. Some crashes can't be avoided, and no driver or employer should be blamed for them. But in the current tort-happy legal climate, it behooves all truck operators to do all they reasonably can to prevent or mitigate accidents on the road, especially calamitous ones.

Risky Environment

"Significantly minimizing the cost of insurance is unlikely in the current environment," contends Keith Dunlap, transportation practice leader and senior vice president for Gallagher Bassett, a global claims-services provider. "There are too many issues insurers are facing today, from the high cost of defense, to unreasonable plaintiffs' attorneys with unreasonable demands, to year-over-year escalating loss costs. And until there is meaningful tort reform implemented by state legislators, I don't think it is possible to lower insurance pricing significantly."

That being said, he also points out that, "exceptionally well-run trucking companies with experience, owned equipment, low driver turnover, minimal loss activity, a commitment to a telematics investment, and impeccable CSA scores are in a better position to gain access to more insurers with better pricing than those that don't stand out as best-in-class companies."

Dunlap adds that commercial insurers have "a much higher chance of achieving better outcomes on claims with focused third-party [claims] administrators managing expectations" of liability claims.

Third-party claims administrators for commercial liability insurance providers act much like claims adjusters. They may work with the insurance company's internal claims adjuster as well as outside claims investigators and defense counsel in the event of lawsuits.

Speaking of defending against the rise of nuclear verdicts, Dunlap warns that "hiring marginally acceptable employees" has helped lead to "exploitation by skilled plaintiff's lawyers."

"This leads to negligent hiring and retention claims against the motor carrier, all in a concentrated effort to support gross negligence and punitive damage claims, maximizing recovery," he says. "These efforts can result in higher jury awards, adversely

(Continued on page 49)

(Continued from page 48)

affecting insurers who write [policies] in the trucking space. Those insurers then increase their rates across their entire book of commercial auto business.”

Dunlap advises that the “only way any motor carrier can truly protect themselves against allegations of negligent hiring today is to maintain a driver qualification file that can withstand scrutiny. Truckers need to comply with each of the seven hiring processes outlined in the Federal Motor Carrier Safety Regulations [49 CFR 391], which outlines the minimum requirements for hiring commercial motor vehicle drivers.”

Eyes and Minds

Whenever a driver is involved in an accident, both driver and employer can be targeted by a break-the-bank personal injury suit. One way to combat that is to do all you can to prevent distracted driving, advises law firm Franklin & Prokopik in its transportation-practice blog.

The firm states that “in trials that result in massive civil judgments, awards for punitive damages, if sought, far exceed awards for compensatory damages....the reason for this trend may be rather simple: With an increase in commercial vehicle accidents involving a distracted driving component, the transportation industry has seen an increase in nuclear verdicts.”

As Franklin & Prokopik sees it, there’s a common thread to nuclear verdicts. “There exists some act leading to distracted driving, whether visual, physical, or cognitive, and an element of preventability and accountability on behalf of the carriers and trucking companies. There is no dispute that distracted driving significantly increases the likelihood of catastrophic accidents. The recent nuclear verdicts in cases involving commercial vehicle accidents with a distracted driving component make clear that juries will hold not just the driver accountable, but the motor carrier accountable as well for the safety of the public on the roadways.”

Although distracted driving can be the root of many horrific crashes, it is of course not the only cause of poor safety performance that can drive up insurance premiums and even lead to a denial of coverage for a truck fleet.

Here’s where managers roll up their sleeves and dig into their safety stats to identify what needs fixing first and foremost to make their fleet attractive to insurers. The tools used may be soft-touch, such as

improving driver recruitment and retention to hire the best possible drivers, or hard-edged, like leveraging telematics and spec’ing advanced safety equipment.

The results of these efforts need to be measured and the goals set for them continually updated to present the fleet to insurance underwriters with the most flattering loss-ratio profile possible.

Tell a Positive Story

“Insurers want to work with fleets. Particularly insurance brokers. They want to make sure their customer [risk profile] is attractive to underwriters,” says Mark Murrell, co-founder of CarriersEdge, which works with a number of insurance providers that resell the company’s online driver training modules. CarriersEdge also co-produces the annual Best Fleets to Drive For program.

Murrell says there are “starting points” to building a positive profile, including showing proof of documented safety policies for drivers and managers and proof they are followed, such as by documenting training.

“More training equals a better safety profile,” Murrell contends. “And insurers want to see how much is done in terms of follow-up to any training. Some may want to see it in print or electronic form. But my guess is they will take what they can get to work with.” They’ll also want the training regimen organized with drivers methodically tracked. “They don’t want to see a room full of boxes” of training material.

“Keeping the materials online will make it easier to pull up reports,” he adds. “Since it can be billable work for a broker to work up profiles, being organized will save the trucking company money — as will the broker being able to tell a better story about the fleet to an underwriter.”

“Improving a fleet’s safety profile is seldom a one-time fix,” says Chad Hoppenjan, assistant vice president of Safety Management Services Company, a safety and risk-management consultancy. “We see the most success with clients who continuously work on it.”

He says when SMSC presents its safety assessment, customers “more often than not are very receptive. We work with them, but we can’t tell them what to do.” Improving a risk profile is a process, “not something you can change overnight. What you do is work in this policy year to improve for the next year.”

(Continued on page 54)

March 3, 2020



To: Members of the South Carolina Senate Finance Committee
From: Truck Owner Organizations
Re: S1117 RUF & DMV Fix

Senate Bill 1117 has been introduced to clean-up truck-related provisions from the 2017 Roads Bill. (When we refer to “truck” it also means motor coaches and buses.)

It is important that this legislation is enacted this Session. If not, your intra-state truck-owning constituents will continue to get confusing, non-line-itemed, lump-sum bills from the counties. And, they will continue to be denied the ability to pay these high fees in installments like they have for decades.

Along with our support of the 2017 legislation, we brought to the table a provision which included extending the state’s heavy-duty truck property tax to *all* trucks coming through SC, not just those who are based here. That *statewide* trucking property tax was renamed a “Road Use Fee” (RUF). The state and counties – when fully realized – will gain significant increases in revenue from this additional source of tax revenue. That provision of the legislation has been implemented.

But what has not been implemented, as intended, is a streamlined RUF and renewal billing/payment process for South Carolina-based intra-state trucks *through the DMV*.

In exchange for this new stream of revenue from out-of-state truck fleets, the legislation was to have exempted SC-based trucks from county local vehicle-related fees, so as to free the counties from dealing with these trucks, and enabling DMV to administer all of South Carolina’s truck-related taxes/fees. This promised a streamlined, more efficient and evasion-free process which would generate more net income for the state and

local governments. It was also to deliver finality to a decades-long restructuring, creating a true One-Stop-Shop for this class of vehicles *at the DMV* - where it belongs.

What has impeded this is a technicality whereby the local-fee exemption applied only to those SC-based *inter*-state trucks, not *intra*-state trucks. So, DMV chose to keep the counties involved in this billing/collection process by sending the counties the intra-list, along with the RUF and renewal amounts due. Half the counties don't levy any of these local vehicle fees, and the 2017 legislation exempted half of the state's truck fleet (the *inter*-state trucks). But county systems do not itemize these taxes/fees. In effect, fleet owners are getting lump-sum invoices, RUF valuations are not explained, these fees are not broken out/itemized, nor are partial pay options outlined. Not only are these businesses upset, many think this is a *new* tax.

This system has added administrative problems for both the counties and the DMV. The counties thought they were shedding this responsibility with the 2017 legislation. It was most certainly the intent.

For two years now these businesses have suffered. Without this legislation, this will continue. Our support for this provision was in good faith. The current situation however is unacceptable and untenable.

We urge you to pass S. 1117. We also urge your support of DMV's up-grading their Phoenix and Celtic systems to the degree that they can fully implement DMV's One-Stop-Shop for business truck owners.

Thank you for your efforts on behalf of *better* government in South Carolina.

Sincerely,



How Property Taxes on Trucks >26,000 lbs. GVW are Calculated in SC

Currently, property taxes for motor carriers are collected by the South Carolina Department of Revenue instead of the local counties. Motor carriers are required to file an annual property tax return ([Form PT441](#)) with the Department of Revenue.

INTRASTATE VEHICLES: For vehicles only operating in state, the following is a sample of the property taxes paid on a new \$128,000 diesel truck, with 100% of its miles traveled in South Carolina.

Year	Purchase Price	Depreciation Schedule*	Fair Market Value	Property Tax Paid**
1	\$128,000.00	0.9	\$115,200.00	\$2,926.08
2	\$128,000.00	0.8	\$102,400.00	\$2,600.96
3	\$128,000.00	0.65	\$83,200.00	\$2,113.28
4	\$128,000.00	0.5	\$64,000.00	\$1,625.60
5	\$128,000.00	0.35	\$44,800.00	\$1,137.92
6	\$128,000.00	0.25	\$32,000.00	\$812.80
7	\$128,000.00	0.2	\$25,600.00	\$650.24
8	\$128,000.00	0.15	\$19,200.00	\$487.68
9+	\$128,000.00	0.1	\$12,800.00	\$325.12

INTERSTATE VEHICLES

For vehicles that travel in multiple states, the property taxes are calculated based on the ratio of SC miles to total miles operated (apportioned miles). The ratio (apportioned miles) is then used to determine the value of the vehicles subject to SC property tax.

The following scenario takes in to account a 2016 diesel vehicle and a five-year old vehicle operating a total of 240,000 miles, with 60,000 of those miles being in South Carolina. The average price of a diesel truck back in 2012 is estimated to be \$85,000.

(Continued on page 53)

(Continued from page 52)

Modified Calculations for Interstate Vehicles, Based on PT 441 Form (Rev. 6/2/17)					
	# of Vehicles	Year Purchased	Purchase Price	Depreciation Schedule	Fair Market Value
	1	2016	\$ 128,000.00	0.9	\$ 115,200.00
	1	2012	\$ 85,000.00	0.35	\$ 29,750.00
Total # Vehicles	2		Total Fair Market Value:		\$ 144,950.00
Total Miles Operated in SC				60,000	
Total Miles Operated in all jurisdictions including SC:				0000	
Ratio of SC Miles to Total Miles				0.25	
Value of Vehicles subject to SC Property Tax (Total Fair Market Value x Ratio of Total Miles)					\$ 36,237.50
Property Tax Due (Value of vehicles x 0.0254)					\$ 920.43

*Depreciation Schedule per SC Code of Laws SECTION 12-37-2820.

**Property Tax paid is calculated using an assessment ratio of 0.0250.

How the Assessment Ratio of 0.0250 is Calculated:					
0.095 <i>The property tax assessment ratio for Motor Carriers is 9.5%</i>	x	0.80 <i>This is the equalization factor determined by federal law.</i>	x	0.3334 <i>The average state millage rate.</i>	= 0.0254

WE WERE LOGGERS FIRST. SO WE PUT LOGGERS FIRST.

We are a **PROUD SUPPORTER** and **ALLIED SUPPLIER** of the **SCTPA**. Trusted for over 45 Years, We started with one mission. A commitment to keep logger's operations running strong by providing quality used logging equipment and parts at **FAIR PRICES**. Nothing has changed since **DAY ONE**.

STAY UP TO DATE ON INVENTORY & SPECIALS
FACEBOOK.COM/WWTRACTOR



LATE MODEL DISMANTLED FORESTRY MACHINES

CATERPILLAR

525Ds 535Ds // 525Cs 535Cs 545Cs
563Cs 573Cs // 559Bs 559Cs

JOHN DEERE

648Ls 748Ls // 437Cs 437Ds
643L 843Ls // 643Ks 843Ks

TIGERCAT

620Es 630Es // 720Es 720Gs
718Es 724Es // 845D

**USED PARTS FOR MOST
BRANDS AND MODELS!**

**OVER
13
ACRES**

THE SOUTH'S
LARGEST *Used Parts* **INVENTORY**

VIEW MORE EQUIPMENT
AT OUR NEW WEBSITE
WWTRACTOR.COM
INFO@WWTRACTOR.COM



VISIT OUR YARD
1418 OLD HWY 52 SOUTH
MONCK'S CORNER, SC 29461
843 761 8220

**OVER
45
YEARS**

(Continued from page 49)

For Hoppenjan, key elements of a safety review should include top-down management commitment; hiring quality drivers and then retaining them; making sure operational, sales, and driver-manager teams are all accountable for safety; and focusing on reducing “loss leaders” in the fleet and zeroing in on “real safety issues, not perceived ones.”

Don't Hire Problems

Drivers are at the heart of the safety equation, or as Hoppenjan puts it, “You don't want to hire problems and then continue to have problems throughout their employment. What I stress is to not take your current qualified drivers for granted. If you can retain them, you will not have to hire so many later on.

“And you don't want to set up drivers to fail,” he continues. “Basically, that means not putting them into a bad position, such as loads scheduled too tightly, that can push them to be unsafe by driving too tightly,” Hoppenjan stresses holding accountable everyone who may impact driver safety. “For example, evaluate driver-managers on crashes/injuries per driver and moving violations per driver. See who stands out and why. And address those [managers] who may be a part of causing safety issues.” Similarly, don't let sales “overpromise shippers.”

Determine your loss leaders (vehicles and injuries) in terms of both losses and compliance. “Base this on your real data, not data distorted by the one severe incident that may have happened recently,” he recommends. “For example, if you're using event recorders, are you seeing an upswing in following too close? If you can control these kinds of losses, it can only help with insurance rates.”

Keep in mind that the latest technology developments, everything from event recorders to collision-mitigation systems, “are all huge” in helping drive up safety performance, Hopperjan notes.

Technology Teaches

The various active safety systems now available on trucks, as well as event recorders and cab-mounted video systems fleets install, are constantly delivering a rich flow of actionable data to inform a fleet's safety assessment and training efforts.

“Of the top fleets in the United States, the majority have implemented some type of telematics,” points out Gallagher Bassett's Dunlap. “These motor carriers understand how collision-avoidance technology, auto

braking systems, and video captures help reduce both the frequency and severity of loss. They also understand how implementing telematics helps protect against meritless claims by third-party attorneys. In my view, this is a key risk-management investment.”

The electronic logging device mandate has almost every fleet now using some type of telematics, points out a Hub International trend report. “There is an incredible amount of information that can be harvested to improve both operations and safety if used correctly,” the brokerage states.

Telematics can include video systems to improve safe driving practices and to exonerate drivers in crashes that could not be prevented, as well as information about the speed, location, and mechanical condition of trucks. “How this information is shared with drivers, management, and customers can have a direct impact on the performance of the organization,” Hub says.

Attitude Adjustment

“I met with several underwriters recently, and they are hot about telematics,” says Terry Lutz, vice president of risk management for Transervice Logistics, which operates trucks on dedicated routes and contract carriage, along with providing full-service leasing and freight brokering. “Crash avoidance, forward and rear-facing cameras, all play a part.

“Something else that's important to bringing down premiums is the culture of your organization,” she continues. “Is management connected with safety? It should not be an issue to get top management to weigh in” on policies and investments.

Lutz agrees it's a tough market for insurance. “Most carriers that score poorly on safety will go out of business because they won't be able to pay for expensive umbrella premiums.”

She notes that some insurance firms have exited the trucking market altogether. “Others will only now play at the higher level — fleets with the best safety records — or they may set lower coverage limits, maybe \$3 million to \$7 million instead of \$10 million, or they will put in a 20% to 30% rate hike.”

Fleets need to work with their insurance brokers, Lutz advises. “You can't have the attitude, ‘That's what insurance is for’ when something goes wrong... [do that and] you will eventually be loss-rated and you will pay.”



Mark Your Calendar

April 2020

Due to the Coronavirus Pandemic, there will be No SCTPA Spring District Meetings around the state.

SFI TOP 2-Day Classes scheduled for April 22 & 23 have been cancelled and will be re-scheduled.

May 2020

- 21 SCTPA Board of Directors Meeting, 10 a.m., SC Forestry Commission Headquarters, Columbia is **Tentative due to the Coronavirus situation**. Possibly be re-scheduled later into the summer.

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.

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



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

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

*The South Carolina Timber
Producers Association*

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

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

The leader in the Fleet Management Practices
Contact: Jeremy Barclay, David Hayes, Michelle Hopkins
and Rick Quagliaroli

Swamp Fox Agency

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



*"Serving the Forestry Industry
For Over 35 Years."*



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.