



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

MAY/JUNE 2020



## AS WE SEE IT ... JUNE 2020

### ACTION ALERT: TIME TO GET INVOLVED

*Daniel J. Dructor –  
Executive Vice President*

As more financial impacts are being felt around the country as both a direct and indirect result of the COVID-19 pandemic, the members of the American Loggers Council have coalesced around a proposal to present to members of Congress that would provide financial assistance directly to both professional timber harvesting businesses and log trucking businesses.

While the US House of Representatives have already passed their version of the next round of stimulus funding, the US Senate has put a hold on future funding until they have the opportunity to see some of the results of those appropriations that have already gone out.

Many logging and trucking businesses have been able to apply and receive Payroll Protection Program funding as well as bridge loans that are being made available through the Small Business Administration. Another program being offered is the Business and Industry Cares Act program being administered through USDA Rural Development which allows rural businesses to receive working capital loans from lenders at negotiated rates with financial institutions.

What the leadership of the American

Loggers Council is proposing is a low interest loan to both logging and log hauling businesses for operating expenses that is based on lost production or revenue due to lost markets, curtailed production and other events related to the COVID-19 pandemic that would not duplicate those benefits received through the Payroll Protection Program.

We have a very short time timeframe in which to try and push this program into the next stimulus package, and with your help, we believe that we can make this happen. If we are successful, this will be the first time that both logging businesses and log hauling businesses have become available for low interest and perhaps forgivable loans that would ensure that contractors can have the opportunity to remain in business over the next 12 months and to adjust their operations as markets begin to stabilize.

This effort is a great example of what we can accomplish when we are all working together towards a common goal, but we still need your help.

**We need to contact as many members of Congress as possible and we**



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have simplified that process for you by providing a link that will only require that you enter your name and mailing address and hitting the “send” button to get our request to your U.S. Congressman or Congresswoman as well as the two U.S. Senators who are representing your State in Washington, DC. Here is the link: <https://www.amloggers.com/news/support-the-logger-relief-package>

Please take the 5 minutes required to have your voice heard in Washington. This is truly a joint effort between the 34 States that the American Loggers Council represents and the individual logger members of each of those States taking the opportunity to keep our industry strong. We are, “Loggers Working for Loggers.”

*The American Loggers Council is a 501(c)(6) not for profit trade association representing professional timber harvesters and log haulers across the United States. For more information visit [www.amloggers.com](http://www.amloggers.com).*

## ENVIVA ACQUIRES TWO PELLET PLANTS

By Erin Voegele | June 19, 2020 | Biomass Magazine

Enviva Partners LP announced on June 18 it has agreed to purchase a wood pellet plant located in Waycross, Georgia, associated export terminal capacity in Savannah, Georgia, and a wood pellet plant located in Greenwood, South Carolina.

The Waycross plant and Savannah terminal assets are being acquired from Innogy SE for \$175 million in cash, subject to customary adjustments. The transaction is expected to close in the third quarter of this year.

The Waycross plant has been operating since 2011 and has a production capacity of approximately 800,000 tons per year. Pellets produced at the Waycross plant are exported through a terminal at the Port of Savannah under a long-term terminal lease and associated services agreement.

As part of the acquisition of the Georgia assets, Enviva said it is also acquiring long-term, take-or-pay off-take contracts with an existing customer for annual deliveries of approximately 500,000 metric tons per year through 2024.

Enviva Partners said it is purchasing the Greenwood facility from its sponsor for cash consideration of \$132 million and the assumption of a \$40 million third-party promissory note bearing interest at 2.5 percent per year.

The Greenwood (SC) plant began operations in

2016 and exports pellets through Enviva Partners’ terminal at the Port of Wilmington, North Carolina. Enviva Partners plans to invest \$28 million in the facility to expand its production capacity to 600,000 metric tons per year by the end of 2021, subject to receiving the necessary permits. The transaction is expected to close on or about July 1.

As part of the acquisitions, Enviva Partners said its sponsor has agreed to assign five, long-term take or pay contracts with creditworthy Japanese counterparties, aggregate annual deliveries of 1.4 million metric tons per year, and a total revenue backlog of \$5.3 million.

“The Greenwood and Georgia Biomass acquisitions are fundamentally transformative for Enviva’s scale and diversification,” said John Keppler, chairman and CEO of Enviva. “Not only are we increasing Enviva’s fully contracted production capacity by 35 percent, but we are doing so in new fiber baskets, with new deep-water terminal infrastructure, and with new customers under new long-term, take-or-pay off-take contracts that we expect will enable us to continue our track record of generating durable cash flows and growing our distributions sustainably well into the future.”

Also on June 18, Enviva announced the appointment of Jeffrey W. Ubben to the general partner’s board of directors. Ubben is chairman of ValueAct and co-portfolio manager of its Spring Fund. Enviva said the ValueAct Spring Fund focuses its investments on purpose-driven companies that use sustainable business models to solve global environmental and societal problems.



## BE PRO BE PROUD SC TO LAUNCH THIS FALL

**BE PRO BE PROUD**  
**B E P R O B E P R O U D . O R G**

**T**he Associated Industries of South Carolina Foundation (AISCf) consists of five member organizations that are launching the Be Pro Be Proud SC mobile workshop this Fall to achieve their common goal: attracting more talent and directing them to skilled-trades careers – only now, the need is more urgent than ever.

Be Pro Be Proud SC was planned long before the pandemic increased the number of jobs available in “essential” fields like transportation and logistics, utilities, construction, and diesel technology. According to the US Department of Labor and Statistics, the number of jobs available in those sectors was projected to increase by as much as 25% in South Carolina over the next 10 years.

“Building a workforce that aligns with the opportunities that exist in South Carolina is crucial to the future of our state,” explains Ted Pitts, CEO & President, SC Chamber of Commerce. “Be Pro Be Proud SC brings opportunities in skilled trades and professions across the Palmetto State. We need a workforce for the future, and Be Pro Be Proud SC is the solution.”

AISCf consists of: The South Carolina Chamber of Commerce, The South Carolina Trucking Association, Carolinas AGC, Home Builders Association of South Carolina, and The Forestry Association of South Carolina.

Members of these organizations realized that students must be made aware of the high-paying, skilled-trades jobs available for which training is only a fraction of the cost of a 4-year degree.

The idea for a mobile skilled-trades workshop comes from the state of Arkansas where the first Be Pro Be Proud project was launched in 2016. South Carolina will become only the second state in the country to launch a mobile workshop and workforce development project like it.

“Now more than ever, the country is seeing the value of skilled trades,” says Leslie Clark, VP of Operations/Dir of Govt Relations, Carolinas AGC. “The mobile workshop showcases the unlimited options of skilled trade careers, and Carolinas AGC is honored to be a part of the rollout.”

The high-profile mobile workshop is a custom-

designed, 53-foot, double-expandable, 18-wheeler that will tour events and schools around the state. Inside the well-lit unit, visitors will experience hands-on simulators for commercial driving, forklift operation, diesel technology, utility bucket operation, heavy equipment operation, carpentry, welding, and CNC machine operation.

The construction industry, in particular, is ready to hire, according to Wayne Moore, President of the Home Builders Association of SC: “The SC Department of Employment and Workforce estimates an additional 24,000 new construction workers are needed to meet the state’s current building needs. HBASC is proud to help initiate Be Pro Be Proud SC to raise awareness about the great paying job opportunities in the construction trades and to recruit the next generation of skilled labor in the housing industry.”

Keeping homebuilders supplied with lumber will also be a matter of importance, explains Cam Crawford, President & CEO of The Forestry Association of South Carolina. “The Forestry Association of South Carolina is pleased to support Be Pro Be Proud SC in promoting skilled trade careers such as CDL and heavy equipment operators that are critical to the continued success of the wood and paper products industry in our state,” he said.

Because nearly 80% of South Carolina communities depend exclusively on trucks to move their goods, careers in transportation are crucial keeping the economy running strong. “Attracting a steady stream of qualified, entry-level, heavy-duty technicians and drivers has always been a top priority for the supply chain,” says C. Allen Ard, President & CEO of Ard Trucking Company and current SCTA board chairman. “While cycles come and go and the competition is great, this [Be Pro Be Proud SC] collaborative may be the best strategy for a sustainable pipeline for our sectors going forward.”

**SCTPA Notes:** SC Timber Producers Association participates in the Associated Industries of SC Foundation representing the Timber Harvesting segment of SC wood supply chain. Partnering with the Forestry Association of SC, SCTPA is helping to have a forestry / timber harvesting station in the Be Pro Be Proud SC mobile education truck and trailer.







## FOREST RESOURCES ASSOCIATION

The Forest Resources Association (FRA) represents diverse segments of the wood fiber supply chain, promoting forest products industry members' ability to compete successfully in the global market place.

### Woods To Mill

## A New Harvesting System in the Appalachian Mountains

By Rick Meyer, Appalachian Region Manager, May 2020

This winter, I observed what might be the most interesting and innovative timber harvesting system to be tried in the Appalachians in the last three decades: The cable assist/tethered logging system that was started in New Zealand and has proven successful in steep, rugged terrain in the western U.S. A similar setup is now operating in the mountains of southern West Virginia. Mountaineer Forest Management, a subsidiary of FRA-member company Lyme Timber, is managing the property on which the harvesting is occurring and has provided much of the financial and logistical support for the operation.

FRA Technical Release 17-R-18 (website access required) describes a similar "tethered" system using cut-to-length equipment out west. The West Virginia operation is using mostly John Deere tracked machines where a tracked feller-buncher cuts and bunches the timber while tethered to another machine at the top of the slope. Then mobile, tracked yarding machines pull all the cut and bunched timber to the top of the slope by means of a grapple and carriage traveling along a cable.

There are no on-the-ground workers felling timber or setting chokers. This improves the safety of the operation and makes steep-slope logging more feasible.

FRA members will be able to see this operation during the Appalachian Region Fall Meeting Field Trip on September 23.

In past decades, large wood consuming and land-owning companies often provided logistical and financial support to try out new operations that held promise for improving the safety or efficiency of forest operations. This practice is not as prevalent today.

I commend Mountaineer Forest Management and Lyme Timber for bringing this interesting harvesting system to the Appalachians and hope that this new venture proves highly successful.

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## As We See It ...

# Help Us Help You



### In order to help you, we need your help.

To say that this year has been tough for us is definitely an understatement. We are finally half way through the year and I hope it ends better than it started. I'm not certain what the rest of the year has in store, but it needs to improve for many of us.

As the COVID-19 pandemic goes on we are seeing markets slowing down, mills closing, quotas going into effect and other pandemic related disruptions in the supply chain that are having negative impacts on many of our businesses. According to those that responded to our survey conducted in June, approximately 72% of the logging businesses throughout the country have requested and received some type of federal assistance, either through the Payroll Protection Program or perhaps the Economic Injury

While these programs have helped thousands of small business across the United States to remain solvent, for many of us in the timber harvesting and timber hauling business, payroll is a small percentage of the operating costs that we incur and high fixed costs from equipment payments to insurance as well as other operating costs such as fuel and maintenance costs far outweigh our labor expenses.

I know that all loggers are not facing the same struggles; however one thing is for sure, when we face an issue such as the COVID-19 pandemic, the questions are not if it is impacting us, but how bad are those impacts going to be and how long will they last.

The ALC has been working with all of our member States to come up with a relief bill to benefit loggers and log truckers. We have hired a firm to help get it introduced into Congress; however, without the loggers contacting their representative in DC, it does not stand a chance. They need to know your story and how this assistance can help you, their constituent.

I know that most of us would rather tackle the worst day in the woods rather than talking to a politician for a few minutes, but logging is our business and we must protect it. Although most loggers are

not looking for handouts, but if we can get a program in place that offers low interest loans and possibly forgivable loans, this could prove to be very beneficial for most logging and log trucking businesses in this current pandemic.

**Again, we cannot do this without your help. Please use this link,**

**<https://healthyforests.org/action-center/?vvsrsrc=%2Fcampaigns%2F74737%2Frespond>**

**and put it into your browser and take the five minutes that is required to send a letter to your Senators and Congressmen and Congresswomen in your district and ask them to support the Logger Relief Fund so that we can continue to provide the essential services including paper products that this country needs.**

**I thank you in advance for your participation and time to respond to this urgent request.**

*Shannon Jarvis owns and operates Jarvis Timber Company in Potosi, Missouri, and serves as President of the American Loggers Council.*

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



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## **COVID 19 Economic Damage Relief Package for Logging and Trucking Companies in the Forest Products Industry**

### **Program to Support Loggers and Log Haulers in Transition:**

Consuming mills have reduced their consumption as a result of reduced or lost markets during the COVID 19 pandemic. The ripple effect of that has been a reduction in the amount of wood fiber being sourced from the forest by the small, family-owned logging and log trucking businesses. According to Matthew Pellki, Professor at the College of Forestry, Agriculture and Natural Resources at the University of Arkansas at Monticello, "With the COVID-19 pandemic, housing starts have fallen 22 percent, which is the fastest one-month fall since March 1984. The Association of General Contractors (AGC) has reported that 40 percent of the construction workforce in the United States has been laid off due to project delays and cancellations. No construction means orders for lumber fall, mills saw fewer logs, and less standing timber is bought and harvested." In his article, Professor Pellki goes on to say, "If the general economic recovery is V-shaped and reopening the economy in May and June is successful, and a relatively "normal" economy persists afterward, stronger markets for pine timber for landowners has been pushed back at least two more years."

This amount of time will be a significant challenge for loggers and log truckers to survive and remain whole to continue their operations. Loggers and log truckers could go out of business and the entire value supply chain could be significantly disrupted as a result. With high operating costs, diminished markets and low returns on investments, logging capacity throughout the United States could be deeply reduced and new investments into the logging sector will be limited.

In order to sustain the supply chain, federal resources should provide a loan program for those contractors that harvested/delivered wood to various mills across the country in 2019. Contractors should be able to apply for a bridge loan through the USDA to assist them with their ability to continue business operations for the next twelve months while their markets attempt to recover, much like the assistance already given to other producers of agricultural commodities.

Loan funds could be used for business operating expenses such as equipment loan payments, maintenance costs, consumables such as fuel and oil expenses, required insurance payments and other fixed and variable costs not already covered in existing federal payment programs such as the Payroll Protection Program and other Pandemic Unemployment Assistance.

To receive the loan, a contracting company must provide evidence of gross revenue and or volume produced for 2019. This evidence could be provided through payment statements received in 2019 from contracts with mills or providing a copy of 2019 business tax return forms that have been submitted to the Internal Revenue Service to substantiate the amount of loan funds a logging business will receive. A company can receive up to 10% of their gross revenue for operations in 2019 in the form of a loan.

Over the next year, as long as the company that applies and receives the funding can prove that their revenues or volume delivered were down 10% or more from 2019, the funds will be treated as a grant and will be forgiven. If however, the company revenues are down less than 10% than what they declared in 2019, the funds will become a low interest loan not to exceed 5% and will need to be repaid to the lender.

*(Continued on page 8)*

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This program is intended to ensure that contractors can have the opportunity to remain in business over the next 12 months and to adjust their operations as markets begin to stabilize.

Attached you will find examples that give more detail of the disruptions currently caused by the COVID-19 pandemic from various States that are dependent on the harvesting and transportation of forest products from the woods to the mill and the need to support this essential industry as a part of the next COVID-19 relief package that Congress is currently considering. While the majority of these examples are “best estimates” showing both loss of production and loss of revenues as a result of direct and indirect impacts from Covid-19, it is our belief that these impacts will linger for the remainder of 2020 and perhaps into 2021 as well.

In order to provide assistance to both timber harvesting and timber hauling businesses, we believe that an amount of no less than \$2.5 Billion should be made available to these businesses as they weather the economic and market disruptions over the next 12 months that are attributable to the Covid-19 pandemic.

This is not a state or regional issue, but a national issue that needs to be addressed to sustain the essential service providers of the timber harvesting and hauling industry. Members of the American Loggers Council stand ready and able to assist members of Congress and the Department of Agriculture as they consider all available options in helping to assist the small family-owned businesses that consist of timber harvesters and haulers that are critical to timber dependent rural economies across the United States and provide the fiber that has proven to be a critical resource for all U.S. citizens during the current pandemic.

Sincerely,

Daniel J. Dructor  
Executive Vice President – American Loggers Council

**Representing State and Regional Logging Associations in 34 States across the United States including:**

- ◇ Alabama Loggers Council
- ◇ Independent Logging Contractors of Alabama
- ◇ Northern Arizona Loggers Association
- ◇ Arkansas Timber Producers Association
- ◇ Associated California Loggers
- ◇ Southeastern Wood Producers Association – Florida/Georgia
- ◇ Associated Logging Contractors, Inc. – Idaho
- ◇ Green River Loggers Council – Kentucky
- ◇ Louisiana Loggers Association
- ◇ Louisiana Logging Council
- ◇ Professional Logging Contractors of Maine
- ◇ Michigan Association of Timbermen
- ◇ Associated Contract Loggers & Truckers of Minnesota
- ◇ Mississippi Logging Association
- ◇ Missouri Logging Council
- ◇ Montana Logging Association
- ◇ New Hampshire Timber Harvesting Council
- ◇ Northeastern Loggers Association – New York, Pennsylvania, Vermont, New England States
- ◇ Carolina Loggers Association – North Carolina
- ◇ Logging Standards Council – Ohio
- ◇ Associated Oregon Loggers
- ◇ South Carolina Timber Producers Association
- ◇ Southern Loggers Cooperative
- ◇ Texas Logging Council

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- ◇ Virginia Loggers Association
- ◇ Washington Contract Loggers Association
- ◇ West Virginia Loggers Council
- ◇ Great Lakes Timber Professionals Association – Wisconsin

**Best Estimates of Loss of Volume and/or Revenue used to Generate Request**  
**As Reported by State Logging Association Executives**

**Alabama**

- 2018 total severance tax tons in Alabama was 38,626,190.
- Estimate loggers have lost 15% of their tons. This would be 5,793,928 tons.
- Estimate loggers lost \$20.00 per ton. So total losses for Alabama loggers due to shut downs and stay/shelter at home emergency orders is \$115,978,560.

**California**

- 1.6 billion board feet of timber harvested statewide in 2018.
- Revenue for Loggers, Log Truckers, Forestry road builder and biomass producers is estimated at \$250/mbf (mbf = thousand board feet)
- Logging is a very seasonal trade with available working days in most areas approximately 150 working days per year. Since March of 2020 many Logging business have lost 15-20 working days due to Covid 19. This results in a 10% to 13% reduction in income for their businesses.
- 1.6 billion board feet \* \$250/mbf = \$400,000,000.
- Using 10% for the average reduction in days worked it can be assumed that this directly correlates to income for the affected Business. Therefore, California Logging, Log Trucking, Forest Road Building and Biomass Businesses have a direct impact of \$40 million dollars.

**Florida**

- As reported by the Southeastern Wood Products Association, assuming the trend is production is off 17 loads per week at 30 tons per load, for the last 2 months (9 weeks) lost production would be 4590 tons time \$30/ton equaling \$137,700 per company and \$52,188,300 total for 379 companies reported operating in Florida.

**Georgia**

- As reported by the Southeastern Wood Products Association, assuming the trend is production is off 17 loads per week at 30 tons per load, for the last 2 months (9 weeks) lost production would be 4590 tons time \$30/ton equaling \$137,700 per company equaling \$99,419,400 total for 722 companies reported operating in Georgia.

**Idaho**

- The State of Idaho Board of Scaling Practices estimates that the scaled harvest volume will fall 7.5 % to an estimated 875 mmbf from a 2019 level of 941 mmbf. This is an early estimate.
- In 2019 harvest, transportation, and manufacturing of wood products in Idaho contributed \$ 2.2 billion to Idaho's Gross State Product.

**Louisiana**

- Small three man crews and one man hauling operations have lost between 33%-40% production since the beginning of March. From each region: North West Louisiana shows reports of loss production of approximately 40% or 6,000 tons per week, North East Louisiana is showing a loss of nearly 33%, and mid-south Louisiana is seeing an upward of approximately 37% decrease of production.

**Maine**

- 12.3 million tons of timber harvested statewide in 2018. 10% harvest reduction would equate to 1.23 million tons.
- According to a February 2019 study conducted by the University of Southern Maine, an average of 1 job in the logging industry is supported by the harvesting/trucking of 3,925 tons of wood, inclusive of sawlogs, pulpwood, and biomass (Maine Center for Business and Economic Research, USM, February 2019). As a result of the loss of 10% of harvesting volume (1.23 million tons), it is expected that up to 313 logging/trucking jobs will be impacted/eliminated directly.

(Continued on page 10)

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### **Michigan**

- COVID-19 has resulted in a 10% reduction in log and pulpwood production.
- Over a two month period in 2020 there has already been an estimated loss of 183,300 tons of production.

### **Minnesota**

- The Minnesota Department of Natural Resources, Division of Forestry, reports a 40% decrease in state timber scaling receipts for the month of March and April compared to the historical average during this period.
- Recognizing that Minnesota harvests and utilizes approximately 2.5 million cords annually, a 40% reduction is 1 million cords.
- At a delivered wood rate of \$90 per cord (including stumpage cost, harvest costs and transportation), the direct economic loss in Minnesota would be \$90 million annually.

### **Mississippi**

- The three year harvest average in Mississippi is 10,804,638 tons of wood fiber. The estimate 2020 volume will be 10,007,817 tons, a 7.34% shortfall.

### **North Carolina**

- With the guidance of the Carolina Forest Service and NC State, we were able to survey our membership with a strong and significant response from all corners of the state; North Carolina loggers' production has taken a 30% to 35% reduction.

### **Oregon**

- Approximate average 4.0 Billion Board feet of timber harvested in "normal year" reduced to estimated 3.4 Billion Board feet in 2020 with a 40% loss in volume occurring in 2<sup>nd</sup> Qtr. 2020 (15% loss of annual harvested volume)

### **South Carolina**

- Due to the Coronavirus impact in SC, there has been a decrease of 15% of delivered tons to wood receiving markets which equates to 4,380,000 tons on an annual basis. Because the wood receiving markets are still very fluid with wood deliveries and the changes occurring because of the pandemic impacting the markets finished products, there is ample reason to believe the slowdown will last well into the remaining of this year and potentially have carry over into next year. Based on an average blended per ton delivered price for all wood delivery products to wood receiving markets, the COVID-19 induced slowdown has the economic impact to the timber harvesting and timber trucking segments of South Carolina's wood supply chain at \$ 153,300,000 for 2020.

### **Virginia**

- The Virginia Department of Forestry has examined its records for us for the periods of March 10 through May 10 for years 2016, 2017, 2018, 2019 and 2020. They conclude that our harvests are down by 25% during COVID-19 period when compared to the previous four years.

### **Washington**

- The annual timber harvest averages about 3 billion board feet. A 10% reduction in the annual harvest would result in 300 million board feet of lost production.

### **West Virginia**

- West Virginia has experienced a rapid decline in logging activities in the second quarter. the impact of slowing domestic markets for flooring, pallets, paper, and OSB has diminished markets by at least 15%, possibly much more . According to a recent West Virginia University Study, West Virginia Forest Products Industry provides \$2.9 billion in economic contributions to the State, of which 12% is the logging sector.



## ***Timber Talk***

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

Contact Crad Jaynes at  
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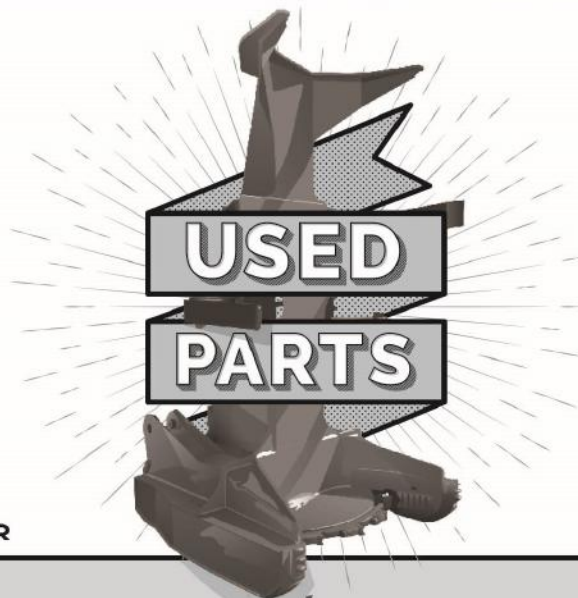
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## WORKING ON LOCAL ROAD ISSUES

Over the past eighteen months, there has been increasing pressures from counties regarding implementing local road ordinances regarding log trucks and other heavy trucks utilizing county maintained roads. Several counties around the state already have existing local road ordinances for heavy trucks using county maintained dirt and paved roads.

Back on March 23, 2020, SCTPA President Crad Jaynes, Forestry Association of SC President Cam Crawford and Vice President Guy Sabin met with Marion County officials who had been dealing with damage on county maintained roads during timber harvesting operations. The county was considering passing an ordinance to license loggers and require road bonds.

SCTPA and FASC met with SC Senator Kent Williams also Marion County Deputy Administrator, SC Representative Lucas Atkinson, County Administrator Tim Harper, Public Works Director Dall Black, County Attorney Chuck McLain, County Council Chairman Buddy Collins and several Marion County Councilmen.

In the meeting, the concerns were heard and our associations responded to assist Marion County. In order to avoid Marion County implementing a road and logger license ordinance, voluntary guidelines were presented to address the use and maintenance of county dirt roads during timber harvesting operations. The county agreed to work with the guidelines and determine the effectiveness of this approach for several months.



Part of our guidelines is that if the county has issues with a timber harvesting operation not doing its due diligence to maintain the county road, then the county should contact one or both associations that would then address the issue with the logger, the logger's wood supplier and the wood receiving markets to gain more assistance in

getting the logger to maintain and even fix if necessary the damaged road used.

This approach has proven to be useful to other counties that were incurring problems with timber harvesting operations and the county maintained road being used. Many of the issues come up while an operation is using a county maintained dirt road during wet weather conditions.

The timber harvesting and timber trucking segment have got to do its work to harvest and transport the wood to wood markets. Likewise, these operations must be vigilant in how they use and maintain a county dirt or other road to allow for the safe passage of local residents and others that utilize the local road too.

Counties for the most part don't have excess funding to repair and maintain the county roads. So it is important, no it is imperative, our industry do its part to assist counties so as not to place the county in a position of having to spend its road funding unnecessarily due to road damage caused by a logging and trucking operation.

As partners, the Forestry Association of SC and SCTPA will continue to work on these issues when they arise. Our approach has been effective so far to curtail the enactment of local road ordinances. But we need the help of loggers and wood suppliers to make this approach work and be effective. Or else, these issues will continue to come up with counties.



# 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.





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## WELCOME NEW MEMBERS

SCTPA welcomes our New Members & Restart Members.

**Kevin Williams, Clio**

**Browntown Forest Products, LLC, Georgetown**

*Dedicated representation & service to the professional timber harvesting segment of  
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**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.**







## Timber Harvesting's 2020 Business Outlook & Covid-19 Impact Survey

Across the nation, 311 loggers participated in the Timber Harvesting 2020 Business Outlook & Virus Impact Survey, conducted from mid-April through the end of May 2020.

Asked to list all the ways the viral economy has affected their operations, loggers responded with three big issues:

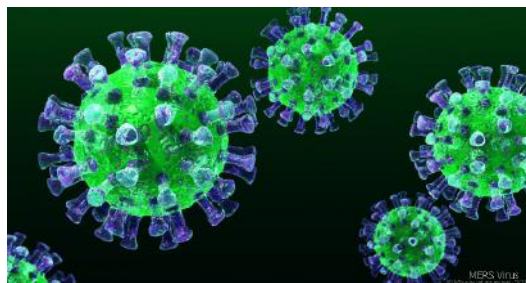
- 71% Cited Mill Quotas
- 61% Lost Revenues
- 59% Mill Downtime

More than a third (34%) of loggers have seen lowered logging rates, and 27% have delayed equipment purchases as a result.

- Additional impacts include employee layoffs (11% of loggers), and downsizing one or more crews (7%).
- Longer hauls are in the mix for 13% of loggers, and more than one out of every five (22%) have had logger certification or safety training sessions delayed.

Asked to rate their top three business concerns, loggers overwhelmingly said maintaining markets, cited by 82%. Next biggest concern is logging rates, cited by 48% of loggers. The third biggest concern is a virtual dead heat between two issues: 41% of loggers said insurance costs—particularly for trucking—followed closely by weather, cited by 40% of loggers.

Source: <http://www.timberharvesting.com/survey-details-outlook-virus-impact/>





## Thanks to Our Loggers, Wood Suppliers & Forestry Professionals

By Crad Jaynes, SCTPA President

**T**hese last five months have certainly been unprecedented and extremely challenging for every business and everyone for their personal lives during the COVID-19 pandemic.

SCTPA wants to say **“THANKS”** to our timber harvesters, timber truckers, wood suppliers and forestry professionals of the wood supply chain for working to maintain the wood flow to wood receiving facilities to manufacture the products needed by the people of South Carolina and the nation.

Loggers, wood suppliers and the forest products industry workers were designated as Essential Critical Workers and have been able to maintain the wood flow from forests to the markets. While the Coronavirus pandemic did and has created disruptions and curtailments of wood flow to various wood receiving markets, the wood supply chain has shown perseverance and dedication to keep the flow moving. The definition of perseverance is “persistence in doing something despite difficulty or delay in achieving success.” This definition epitomizes the wood supply segment during these challenging times.

The wood supply segment of SC’s wood supply chain is to be highly commended for the diligence to work and maintain the critical essential place in the entire forest products process. Yes... it’s been a tough time for many timber harvesting and wood supplying businesses. And likewise too, many of these businesses have continued to maintain normal business operations. There have been varying degrees of disruptions around the state, mostly due to the wood receiving markets. But overall, the wood supply segment has met the many challenges daily and adapted to the times and markets.

I want to express the association’s gratitude to those who have renewed their memberships this year. Your support is critical to the association’s work to represent and service our industry. If you have not renewed your membership, please do so as the association relies heavily on dues to maintain the organization. Plus everyone is encouraged to reach out to someone who is not a member and get them to join.

While these last few months have been slow due to no meetings, no training sessions and none of the usual association business activities, SCTPA has stayed steady in representing the wood supply segment to local officials, our SC General Assembly and U.S. House and Senate members and will continue to work for our segment during these challenging times to improve the timber harvesting and wood supplying sectors of SC’s wood supply chain.

Again... a big shout out to our loggers, wood suppliers and timber truckers. Thank You!  
Stay well, stay safe and take care. **Log On & Truck Safe!**



## 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.





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## FOREST RESOURCES ASSOCIATION

The Forest Resources Association (FRA) represents diverse segments of the wood fiber supply chain, promoting forest products industry members' ability to compete successfully in the global marketplace.

**Woods To Mill**

### The Importance of Log Trailer Visibility

Jimmie Locklear | Risk Control Services, Forest Insurance Center Agency, Inc.

Please take a moment to think about how discernible your log trailers are in low visibility situations. Early morning, late evening, night-time, and fog and rain can create conditions that make it difficult to see your log trailer when loaded or unloaded. I am aware of several tragic accidents caused by vehicles striking log trailers backing into job sites, pulling out on to the roadway, and even backing into routine off-duty parking areas at the driver's home or company shop.

Some time ago, one such accident occurred during early morning hours not far from where I live. A log truck driver was backing off a paved primary highway into the loading deck of a logging job with emergency flashers engaged. Visibility was limited by darkness before sunrise. An oncoming vehicle struck near the center of the log trailer, causing major physical damage to the oncoming vehicle and log trailer. The driver of the oncoming vehicle later stated he did not see the log trailer. Fortunately, neither driver sustained any apparent injuries. The drivers of both the log truck and the other vehicle got out to assess the damage. Within moments, another vehicle traveling in the opposite direction collided with the log trailer, and that driver was killed instantly. I can only imagine the third driver did not see the log trailer either.

In the above-mentioned accident, even if the truck-tractor and the rear of the trailer were properly lighted and flashers engaged, the space in between was not as visible. The log trailer was an older model, and the reflective tape worn to the point of being barely visible. There is a very good chance this tragic event would have been avoided if the log trailer had been more visible.

I understand that sometimes the other vehicle's driver may be at fault due to not paying attention for whatever reason. That happens more often in today's world of cell phones and texting. If your truck and trailer are involved in an accident of this nature, you will likely have to defend your truck's actions and condition regardless of who is at fault. I cannot stress to you enough the importance of proper lighting (including flashing lights along both sides of the trailer) and reflective devices such as high visibility tape when defending the log truck owner against legal actions in accidents such as this. (Use of flashing lights and a flagman with light and hi-vis reflective vest are important when blocking a road after dark or when there is poor sight distance. And many times, log deck or parking spot design can eliminate the need to back into a harvest site.)

Another issue regarding log trailer visibility is the color of your trailer. It seems to me that most new log trailers are delivered with a black paint finish. According to one trailer dealer, the extra charge to have a new trailer painted a bright orange or another highly visible color may range between \$500 and \$850, depending on color choice. I believe the extra cost to have a brighter color is well worth the additional visibility for your log trailer.

Remember, our families and friends are traveling the highways with these log trucks that provide a living for most of us. Properly maintained and highly visible log trailers will help make conditions safer for everyone.



Very Good

Even Better

Jimmie Locklear | Risk Control Services, Forest Insurance Center Agency, Inc.

Cell – 906-291-0011

[jimmiel@forestinsurancecenter.com](mailto:jimmiel@forestinsurancecenter.com)

## SCTPA UPDATE



**T**hese past five months have been challenging for everyone's business and daily lives due to the COVID-19 pandemic. The association has continued its work despite the no face-to-face meeting protocols as far as committee meetings and holding meetings. The "old normal" has gravitated to a "new normal" as many are saying. But the association has stayed steady with its work for representing and servicing the timber harvesting industry. Here's a brief update to some of the activities the association has been involved with during these past months.

- Attended the March meeting with Marion County officials along with the Forestry Association of SC president and vice president to discuss the issues Marion County had with county maintained dirt roads and logging operations. Presented voluntary best management practices for logging operations using county maintained dirt roads and was able steer the county away from passing an ordinance to license loggers who use the county maintained roads and log in the county.
- Have contacted the wood receiving markets to gauge the status of wood flows to mills during the pandemic.
- SCTPA president Crad Jaynes and Forestry Association of SC vice president Guy Sabin met with SCDOT's David Cook, State Maintenance Director, regarding the SCDOT Temporary Logging Driveway Encroachment Permit process and guidelines. A joint response to David Cook was sent offering recommendations to the permit process and guidelines.
- SCTPA assisted in gaining loggers, foresters and forestry industry workers the Critical Essential Worker status through the SC Department of Agriculture so these workers could continue to operate in the wood supply chain.
- Have been tracking all the relief programs available to logging and wood supply businesses and distributed the information through the SCTPA Facebook page.
- Signed on as a signatory to the American Loggers Council letter to all members of the U.S. House and Senate and provided a report regarding the status of SC's logging force during the pandemic that was included in the ALC letter to Congress for the logger and log hauler Relief bill to be included in the next COVID-19 stimulus package. The Logger and Log Hauler relief effort started with SCTPA, Carolina (NC) Loggers Association and Virginia Loggers Association initially for our three states and then took it to ALC.
- Have been in contact with our SC U.S. House and Senate members seeking support for the Logger and Log Hauler Relief package to hopefully be included in the next federal COVID-19 stimulus package.
- Participated in American Loggers Council state associations' conference call for the Logger and Log Hauler Relief package.
- Have conducted regular meetings with the Forestry Association of SC to maintain communications regarding SC's forestry industry.
- Participated in the American Loggers Council summer board of directors conference call for ALC updates and activities.
- Held discussions with SC State Transport police regarding size and weight issues for unmanufactured forest products trucking during the pandemic period.
- Conducted a SCTPA board of directors

*(Continued on page 23)*

(Continued from page 22)

meeting in May at the Forestry Association of SC headquarters in Columbia.

- Contacted SC's U.S. House and Senate members to seek support for the Safe Routes Act to be included in the new Moving Forward Act for the re-authorization of funding for our nation's highways and other surface transportation programs.
- Was signatory to the Forest Resources Association's letter regarding the exclusion of H-2B workers in the President's Proclamations restricting immigrant and non-immigrant labor from entry to the U.S. as these workers are essential to nationwide reforestation.
- Worked with Emily Oakman, Forestry Association of SC, to film two timber harvesting operations for use in the SC Sustainable Forestry Teachers Tour and other forestry and logging

educational efforts.

- As a SC Chamber of Commerce member, SCTPA has worked with and supported the Chamber's efforts to get the SC General Assembly to pass meaningful COVID-19 Business Liability Protections. Was signatory to Chamber letter to SC General Assembly seeking support for COVID-19 SC Business Liability Protection.
- Met with the DoubleTree Resort by Hilton Myrtle Beach Oceanfront staff regarding the SCTPA 2021 Annual Meeting.

These are just a few activities that have taken place. SCTPA will continue its work for the timber harvesting and wood supply segment of SC's wood supply chain.



## VERIZON CONNECT FLEET SCTPA MEMBER PROGRAM

**S**C Timber Producers Association is partnering with Verizon Connect Fleet to offer a Member Benefit Program for GPS and On Board Camera Systems. This program offers members the opportunity to purchase GPS and On Board Cameras at member pricing which may be less than other companies offering similar technologies.

Verizon Connect Fleet has multiple service platforms for GPS technologies for tracking trucks and equipment. Several On Board Camera technologies are offered as well.

GPS and On Board Camera Systems for a business vehicle fleet can increase safety of fleet operation, used as a training tool and assist in possibly reducing potential liability risks.

Active SCTPA members are eligible for the Verizon Connect Fleet Program. Members may contact the SCTPA office for member information, member period and member number, to provide Kevin Schwartz, Fleet Management Consultant, at Verizon Connect Fleet to verify active membership.

Contact Kevin Schwartz at Verizon Connect Fleet for information regarding their products.

**Kevin Schwartz**  
**Fleet Management Consultant**  
**5821 Fairview Road, Suite 401**  
**Charlotte, NC 28209**  
**Mobile – 419-356-7529 Office – 704-967-8401**



# Verizon Connect Fleet and Asset Workforce Management

**Kevin Schwartz**  
Fleet Management Consultant

Verizon Connect  
5821 Fairview Road  
Suite 401  
Charlotte, NC 28209  
Kevin.Schwartz@verizonconnect.com  
M 419-356-7529  
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## Fleet management

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### Increase visibility and efficiency

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- Instantly find the nearest vehicle at any given time
- Report on fuel efficiency and charges
- Track off-highway vehicle mileage
- Receive DVIR alerts

### Help improve safety and reduce liability

- Monitor driver behaviors like speeding and harsh braking
- Set up safety alerts and review driver scorecards
- Help protect against false incident claims

### Streamline processes and navigation

- Track and create automated maintenance plans
- Help optimize delivery routes and provide navigation to and from job sites

## Asset management

Improve equipment utilization, report on engine hours and help reduce asset loss and theft.



### Track asset utilization and generate reports

- Quickly and accurately report on asset use
- Track equipment fuel use and unproductive idling
- Collect data and report on engine hours
- Link existing OEM-installed hardware through AEMP connectors

### Provide more accurate billing and increase utilization

- Provide more accurate invoices for equipment rentals
- Better use existing resources with improved location data
- Build geofences around key business locations to track asset movement



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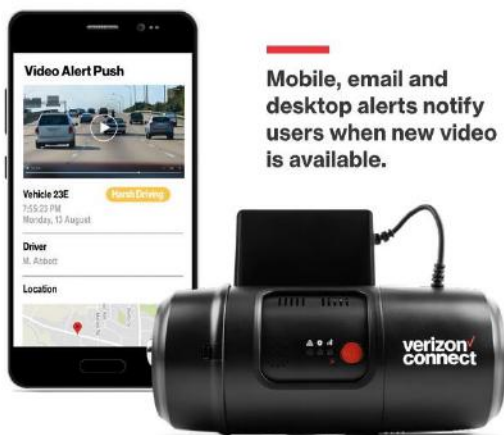
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When driving is a large part of your business, it's important to have context for unsafe driving incidents and to help protect yourself against false claims.

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Whether a driver is braking hard, cornering too fast or rapidly accelerating, you'll have the video to better understand the context and be able to take the appropriate action. Plus, that footage flows seamlessly into Reveal, where you can see other fleet data and get the full story.



Mobile, email and desktop alerts notify users when new video is available.



Review video footage within minutes of an unsafe event – no sorting through hours of video



Coach drivers on better behaviors with video replay and downloads



Seamless video transmission into Reveal within minutes



Choose a simple self-install or have our pros do it for you



Request on-demand clips from available video footage



Know right away how severe an event was with harsh driving classifications



Help mitigate accident risk and liability with unbiased footage



Mobile and desktop alerts to notify users when new video is available



A 150° field of view in HD means you see what your drivers see



See vehicle speed while the video plays

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# ***Timber Talk***

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

Contact Crad Jaynes at  
1-800-371-2240 or [bcjpaw@windstream.net](mailto:bcjpaw@windstream.net)

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## **FMCSA-SMS score & CAB report Importance**

Driver's MVR information, years of experience and vehicle condition are major considerations by insurance underwriters. If a review of your company's FMCSA-SMS score/CAB analysis indicate excessive equipment violations or driver violations it can affect your opportunity to attain a competitive insurance quote. Even worse, a negative review can and often do result in a declination to quote by the underwriter.

### **DEPARTMENT OF TRANSPORTATION REGULATIONS**

It is expected that every truck owner, as well as, driver have a working knowledge of the rules, regulations and controls as stated in the Federal Motor Carrier Safety Regulations, as they apply to owners and drivers. The following are the regulations most common involving you and your vehicle:

#### **DRUG USE**

The DOT Safety Regulations state that no driver shall drive or be on duty who is a habitual user of, under the influence of, or possesses any narcotic drug or other illegal drug. Entitlement to use a certain drug under the laws of the state does not mean that you can drive safely and within the laws of the road.

#### **ALCOHOL USE**

The DOT Safety Regulations and state laws prohibit you from driving or being on duty while you are under the influence of intoxicating beverages or liquor of any kind.

#### **RANDOM DRUG TEST**

The DOT Safety Regulations require that, at the time of employment, all drivers' names will be entered in an employee pool for random drug testing.

#### **PRE-TRIP INSPECTION**

The DOT Safety Regulations require the vehicle be inspected by the driver prior to the first trip daily. You must perform this inspection to correct unsafe defects prior to operation and to determine if the required emergency equipment is in the vehicle and in working condition.

#### **POST-TRIP REPORT**

The DOT Safety Regulations require every driver to prepare a report in writing at the completion of the day's work or tour of duty. This lists any defect or deficiency of the motor vehicle discovered by himself or reported to him, which could affect the safety of operation or result in a mechanical breakdown of his vehicle. You still must prepare this report even if no defects are apparent.

**(continued on other side)**

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**Forest Insurance Center Agency, Inc.  
Phone: 1-800-272-7805**



## **PRE-TRIP INSPECTION/ POST-TRIP VEHICLE CONDITION REPORTS**

### **DOT requires that the following items be checked pre/post trip inspections**

- A. Service brakes and trailer brake connections
- B. Parking brake (hand brake)
- C. Steering mechanism
- D. Lights and reflectors
- E. Tires
- F. Horn
- G. Windshield wipers
- H. Rear-view mirrors
- I. Coupling devices
- J. Wheels and rims
- K. Emergency equipment
- L. Load securement (If loaded)

### **DOT requires driver files be current and available for review**

#### **Driver Qualification Files**

- A. The driver's application
- B. A copy of the driver's MVR
- C. A copy of driver's Med Card validation
- D. The driver's road test certificate or documentation
- E. Copy of the driver's MVR
- F. Driver's background check information
- G. Drug and alcohol test info
- H. Driver's emergency contact information

**FMCSA Compliance is crucial when involved in an accident at fault or not!**

**Jimmie Locklear**  
***Risk Control Services***  
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C6D & C7F



## INTERIM GUIDANCE FOR COVID-19 SCENARIOS IN BUSINESSES

DHEC is providing this generalized guidance for use by employers and employees to determine the best practices to utilize in various scenarios involving COVID-19 in the workplace.

Scenario	Actions to Take
<p><b>POSITIVE</b></p> <p>Employee tests positive for COVID-19</p>	<ul style="list-style-type: none"> <li>• Tell employee to stay home and recommend they contact their healthcare provider, if they have not already done so.</li> <li>• Contact HR, Employee Relations, or supervisor to begin the process of gathering necessary information, including: <ul style="list-style-type: none"> <li>○ Date of onset of symptoms (if applicable)</li> <li>○ Date and location where test specimen (swab) was collected</li> <li>○ Date test results were received</li> <li>○ Instructions provided by healthcare provider when test results were communicated</li> <li>○ Whether the employee came in close contact<sup>1</sup> with any other employees or visitors from 48 hours prior to the onset of symptoms (or specimen collection if they never have had symptoms) until they were sent home</li> </ul> </li> <li>• Employee should remain out of work until they have recovered and met the criteria to return to work.<sup>2</sup></li> <li>• Perform coworker exposure assessment and notify coworkers of close contact status or potential exposure and provide guidance as indicated.<sup>3</sup> Maintain confidentiality when providing notifications.</li> <li>• The area where the infected employee worked should be cleaned and disinfected. If possible, the area should be isolated for 24 hours prior to cleaning and disinfection. <ul style="list-style-type: none"> <li>○ If the business is not affiliated with the healthcare industry, they are not required to hire a specialized company for cleaning and disinfection.</li> <li>○ See <a href="#">CDC Cleaning and Disinfection Guidance</a> for additional information.</li> </ul> </li> </ul>



## INTERIM GUIDANCE FOR COVID-19 SCENARIOS IN BUSINESSES

<p><b>SICK BUT NO TEST</b></p> <p>Employee experiences symptoms consistent with COVID-19 (either calls out sick or is at work when they begin experiencing symptoms)</p>	<ul style="list-style-type: none"> <li>The employee should be sent home and encouraged to get tested for COVID-19. <ul style="list-style-type: none"> <li>If the employee tests positive, follow the steps listed in the "Employee tests positive for COVID-19" scenario above.</li> <li>If the employee tests negative, they may return to work when symptoms have resolved.</li> <li>If the employee does not get tested, they should be told to remain out of work until they have recovered and met criteria for release from isolation<sup>2</sup> as if they had tested positive.</li> </ul> </li> <li>No further action is needed unless the employee tests positive, then follow guidance for "Employee tests positive for COVID-19" above.</li> <li>Send employee home.</li> <li>The employee should self-quarantine and is encouraged to be tested if they have symptoms at any time after day 7 from exposure if they have no symptoms, though <u>testing negative does not shorten the necessary quarantine period.</u> <ul style="list-style-type: none"> <li>If the employee lives with the person who tested positive, they must quarantine for an additional 7 days beyond when the positive person meets criteria for release from isolation<sup>2</sup> (therefore, minimum of 17 days).</li> <li>If the employee was in close contact with someone with whom they do not live, they must quarantine for 14 days after their last contact with the positive person.</li> </ul> </li> <li>If they are released to return to work sooner than the appropriate quarantine period, they should contact HR Director or supervisor, and a return to work decision will be made in consultation with DHEC.</li> </ul>
<p><b>CLOSE CONTACT OF A CASE</b></p> <p>Employee has been in close contact<sup>1</sup> with someone (non-employee) or lives with someone who tests positive for COVID-19</p>	
<p><b>CLOSE CONTACT OF SOMEONE SICK (NO TEST)</b></p> <p>Employee has been in close contact<sup>1</sup> with someone (non-employee) or lives with someone who displays symptoms consistent with COVID-19</p>	<ul style="list-style-type: none"> <li>Employee may remain at work as long as they do not have symptoms while the ill person is tested and waiting on results.</li> <li>If the ill person tests positive for COVID-19: <ul style="list-style-type: none"> <li>Send employee home and follow the guidance in the section above.</li> </ul> </li> </ul>



## INTERIM GUIDANCE FOR COVID-19 SCENARIOS IN BUSINESSES

<p><b>CONTACT OF A CONTACT</b></p> <p>Employee lives with someone who has been in close contact<sup>1</sup> with someone who displays symptoms consistent with COVID-19 or tests positive for COVID-19</p>	<ul style="list-style-type: none"> <li>• The employee is considered a “contact of a contact.”</li> <li>• Employee may remain at work as long as they do not have symptoms. They do <u>not</u> need to be tested unless they develop symptoms.</li> <li>• Nothing further needs to be done unless the person with whom the employee lives or was a close contact develops symptoms or tests positive.</li> <li>• If the person they live with or had close contact with develops symptoms, send the employee home until it can be determined whether the symptoms are due to COVID-19.             <ul style="list-style-type: none"> <li>○ If the person they live with or had close contact with tests negative or their healthcare provider does not consider the illness to be COVID-19, the employee may return to work.</li> <li>○ If the person they live with or had close contact with tests positive for COVID-19, send the employee home and follow the guidance for employees who are close contacts of a positive person above.</li> </ul> </li> </ul>
<p><b>RESTAURANT PATRON</b></p> <p>Employee eats at a restaurant that later announces that an employee at the restaurant tested positive for COVID-19</p>	<ul style="list-style-type: none"> <li>• Employee may remain at work as long as they do not have symptoms. They do <u>not</u> need to be tested unless they develop symptoms.</li> <li>• If the employee begins to display symptoms consistent with COVID-19, follow the steps above in the “Employee experiences symptoms consistent with COVID-19” scenario</li> </ul>

<sup>1</sup>Close contact is defined as being within 6 feet of the other person for a period of more than 15 minutes.

<sup>2</sup>CDC and DHEC have issued guidance on when a person may be considered recovered. The criteria below should be used to determine eligibility to return to work. Negative tests results are not required.

1. 10 days have passed since their symptoms began, AND
2. They are free of fever (100.4° F [38° C] or greater using an oral thermometer) for three days without the use of fever-reducing medicines, AND



## INTERIM GUIDANCE FOR COVID-19 SCENARIOS IN BUSINESSES

3. Their other symptoms have improved.

Those who test positive but never have symptoms should stay out of work and self-quarantine until ten days after their test specimen was collected.

<sup>3</sup>Assessment and guidance for coworkers of someone who tests positive for COVID-19:

- A person infected with COVID-19 is considered contagious starting 48 hours prior to the onset of their symptoms (or two days before the specimen for the test was collected if they had no symptoms) until they are released from isolation (see criteria in 2 above).
- Person not at work when contagious: No further steps need to be taken if it is determined they were not at work during their contagious period.
- Person at work while contagious:
  - Anyone who spent 15 minutes or more within six feet of the infected employee during their contagious period is considered a close contact and must quarantine until 14 days after their last contact with the infected person. They are also encouraged to be tested no sooner than 7 days after their last contact. This testing is not required but is encouraged. While wearing face masks or cloth face coverings is strongly encouraged, their use does not change the recommendations for close contacts.
  - Other coworkers who work in the same area as the infected person but are not close contacts should be notified of their potential exposure (while maintaining the infected person's confidentiality) and advised to self-monitor for signs or symptoms of COVID-19 for 14 days. This includes taking their temperature and assessing themselves for symptoms twice a day. A [monitoring worksheet](#) they may find helpful is available on the DHEC webpage. They do not need to quarantine or be tested unless they develop symptoms. Social distancing and mask wearing is even more important for these employees.

### Notes:

- The CDC updated its webpage with [COVID-19 symptoms](#) as more is learned about the disease.
- The approach is the same for a person who tests positive but does not have symptoms as for a person who has symptoms and tests positive. The only difference is that the contagious period is considered to begin two days prior to the test specimen being collected rather than two days prior to symptoms beginning.





## INTERIM GUIDANCE FOR COVID-19 SCENARIOS IN BUSINESSES

- [COVID-19 screening & testing sites](#) and [COVID-19 mobile testing clinics](#) are linked on the DHEC webpage. Please review the information about [testing types](#). DHEC and the CDC recommend molecular (PCR, or swab) testing for diagnosis of acute infection. Antibody testing should not be used alone for this purpose. The testing referenced in this guidance is the swab (molecular, or PCR) testing.
- The guidance may be different for [critical infrastructure workers](#) who are exposed. Consult with DHEC if you have further questions for these employees.

### Other Resources:

- General COVID-19:
  - [accelerateSC](#)
  - [Businesses and Employers](#) (DHEC)
  - [CDC](#)
  - [DHEC](#)
  - [Frequently Asked Questions](#) (DHEC)
  - [OSHA](#)
  - [US Equal Employment Opportunity Commission](#)
- Restaurants:
  - [Food Safety Operations and Re-Opening Toolkit](#) (DHEC)
  - [Opening Restaurants Phase Two Guidance](#) (SC Restaurant and Lodging Association)
  - [Palmetto Priority](#)

This is consistent with guidance available as of June 29, 2020 and may be updated as new information becomes available.

June 16, 2020



The Honorable Peter DeFazio  
Chairman  
Committee on Transportation  
and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

The Honorable Sam Graves  
Ranking Member  
Committee on Transportation  
and Infrastructure  
U.S. House of Representatives  
Washington, DC 20515

Dear Chairman DeFazio and Ranking Member Graves:

The undersigned organizations voice our support for including the Safe Routes Act (H.R. 2453) provisions in the Invest in America Act. This bipartisan supported legislation would improve the safety and efficiency of hauling raw forest products from the woods to the mill. It's important to note, that the transportation of wood fiber was identified as an essential business and states lifted restrictions for them to operate on the interstate as it presented the safest and most efficient route to haul materials to the manufacturers of forest products.

The Safe Routes Act would allow trucks hauling raw forest products (logs, pulpwood, chips, and biomass) access to the interstate system and legal state truck weight limits and configurations for a short distance of 150 air miles from point of origin. The legislation would improve the safety and efficiency of hauling raw forest products.

All 50 states currently allow higher truck weights on secondary roads than what is allowed on the 1 better built, the better maintained, and safer interstate system. Recent research completed in four southeastern states by the University of Georgia, Warnell School of Forestry shows the safety, environmental, and efficiency benefits of the Safe Routes Act provisions. Key findings of this research are:

- Major safety improvements were observed on interstate routes compared to current routes that avoid interstate highways. Significantly fewer intersections, stop signals, and cities and towns were encountered on interstate routes compared to current routes. The number of intersections and stop signals encountered per trip is critical: 40% of all accidents and approximately 25% of fatal log truck crashes occur at intersections.
- Allowing log trucks to operate on interstate highways shifts miles traveled on state and US highways and non-interstate urban streets to interstate highways, which are safer and designed to accommodate heavy trucks.
- Fuel consumption and carbon dioxide emissions were lower on interstate routes than current routes in every wood basket.
- Twenty-four to fifty-eight percent of the sites analyzed would benefit from interstate access.
- Pavement damage was reduced significantly in every wood basket when log trucks traveled on interstate highways.

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<sup>1</sup> Conrad, Joseph, PhD, Harley Langdale Jr. Safety and Efficiency of State-Legal Log Trucks on Interstate Highways in Eight Wood Baskets in the US South. Warnell School of Forestry and Natural Resources. March 31, 2020.

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Due to the nature of our business and the remote locations where forestry operations are conducted, access to rail transportation is simply not an option. Trucks are our only means for transporting logs and other forest material to the mill site. The Safe Routes Act is a common sense, modest proposal that would simply allow truck operators the option of taking the safest, most direct route from the harvesting site to the forest product facility.

We urge you to include the provisions of the Safe Routes Act in the text of the Invest in America Act during the Transportation and Infrastructures Committee's markup.

Sincerely,



Deb Hawkinson  
President, Forest Resources Association



Daniel J. Dructor  
Executive Vice President, American Loggers Council

Alabama Forestry Association  
Alabama Loggers Council  
Allegheny Hardwood Utilization Group Inc.  
American Forest and Paper Association  
American Forest Resource Council  
American Loggers Council  
Arkansas Timber Producers Association  
Associated California Loggers  
Associated Logging Contractors, Inc. – Idaho  
Associated Oregon Loggers  
Biomass Power Association  
Black Hills Forest Resource Association  
Carolina Loggers Association  
Colorado Timber Industry Association  
Decorative Hardwoods Association  
Federal Forest Resource Coalition  
Florida Forestry Association  
Forest Landowners Association  
Forestry Association of South Carolina  
Georgia Forestry Association

Great Lakes Timber Professionals Association  
Hardwood Federation  
Intermountain Forest Association  
Kentucky Forest Industries Association  
Louisiana Forestry Association  
Louisiana Logging Council  
Maple Flooring Manufacturers Association  
Michigan Forest Products Council  
Minnesota Forest Industries  
Minnesota Timber Producers Association  
Mississippi Forestry Association  
Mississippi Loggers Association  
Missouri Loggers Council National Alliance of  
Forest Owners  
National Wood Flooring Association  
New Hampshire Forest Landowners Association  
New Hampshire Timber Harvesting Council  
North Carolina Forestry Association  
Northeastern Loggers Association

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Ohio Forestry Association, Inc.  
Oregon Women in Timber  
Pennsylvania Forestry Association  
Professional Logging Contractors of Maine  
Society for the Protection of New Hampshire Forests  
Society of American Foresters  
South Carolina Timber Producers Association  
Southeastern Lumber Manufacturers Association Inc.  
Southeastern Wood Producers Association  
Southern Loggers Cooperative

Tennessee Forestry Association  
Texas Forestry Association  
Texas Logging Council  
Virginia Forestry Association  
Virginia Loggers Association  
Washington Contract Loggers Association, Inc.  
West Virginia Forestry Association, Inc  
West Virginia Loggers Council  
Western Wood Preservers Institute  
Wisconsin Paper Council



Forest Resources Association  
1901 Pennsylvania Avenue NW, Suite 303  
Washington, DC 20006  
202-296-3937  
[info@forestresources.org](mailto:info@forestresources.org)



## ALC Results: Loggers Covid-19 Federal Assistance Survey

June 16, 2020

- 72% of respondents (all in logging &/or log hauling business) have applied for assistance.
- 92% of respondents that have applied for funding have been approved for funding.
- 84% of those who have applied have looked for assistance with the Payroll Protection Program.
- 12% of those who have applied have looked for assistance with the Economic Injury and Disaster Loan Program.
- 4% of those who have applied have looked for assistance with the SBA Bridge Loan Program.
- Less than 1% have applied for the USDA Rural Development Business and Industry Cares Act Program.

**SCTPA Comments:** Based on SCTPA's random sampling of SC loggers, the percentages in SC are very close to the above numbers. In the sampling, there were no SC loggers that applied for the USDA Rural Development Business and Industry Cares Act. However, that does not mean that there may be some SC loggers that did apply. The largest percentage in SC was loggers using the Paycheck Protection Program which proved to be very beneficial to our state's logging businesses.

# THE INVEST IN AMERICA ACT

FOR THE PEOPLE

## **COMMITTEE LEADERS UNVEIL THE INVEST IN AMERICA ACT, A TRANSFORMATIONAL SURFACE TRANSPORTATION BILL TO BRING NATION'S INFRASTRUCTURE INTO A NEW ERA**

*Chair DeFazio: "The INVEST in America Act is our opportunity to replace the outdated systems of the past with smarter, safer, more resilient infrastructure that fits the economy of the future, creates millions of jobs, supports American manufacturing, and restores U.S. competitiveness"*

Washington, DC - Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR), released text of the Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act, a key component of the Moving Forward Framework that House Democrats, led by Chair DeFazio, released earlier this year. The bill's original cosponsors are Subcommittee on Highways and Transit Chair Eleanor Holmes Norton and Subcommittee on Railroads, Pipelines, and Hazardous Materials Chair Dan Lipinski. The Committee will consider the INVEST in America Act at a Committee markup scheduled for Wednesday, June 17th. The current surface transportation authorization expires September 30th.

The INVEST in America Act, which enables the completion of critical projects through long-term, sustainable funding and is fueled by American workers and ingenuity thanks to strong Buy America provisions and labor protections, authorizes nearly \$500 billion over five years to address some of the country's most urgent infrastructure needs, including:

- Tackling the massive backlog of roads, bridges, and transit systems in need of repair and replacement
- Building resilient infrastructure that will withstand the impacts of climate change and extreme weather
- Designing streets that are safer for all road users, including pedestrians and cyclists
- Putting the U.S. on a path toward zero emissions from the transportation sector by prioritizing carbon pollution reduction, investing in public transit and the national rail network, building out fueling infrastructure for low- and zero-emission vehicles, and deploying technology and innovative materials
- Sharply increasing funding for public transit options in urban, suburban and rural areas in order to integrate technology and increase routes and reliability with tools such as bus-only lanes and priority signaling
- Making transformational investments in Amtrak in order to create a robust, reliable rail system and to address long-neglected maintenance needs in the Northeast Corridor and throughout the country while also enhancing rail worker and passenger safety and helping communities address grade crossing issues
- Improving access to Federal funding to help communities around the country undertake transformative projects that are smarter, safer, and made to last

The INVEST in America Act also accounts for the economic downturn caused by the global pandemic and ensures States, cities, tribes, territories, and transit agencies can administer programs, advance projects, and preserve jobs in the aftermath of the COVID-19 crisis. The INVEST in America Act authorizes a sharp increase in

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funding to continue current programs in the first year of enactment of the bill (FY 2021) with wider policy implementation occurring in FY 2022.

"The bulk of our nation's infrastructure—our roads, bridges, public transit and rail systems, the things that hundreds of millions of American families and businesses rely on every single day— is not only badly outdated, in many places it's downright dangerous and holding our economy back. Yet for decades, Congress has repeatedly ignored the calls for an overhaul and instead simply poured money into short-term patches. The result? We're still running our economy on an inefficient, 1950s-era system that costs Americans increasingly more time and money while making the transportation sector the nation's biggest source of carbon pollution," Chair DeFazio said. "That all changes with the INVEST in America Act. After holding nearly 20 Committee hearings, receiving testimony from dozens and dozens of witnesses and Members of Congress, and engaging with hundreds of advocates and transportation agencies, I am proud to bring together the ideas and the needs into one transformational bill that will catapult our country into a new era of how we plan, build, and improve U.S. infrastructure. The INVEST in America Act is our opportunity to replace the outdated systems of the past with smarter, safer, more resilient infrastructure that fits the economy of the future, creates millions of jobs, supports American manufacturing, and restores U.S. competitiveness."

"I am proud to have joined with Chair DeFazio and Chair Norton to craft this innovative bill that not only makes robust investments in roads, bridges, passenger rail, transit, bike/ped, and other infrastructure, but will also profoundly transform mobility, protect the environment, and improve the quality of life for all Americans," Chair Lipinski said. "As Chairman of the Rail Subcommittee, I am especially proud of the significant increase in funding and other support for commuter rail as well as Amtrak, and provisions to help eliminate problems for communities heavily impacted by railroads."

## Industry Observations: COVID-19 Impacts

By Todd Mullis, Business Operations Manager, Forest Resource Consultants / April 23, 2020

The following article is the first in a three-part series covering current forest industry market conditions and business impacts resulting from the COVID-19 crisis. The author, Todd Mullis, is Business Operations Manager at Forest Resource Consultants. He has over 25 years of experience managing mill and wood procurement operations in the pulp, paper, and lumber industries.

Pandemic is a word that I'm not sure I could have spelled three months ago. Unfortunately, we are now all too familiar with the term and with COVID-19. I don't think any of us saw this one coming, and they sure didn't teach us about this in forestry school. As

we deal with the general uncertainty in the world and more specifically in the forest industry over the past few months, many market conditions have changed, but basic business fundamentals have not.

### Principles of Supply and Demand

The principles of supply and demand are one of the basic foundations of a free market economy. During normal times, supply and demand dynamics generally move in balance. No doubt, we all know the general dynamics of the supply and demand relationship and how prices are impacted. When supply goes up and demand stays constant then prices move down and so on as different economic scenarios play out. When thinking of industry supply and demand dynamics over the past several months, two factors have materially changed. Markets for wood products have dropped sharply and markets for pulp and packaging products have risen sharply. These contrasting market changes and the



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resulting impact on timberland owners, forest products manufacturers, and logging contractors are more intertwined than one might think.

It is easy to understand why the demand for building products suffers as construction takes a sharp downward movement during periods of economic uncertainty. Recent announcements from wood products manufacturers (lumber, OSB, plywood) share that most companies are curtailing production between 25% and 100% in the near term. Such a sharp drop in production coupled with the uncertainty of future operations has significantly impacted the raw material supply chain. This has placed landowners, wood suppliers, logging contractors, and truckers in a fog without clear direction on how to navigate. Future mill operating decisions appear to be very dynamic and, in most cases, operating hours are being managed on a week to week basis. Uncertainty abounds!

Here are a few supply and demand observations resulting from the current reduction in wood products manufacturing:

- Fewer operating hours translates to less log volume being consumed. While varying greatly, most wood product manufacturers are decreasing log consumption 25% to 50% in the near term.
- Fewer operating hours translates to less residual by-products being produced by lumber manufacturers. These by-products are key sources of fiber for pulp and packaging manufacturers and pellet mills.
- Fewer operating hours translates to less demand for deliveries from wood dealers, logging contractors, and truckers leaving the extra logging capacity searching for a new market to supply.

While the current outlook is mostly negative for wood products manufacturers, there is very bright news for the pulp and packaging sectors of our industry. If you are like me, the Amazon fairy shows up at your house multiple times a week delivering something of need. You have also likely seen the many news headlines of late where Amazon, Kroger, Walgreens, and others are adding many jobs. Jobs at

these “essential need” distributors and retailers mean more goods are being demanded; more goods mean more shipping containers and boxes. Then there is the perceived toilet paper shortage. For reasons unbeknownst to any of us, toilet paper demand has skyrocketed. Southern Yellow Pine is one of the best raw materials used in pulping production for tissue manufacturers. This provides an even brighter outlook when included with increased demand from the packaging sector.

Here are a few supply and demand observations resulting from the current increased demand for pulp and packaging products:

- Increased demand from “essential need” distributors and retailers and in-home delivery of many other items (groceries, pizza, etc.) results in significantly increased demand for packaging products.
- Increased operating hours and operating rates at pulp and packaging manufacturers translates to more wood being consumed at these facilities. While varying greatly, some manufacturers are increasing production 10% or more by adding operating hours or by rescheduling annual mill maintenance outages from the spring to the fall.
- Rapidly changing residual by-product availability is creating some challenges for fiber consuming mills. Sawmill residuals are decreasing while consumption at pulp and packaging mills is increasing.

Now that we have reviewed the rapidly changing supply and demand dynamics within important sectors of our industry, a logical question for landowners and their managers is “how do these changes affect my business?” Our next article in this series will discuss market impacts resulting from these changes in supply and demand dynamics.

Until then, stay safe and healthy.

# Inspectors Survey Low Country Trees After Invasive Beetle Discovered

Media Release

Tom Hallman, Public Service and Agriculture  
Clemson University

June 15, 2020

PENDLETON, S.C. — An invasive species of beetle discovered for the first time in South Carolina has state and federal officials conducting surveys in Charleston County to determine the extent of the insect's spread.

The Asian longhorned beetle was found by a homeowner in Hollywood, S.C., who contacted Clemson University's Department of Plant Industry (DPI) to report it.

A DPI inspector collected the insect for identification and conducted a preliminary survey of the trees on the property. At least four maple trees appear to be infested and inspectors have captured live beetles.

"We were very fortunate that the residents reported it when they did," said Steven Long, assistant director of Clemson Regulatory Services who oversees DPI and invasive species. "We think it is confined just to this local area, but we are just getting started with our surveys."

Clemson's Plant and Pest Diagnostic Clinic and the USDA Animal and Plant Health Inspection Service's

The Asian longhorned beetle, *Anoplophora glabripennis*, is a wood-boring beetle that threatens a variety of hardwood trees, including maple, elm, ash, sycamore, poplar and willow. It is not a pest of the oak species that are more abundant in South Carolina.

As the beetle bores into the tree it interrupts the flow of life-giving sap and weakens the tree, ultimately killing it. Infested trees also can become safety hazards, since branches can drop and trees can fall over, especially during storms.

South Carolina is the sixth state to detect an Asian longhorned beetle infestation. The pest has been eradicated from New Jersey and Illinois; eradication

efforts are ongoing in New York, Massachusetts and Ohio with guidance from the APHIS Asian Longhorned Beetle Eradication Program.

Residents in the town of Hollywood and in surrounding Charleston County communities are encouraged to allow state and federal access to property to survey for the pest. They can also help by looking for the beetle and examining the trees on their property for damage beetles may be caused.

"The number one thing we need is access to property in the inspection area," Long said. "Survey crews will be operating in the area for the next several weeks and possibly months as we determine the extent of the infestation. Landowners' cooperation is vital to ensuring this pest doesn't establish a foothold."

"The second thing we need is for people to help us look," he said. "Our inspectors are experienced in examining the tree for signs of the beetles' presence, but the more eyes we have looking for the insect antennae. Adult beetles can grow an inch and a half long."

"There are some lookalikes, including a native sawyer beetle that has long — although not quite this long — antennae," Long said. "But the Asian longhorned is still rather unique. Personally, I've only seen one other insect like it."

The beetle's larvae feed by tunneling under the tree bark where they live through the winter, forming galleries in the trunk and branches. When mature they chew their way out creating round holes about 3/8 inch in diameter.

South Carolinians who believe they have found the beetle may report it online at [invasives@clemson.edu](mailto:invasives@clemson.edu) or by calling DPI at 864-646-2140.

They may also make a report by calling the USDA's Asian longhorned beetle hotline at 866-702-9938 or report online at [www.AsianLonghornedBeetle.com](http://www.AsianLonghornedBeetle.com).

If possible, take pictures. If you capture a suspicious insect, store it in a durable container and freeze it, which will help with identification.

To protect against the spread of this or other damaging insect pests, Long urges caution in moving firewood or other wood products. Even if no beetles are visible, an infestation may be spread by moving branches, logs, stumps, packing material, lumber, wood debris and trimmings.



## SCTPA 2021 ANNUAL MEETING

### SURVEY

### Responses Requested



**S**C Timber Producers Association 2021 Annual Meeting is scheduled for **February 19 - 21 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.**

Currently February is six months away. However, with the COVID-19 Coronavirus pandemic currently taking place, there is no clear cut answer as to where the state will be regarding the virus status down the road. Hopefully by the end of the year, the status will have improved as far as the spread having decreased.

Because SCTPA is contractually obligated to conduct the 2021 annual meeting, the meeting is being planned. Short of the Governor shutting down the state again later in the year or early next year, then SCTPA could cancel the meeting without penalty. But if the 2021 annual meeting is cancelled by SCTPA, then the association will incur a substantial monetary penalty, which the association cannot afford.

SCTPA's president has met with DoubleTree Resort staff and discussed the 2021 annual meeting. The discussions were to outline the meeting and determine the safety protocols for the meeting regarding safety for the attendees and resort staff. Since SCTPA will be the only meeting in the conference center, all three floors of the conference center will be used. This will assist in social distancing and safety for everyone. Both the resort and association feel the meeting can be conducted with the highest levels of safety for everyone.

The meeting format will be adjusted to utilize the first floor for the meetings and speakers, the second floor for registration, exhibitors and silent auction and third floor for meals. Other adjustments will have to be considered and implemented for meals, the welcome reception and prayer breakfast.

**SCTPA would like to request our members, exhibitors and anyone who has attended our annual meetings to respond to the following two questions to provide guidance for the association and the annual meeting.**

- **Do you feel you would and/or will attend the SCTPA 2021 Annual Meeting at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront?**
- **If you feel you would and/or will attend the SCTPA 2021 Annual Meeting at the DoubleTree Resort by**

**Hilton Myrtle Beach Oceanfront, what would be an estimate of how many people would be in your delegation?**

SCTPA would like for you to email your response to [bcjpaw@windstream.net](mailto:bcjpaw@windstream.net), send a text to 803-530-5874 or call SCTPA 1-800-371-2240 or 803-957-9919. You may call Crad Jaynes at 803-530-5874 (cell). If you want to send a fax, send to 803-957-8990.

SCTPA appreciates your response. **Please endeavor to respond by July 31, 2020.** Your response will assist the association's board of directors and president in determining an estimated attendance to prepare for the 2021 annual meeting.

Thank you again for your support and assistance as we plan for the 2021 annual meeting.



**Focusing on Challenges**

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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**



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

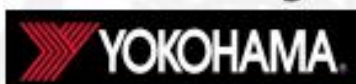


Medicare alone won't pay for all your expenses. We can help you fill the gap! Call **Mark Snelson** at **(843)325-1211**. Mark is an authorized agent for BlueCross BlueShield of South Carolina, an independent licensee of the Blue Cross and Blue Shield Association.

# \$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](http://www.SouthernLoggers.com)



## 29 FUELING STATIONS

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



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

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





## RELIABILITY MEETS SIMPLICITY

### Skidders that are well equipped to handle the toughest forest environments

Our L-II Series Skidders reflect three years of continual refinement based on invaluable input from loggers like you — the ones who live it every day. We took our most powerful, productive skidders ever, the L-Series, and incrementally enhanced performance and durability to push them to the next level. These upgrades resulted in over 1,600 component changes, including more robust electrical harnesses, fittings, hoses, cylinder guards, grapple-tong teeth, and more. We made subtle changes under the hood — for example, improving component placement and dramatically reducing the complexity of the electrical and hydraulic systems. All with the goal of improving the overall customer experience. The result is a reengineered machine that is simpler to maintain and more reliable. Call us today to learn more.



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ANDREWS, SC 843.221.4940  
ATLANTA, GA 404.691.9445  
AYNOR, SC 843.358.5688

BRASELTON, GA 770.965.1889  
BRUNSWICK, GA 912.264.6161  
COLUMBUS, GA 706.687.3344  
CUTHBERT, GA 229.732.2631  
DOTHAN, AL 334.794.8691

GROVETOWN, GA 706.855.5440  
LADSON, SC 843.572.0400  
MACON, GA 478.788.1586  
SAVANNAH, GA 912.964.7370  
SIMPSONVILLE, SC 864.963.5835

TROY, AL 334.566.4181  
VALDOSTA, GA 229.474.6680  
WALTERBORO, SC 843.539.1420  
WEST COLUMBIA, SC 803.794.9340

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# Mark Your Calendar

## July 2020

No scheduled meetings due to COVID-19

## August 2020

- 20 SCTPA Board of Directors Meeting, 10 a.m., Forestry Association of SC Office, Columbia
- 25 Newberry District Meeting Cancelled due to COVID-19. Newberry Fall District Meetings Will Be Determined Later Due to COVID-19.

**Due to the COVID-19 pandemic,  
there are no meetings being held to show on the calendar.**

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## 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





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

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*"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.