



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

**JULY/AUGUST 2020**



## **AS WE SEE IT ... AUGUST 2020**

### **Update – Logger Relief Funds**

**A**s of this writing, August 3, 2020, Congress has yet to approve the next stimulus package to provide financial assistance to businesses during these unprecedented financial times due to the COVID-19 pandemic. Members of the American Loggers Council are pushing hard to seek a relief package that would help logging and log trucking businesses to cope with loss of markets, quotas and other Coronavirus related issues that are dragging down their businesses.

What began as a request for a low interest loan to assist logging and log trucking businesses during these hard times has morphed into a bill, the Logger Relief Fund, House Resolution 7690 and Senate Bill 4233 that would allow logging and log trucking businesses to compare revenues for the first 7 months of 2010 to those of 2019. If revenues are down by more than 10% in 2020 as compared to 2019, then a logging or log trucking business would be eligible to apply for funds not exceeding more than 10% of the gross business revenues for the period between January 1, 2019 and July 31, 2019. These funds are not intended to make businesses whole, but rather to allow them the opportunity to reorganize as markets around them continue to recover.

The American Loggers Council has

secured support from both Democrats and Republicans in the House and Senate and are looking to try and push this legislation in the next COVID-19 or CARES-2 Act as soon as this week. Other trade associations are lending their support in these final days of negotiations between the House and the Senate, but we still need as many of you to e-mail, or call your House and Senate members offices and request that they cosponsor the legislation, this week! You can go online at [www.congress.gov](http://www.congress.gov) and track both of the bills and also see a list of the cosponsors that have already signed on.



If you do not see your Congressman or Congresswoman on the list of cosponsors under H.R. 7690, or your Senators on the list of cosponsors under S. 4233, then you should reach out to their staff immediately and request that they sign on. Quoting a message recently sent to this office from a former staff member, "The art of the blow-off is highly refined on Capitol Hill." Do not allow them to simply send you a form letter that has been disguised with a blue ink signature that vaguely mentions your re-

*(Continued on page 2)*

## **Inside ...**

As We See It ... August 2020	Cover
Effingham Pellets to Launch Operations in South Carolina	2
Be Pro Be Proud Where Meets the Road	3-4
As We See It ... September 2020	7
Enviva Partners Complete Drop Down Acquisition	8
CVSA Releases 2020 Operation Safe Driver Week Results	9
Welcome New Members	15
America's Saw Mills Didn't See This Building Boom Coming	17
CVSA's Roadcheck Moved to Early September	18
Pulping Capacity Fell as Lumber Capacity Grew	21
COVID Relief - No Deal Reached	22
Do Not Let Fraudulent Litigation Close Your Business!	27
Why Trees Are In So Many Medical Products	29
International Paper to Invest \$175M In Its Eastover Mill	21
Logging Operation on Mt. Graham Improves Wildlife Habitat, Reduces Fire Danger	31
UGA Research: Safer on Interstates	32
Team Safe Trucking Update	33-37
SCTPA 2021 Annual Meeting Will Be Held	38
Mark Your Calendar	43

(Continued from page 1)

quest for them to sign on to the legislation. Let them know that you are one of the folks back home that votes for them and that you are requesting that they represent you as one of their constituents. Be original and be firm.

To quote another mentor in the logging profession and long-time advocate for our industry, Bruce Vincent, "The world is run by those who show up." Have you shown up yet? Have you taken the time to respond to action alert requests that have gone out over social media sites and web sites? If not, and you wish to see the relief fund move forward, you must do so now. Thanks to all of you who have already made your voices heard, and thanks in advance to those who will reach out this week to help push this legislation across the finish line.

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

## **Effingham Pellets to launch operations in South Carolina**

By South Carolina Department of Commerce  
August 27, 2020

**E**ffingham Pellets LLC, a subsidiary of Charles Ingram Lumber Co., on Aug. 20 announced plans to establish operations in Florence County, South Carolina. The company's more than \$5.4 million investment is projected to create 10 new jobs.

A newly formed company, Effingham Pellets LLC is a wood pellet manufacturer and distributor that supplies wood pellets for export sale to Europe.

Located at 4905 Ingram Bypass in Effingham, the company's Florence County operations will produce wood pellets to be burned in place of coal at power plants across Europe.

Operations are expected to be online by June 2021. Individuals interested in joining the Effingham Pellets, LLC team should visit <https://www.cilumber.com/contact-us/>.

"We are excited to begin operations in Florence County, where we will be able to produce power solutions that promote sustainability on an international scale. Effingham Pellets LLC looks forward to being an important partner to Charles Ingram Lumber Company and the community as a whole," said Effingham Pellets LLC

"We are proud to celebrate Effingham Pellets LLC's investment in South Carolina and our people. Anytime a company is able to set up shop here, it proves what we already know - that we have one of

the most competitive business environments in the world and a workforce that can get the job done," said Gov. Henry McMaster

"In South Carolina, we know how to make things. Effingham Pellets LLC's decision to establish operations here generates even more momentum for our state's manufacturing sector, which continues to grow and produce more jobs for South Carolinians," said Secretary of Commerce Bobby Hitt

"Sustainability is an initiative the state of South Carolina is proud to support. Effingham Pellets LLC, with its use of previously unused material, is the right step for a greener, more environmentally friendly future for Florence County," said S.C. Senate President Pro Tempore Hugh K. Leatherman

"Effingham Pellets LLC is a welcome addition to the business community of Florence County. Innovative ideas, such as creating useful products from previously unused material, are a representation of the unique opportunities Florence County has to offer. We are proud to host this forward-thinking company," said Florence County Council Chairman Willard Dorriety, Jr.

"Maintaining a quality business climate is one of the main goals of Florence County Economic Development Partnership. When two industries are able to collaborate for the betterment of the county, as is the case with Effingham Pellets LLC and Charles Ingram Lumber Company, that's an indication that we are succeeding. We are happy to welcome Effingham Pellets, LLC to this community," said Florence County Economic Development Partnership Chairman Joe W. "Rocky" Pearce

# Rubber meets the road for Be Pro Be Proud in S.C.



By Melinda Waldrop mwaldrop@scbiznews.com

Sept. 03, 2020

**R**ick Todd waited three years for Thursday's (Sept. 3, 2020) satisfaction. Todd, president and CEO of the S.C. Trucking Association, was an early champion of the Be Pro Be Proud workforce development program pioneered in Arkansas in 2016, lobbying state legislators and private businesses to support the initiative that introduces middle and high school students to skilled trades such as construction, welding and electrical work.

Todd's efforts, and those of others with a rooting interest in the program, paid off as Be Pro Be Proud launched in the Palmetto State. State dignitaries gathered in front of a custom-built, 53-foot 18-wheeler outfitted with state-of-the-art gaming simulations of in-demand jobs at the S.C. State Farmers Market to share their hopes about how the program will bolster the state's workforce pipeline.

"It's an exciting day just to show what the private sector working with the public sector and all the stakeholder agencies can do together," Todd said after presiding over a ceremony which included S.C. Gov. Henry McMaster, S.C. Chamber of Commerce President Ted Pitts and representatives from the state's home building, forestry and construction industries. "Now we just want to get it out there and see if we can help show some people what kind of future they might have."

S.C. companies are also invested in those futures. More than 82% of S.C. employers in skilled professions report a moderate or serious shortage in workers, according to a fact sheet from BeProBeProudSC.org, and an estimated 2 million jobs will be left unfilled by 2025 because of an aging workforce with more than 24% of current workers at or near retirement age.

Be Pro Be Proud aims to address that workforce

gap by educating students about what those trades have to offer, including potentially lucrative salaries. According to online job site ZipRecruiter's analysis of employment listings, construction workers in S.C. earn an average of \$32,582 annually but can make up to \$60,000. Journeyman electricians average \$26 an hour, while truck drivers make an average of \$48,324 a year and can earn nearly \$70,000.

"These are good careers," Wayne Moore, president of the Home Builders Association of S.C., told the crowd. "This is how you make your living. It's not just a paycheck."

A walk through the big rig, manufactured by N.C.-based specialty vehicle company Spevco, provides a hands-on, full-color glimpse at those careers. Students can practice the precision needed to drive a forklift, operate heavy equipment at the Caterpillar simulator, or take a spin the driver's seat of an 18-wheeler as screens flash facts about job availability and pay.

In April 2017, the original Arkansas truck made an appearance at the S.C. Statehouse as supporters lauded its benefits for South Carolina. But \$950,000 earmarked for the program was cut from S.C.'s state budget that year. Last year, the state appropriated about \$600,000 to the S.C. Department of Employment and Workforce to administer the program, and the private sector pledged to raise \$2 million.

Andrew Parker is the executive director of the Associated Industries of Arkansas Foundation Inc., which runs that state's Be Pro Be Proud program. He was there for the truck's 2017 appearance in S.C. and on hand for the unveiling of South Carolina's version.

"The same folks that are here today were there. This has been a long time coming, but it's exceptional," Parker said. "We created it thinking it could be a national effort, but you never really know. You don't know if anybody's going to bite. South Carolina bit and held on to it."

Parker said that Arkansas Gov. Asa Hutchinson has credited the program with increasing the state's high school graduation rate, while technical colleges have seen enrollment climb.

Of the 98,000 students who have toured the truck since its launch, Parker said 20,000 have expressed interest in one of the featured careers. At the end of 2019, he said the program had 400 pending request for visits.

While the COVID-19 pandemic has limited the number of visitors who can walk through the truck at

*(Continued on page 4)*



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one time and necessitated increased cleaning measures, he said the big rig is still on the road three to four days out of each school week, rolling into venues which have booked a spot.

"When the two-year college presidents are saying this is affecting our enrollment numbers, and teachers are saying that kid is not going to drop out because of this experience, and the kid that's on the other end of spectrum is saying I now have a way to figure out how to pay for med school ... it's terrific," he said.

The South Carolina truck is already scheduled for 33 appearances for the 2020-21 school year, according to BeProudBeProudSC.org. The truck is projected to engage 50,000 students during a 48-week tour in its first year, and the program's goal is to produce 100,000 new skilled workers in five years.

"Without this work, without these skills, nothing else in the state will work," McMaster said. "Everything depends on these skills, this education, this training."

Reach Melinda Waldrop at 803-726-7542.

**SCTPA Comments:** Thursday, September 3<sup>rd</sup>, at the SC State Farmers Market in Columbia the Be Pro Be Proud SC project was dedicated and launched. This was a great day for SC to see the magnificent Tractor Trailer Unit specially manufactured for this project. The custom built 18-wheeler is 53-foot long with both sides of the trailer being expandable to an 18-foot width with two stairs for entering and exiting the trailer.

The entire effort was a public-private partnership through the Associated Industries of SC Foundation. SCTPA was on hand for the ceremony and is a proud participating partner in the Foundation and served on the project's steering committee.

The trailer is equipped with state-of-the-art computer stations and simulators for students and adults to walk through the trailer and learn about the many skilled, good paying jobs in SC as truck drivers, heavy equipment operators, welders, linemen, diesel technicians and many more jobs. The stations provide a hands-

on, full color glimpse of not just jobs, but careers. Career stations provide information about salaries, job availability and career facts. It is quite an impressive unit. The unit will tour the state visiting schools, career fairs, companies and events to promote SC skilled worker jobs and careers.

Rick Todd, President of SC Trucking Association spearheaded the project's effort along with the steering committee. As Rick said, "It's an exciting day just to show what the private sector working with the public sector and all the stakeholder agencies can do together." Representatives from the home building, forestry and construction industries along with many more were present for the ceremonial ribbon cutting. Governor Henry McMaster said it was a proud day for SC and for SC to be able to showcase the tractor trailer unit around the state to educate South Carolinians about the many skilled and good paying careers available in our state.

The truck is already scheduled for 33 appearances for the 2020-21 school year and is projected to engage 50,000 students during a 48-week tour in its first year with the goal to produce 100,000 new skilled workers in five years. SCTPA is proud to have been able to participate in the steering committee efforts. For more information go to BeProBeProudSC.org.



SC Governor Henry McMaster addresses the Be Pro Be Proud SC audience



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**As We See It ... SEPTEMBER 2020**

## **Report Shows \$1.83 Billion Impact of COVID-19 To Loggers**

Countless businesses across the spectrum of industries have been impacted by COVID-19 and now can tell stories about how government assistance rescued them from the brink of collapse; but there are some stories left untold.

A recent analysis generated for the American Loggers Council (ALC) shows that this year's decrease in raw wood material consumption has led to a \$1.83 billion reduction in the value of logger/trucker-delivered wood. The report, conducted by the analytics firm Forests2Market, found that raw wood material consumption between January-July 2020 was 6.7% less than the same period in 2019 – dropping 21.4 million tons of material. This resulted in a 13% reduction (\$1.83 billion) in value of the delivered wood.

While Congress and the United States Department of Agriculture (USDA) have provided funding for numerous agricultural categories, they have not yet classified timber within the category that qualifies for COVID-19 assistance. According to 7 U.S.C§1518.; timber and forest are described as an agricultural commodity along with fruits, vegetables, and other common agricultural goods.(7 U.S.C Section 1518) Danny Dructor, Executive Vice-President of the American Loggers Council, stated that, "Given the fact that wool, cut flowers, aloe leaves, and upland cotton are included in the USDA's Coronavirus Food Assistance Program (CFAP) it is a reasonable request to ask that timber and logging be covered under the program as well."

The USDA's Coronavirus Food Assistance Program (CFAP) received \$16 billion to provide direct support to certain agricultural producers based on actual losses where prices and market supply chains have been affected. The program will assist producers with additional adjustments and changes in marketing costs that result from oversaturated markets and lack of demand for the 2020 marketing year as a result of COVID-19.

The ALC created SaveOurLoggers.com as a new website to highlight the impact of COVID-19 on the logging and wood products industry. The website features testimonial stories and videos directly from those who have experienced difficult circumstances.

The current conditions loggers are facing due to the COVID-19 pandemic have left them in dire economic straits. Many loggers have shared their stories of how COVID-19 is affecting their businesses on SaveOurLoggers.com.

(Logger Stories)

Bobby Goodson, star of the Discovery Channel's hit show *Swamp Loggers*, describes how, as a fourth generation logger with over 35 years in the business, his company has never experienced a situation as threatening to their existence as

an industry as during the COVID-19 pandemic. He describes how logging is essentially farming with harvesting trees as an agricultural commodity.

Dale Heil of Stratford, Wisconsin gives one example of how the pandemic is bleeding out a vital American industry, "The closing of the Verso mill caused by Covid 19 took away 70 percent of my market."

Justin Yale of Gwinn, Michigan, who has provided trucking services for the logging industry for ten years, gives further insight into the peril the pandemic has sent the industry into, "I provide trucking services to the raw timber product producers. Tonnage hauled so far this year is down 72% from this time last year."

Without assistance from the CFAP program loggers have turned to Congress and the Administration seeking help from the next COVID relief package through the Logger Relief Act.

Bipartisan Logger Relief bills were introduced in the Senate (S.4233) by Senator Susan Collins (R-ME)

*(Continued on page 8)*



(Continued from page 7)

and Senator Tina Smith (D-MN), and in the House (H.R. 7690) by Representative Jared Golden (D-ME) and Representative David Rouzer (R-NC). Specifically, the bills would direct the U.S. Department of Agriculture to make economic relief payments to logging and log trucking businesses who experienced losses of greater than 10% in the first two quarters of 2020 (as compared to 2019). The program would be similar to others already enacted by Congress for agricultural producers such as CFAP. Members of Congress from 13 states have co-sponsored the Logger Relief Act.

**SCTPA Comments:** Congress is now back in DC and will be working on the next COVID-19 Stimulus Package. The House passed its version a while back and the Senate has been working on their version. Both bodies are basically still far apart on the total funding to be provided. SCTPA continues to work with our SC U.S. House and Senate offices to gather more support for the Logger and Log Hauler Relief Bills to be included in the package. The American Loggers Council and several state logger associations have had conversations with White House staff regarding gaining support from the Trump Administration. Currently the only SC U. S. House of Representatives member to sign on the H.R. 7690 is Congressman Joe Wilson, SC District 2. SC U. S. Senators Scott and Graham have not signed on to S. 4233 as a co-sponsor. Hopefully we'll get more of our SC legislators to be a co-sponsor.

## Enviva Partners Complete Greenwood Drop Down Acquisition

By Enviva | July 14, 2020

**E**nviva Partners LP has completed the previously announced acquisition from its sponsor of Enviva Pellets Greenwood Holdings II LLC, which, through its wholly owned subsidiaries, owns a wood pellet production plant in Greenwood, South Carolina.

In connection with the Greenwood acquisition, our sponsor has assigned to the partnership five firm, long-term, take-or-pay off-take contracts with creditworthy Japanese counterparties that have maturities between 2031 and 2041, aggregate annual deliveries of 1.4 million metric tons per year, and an aggregate revenue backlog of \$5.3 billion. Including the associated off-take contracts, the partnership's total weighted-average remaining term of off-take contracts has increased from 11.4 years to 12.7 years and its total product sales backlog has increased from \$10.2 billion to \$15.5 billion, as of April 1, 2020.

To finance the Greenwood acquisition, as well as the partnership's previously announced purchase of Georgia Biomass Holding LLC, which, through its wholly owned subsidiary, owns a wood pellet pro-

duction plant in Waycross, Georgia, the partnership has completed the issuance of an aggregate of 6,153,847 common units in a private placement in exchange for gross proceeds of \$200.0 million on June 23, 2020, and expects to close its previously announced private placement to eligible purchasers of \$150.0 million in aggregate principal amount of 6.5 percent senior unsecured notes due 2026 on July 15, 2020, subject to customary closing conditions.

**SCTPA Comments:** The Enviva transaction to purchase the Greenwood, SC pellet plant, previously Colombo Energy, is a good asset for SC's timber harvesting and wood supply segments in SC's piedmont areas. As of July 21, 2020, SCTPA will be participating in a conference / virtual meeting in August to provide input to the importance of this market as Enviva seeks to have its air quality permit approved with SC Department of Environmental Control (DHEC) and Enviva's request for an expansion of the facility's air quality permit to allow for further improvements at the Greenwood, SC facility.







## CVSA Releases 2020 Operation Safe Driver Week Results

### News Release

Contact: Nicole Leandro

Manager of Communications, CVSA

Greenbelt, Maryland (Sept. 2, 2020) – Law enforcement personnel observed 66,421 drivers engaging in unsafe driver behaviors on roadways and issued 71,343 warnings and citations as part of Operation Safe Driver Week, a driver-focused safety initiative aimed at curbing dangerous driver behaviors through interactions with law enforcement.

Operation Safe Driver Week, which took place July 12-18, 2020, was the Commercial Vehicle Safety Alliance's (CVSA) first enforcement initiative of the year, as a result of the postponement or cancellation of other enforcement campaigns due to the coronavirus pandemic. However, despite the challenges associated with the pandemic, 3,681 enforcement officers from 55 Canadian and U.S. jurisdictions interacted with 29,921 commercial motor vehicle drivers and 36,500 passenger vehicle drivers during this year's Operation Safe Driver Week.

Officers issued a total of 71,343 warnings and citations throughout the week, comprised of 42,857 traffic enforcement violations and 28,486 other state/local driver violations. Traffic enforcement violations include unsafe driving behaviors, such as speeding, distracted driving, following too closely, improper lane change, failure to wear a seatbelt, etc. State/local driver violations may include vehicle-related observations an officer may notice during a traffic stop, such as mirror equipment violations, expired license plate tags, inoperative lamps, etc.

Commercial motor vehicle drivers were issued 10,736 warnings and citations for traffic enforcement violations. That's 4,659 citations and 6,077 warnings. Passenger vehicle drivers received 17,329 citations and 14,792 warnings for traffic enforcement violations, totaling 32,121 warnings and citations. Altogether, passenger vehicle drivers and commercial motor vehicle drivers received a total of 21,988 traffic enforcement citations and 20,869 warnings during 2020 Operation Safe Driver Week.

Speeding, which was the focus of this year's Operation Safe Driver Week, was the top traffic enforcement violation for both types of drivers. Passenger vehicle drivers received 14,378 citations and 11,456 warnings for speed-related offenses. Commercial motor vehicle drivers were issued 2,339 speed-related citations and 3,423 warnings.

### Commercial Motor Vehicle Driver Results

Enforcement officials interacted with 29,921 commercial motor vehicle drivers during this year's Operation Safe Driver Week. Commercial motor drivers received a total of 10,736 traffic enforcement warnings and citations. Broken out, that's 6,077 warnings and 4,659 citations.

The top five traffic enforcement citations given to commercial motor vehicle drivers were:

1. Speeding/violation of basic speed law/driving too fast for the conditions – 2,339
2. Failure to use seat belt while operating commercial motor vehicle – 1,003
3. Failure to obey traffic control device – 617
4. Using a hand-held phone/texting – 269
5. Improper lane change – 122

*(Continued on page 10)*

*(Continued from page 9)*

Speeding was the most cited traffic enforcement violation for commercial motor vehicle drivers. Those drivers received 3,423 warnings and 2,339 citations for speed-related offenses. That's 56.33% of all warnings and 50.20% of all citations given to commercial motor vehicle drivers. In 2017, at least one driver-related factor was recorded for 32% of the large truck drivers in fatal crashes, compared to 54% of the passenger vehicle drivers in fatal crashes. "Speeding of Any Kind" was the most frequent driver-related factor for drivers of both vehicle types.

Failure to use seat belt while operating a commercial motor vehicle was the second most identified traffic enforcement offense, accounting for 12.51% of all warnings (760) and 21.53% (1,003) of all citations given to commercial motor vehicle drivers. Safety belt use remains one of the cheapest, easiest and most important means to protect commercial motor vehicle drivers. Federal regulations state that a commercial motor vehicle shall not be driven unless the driver is properly restrained with the seat belt. In 2017, 13% of large truck occupants in fatal crashes were not wearing a safety belt, of which 45% were killed in the crash. However, seat belt use among commercial motor vehicle drivers continues to improve, with the overall seat belt use rate for drivers of medium and heavy-duty trucks and buses at a record high of 86%.

Using a hand-held phone or texting accounted for 4.35% of all warnings and citations issued to commercial motor vehicle drivers, the fourth on the top violations list. The Federal Motor Carrier Safety Administration (FMCSA) restricts the use of all hand-held mobile devices by drivers of commercial motor vehicles. Research commissioned by FMCSA showed that the odds of being involved in a safety-critical event (e.g., crash, near-crash, unintentional lane deviation) are six times greater for commercial motor vehicle drivers who engage in dialing a mobile phone while driving than for those who do not. Using a hand-held mobile phone while driving a commercial motor vehicle can result in driver disqualification. Penalties can be up to \$2,750 for drivers and up to \$11,000 for employers who allow or require drivers to use a hand-held communications device while driving.

## **Passenger Vehicle Driver Results**

Enforcement officials interacted with 36,500 passenger vehicle drivers during 2020 Operation Safe Driver Week. Passenger vehicle drivers were given 14,792 traffic enforcement warnings and issued 17,329 citations, for a total of 32,121 warnings and citations.

For passenger vehicles, the top five traffic enforcement citations issued to drivers were:

1. Speeding/violation of basic speed law/driving too fast for the conditions – 14,378
2. Failure to use seat belt – 932
3. Possession/use/under influence of alcohol and/or drugs – 452
4. Failure to obey traffic control device – 399
5. Improper lane change – 273

Passenger vehicle drivers received 11,456 warnings and 14,378 citations for speed-related violations, accounting for 44.76% of all warnings and citations issued to passenger vehicle drivers. In 2018, speeding killed 9,378 people. Speeding increases the likelihood of being involved in a crash and the severity of injuries sustained by all road users in a crash. Most importantly, speeding is a driver behavior that is preventable. Contact with law enforcement personnel, such as during the Operation Safe Driver Week traffic enforcement safety initiative, is one way to change and deter dangerous driver behaviors, such as speeding.

Failure to wear a seat belt was the second most cited violation for passenger vehicle drivers, accounting for 2.92% (432) of all warnings and 5.38% (932) of all citations given to passenger vehicle drivers. As of 2019, the U.S. national seat belt use rate was 90.7%. Seat belt use in passenger vehicles saved an estimated 14,955 lives in 2017.

Citations were issued to 452 passenger vehicle drivers for possession and/or being under influence of alcohol and/or drugs. Fifty-one were given warnings. Drunk-driving crashes claim more than 10,000 lives per year. Every day, almost 30 people in the U.S. die in drunk-driving crashes – that's one person gone every 50 minutes. And drug-impaired driving – illegal, prescribed or over the counter – is a growing problem

*(Continued on page 11)*

(Continued from page 10)

as well. In 2016, 44% of drivers in fatal car crashes (with known results) tested positive for drugs. Both drunk and drugged driving can decrease a person's reaction time, impair concentration and attention, and reduce hand-eye coordination.

### Comparative Data

- Passenger vehicle drivers received nearly three times as many warnings and citations (32,121) as commercial motor vehicle drivers (10,736 warnings and citations).
- Speed-related offenses was the top traffic enforcement violation for both types of drivers; however, passenger vehicle drivers received 14,378 citations versus 2,339 citations to commercial motor vehicle drivers. Passenger vehicle drivers were cited for speeding more than six times as much as commercial motor vehicle drivers.
- Although commercial motor vehicle drivers are prohibited from using a hand-held device while operating their vehicle, it was the fourth ranked traffic enforcement citation for commercial motor vehicle drivers (269 citations) versus ranking 12th for passenger vehicle drivers (58 citations).
- Failure to wear a seatbelt accounted for 4.25% of the total number of passenger vehicle driver warnings and citations (1,364) versus 16.42% of the total number of commercial motor vehicle driver warnings and citations (1,763).
- Although this year's Operation Safe Driver Week occurred during a pandemic, there was a difference of less than 700 contacts made between law enforcement and commercial motor vehicle drivers compared to last year – 29,921 contacts in July 2020 versus 30,619 in July 2019. However, there was a larger discrepancy between 2020 and 2019 for interactions between law enforcement and passenger vehicle drivers. In 2019, 70,321 contacts were made compared to 36,500 in 2020. That's almost half as many contacts this year compared to last year.
- Passenger vehicle drivers were given 14,792 warnings; commercial motor vehicle drivers received 6,077.
- Passenger vehicle drivers received 17,329 citations; commercial motor vehicle drivers were issued 4,659.

- "Although CVSA is a commercial motor vehicle safety organization, it was important that passenger vehicle drivers were also involved in this annual week-long driver safety enforcement initiative," said CVSA President Sgt. John Samis with the Delaware State Police. "When commercial motor vehicles and passenger vehicles collide, no matter who was at fault, the results can be catastrophic, especially for the smaller and lighter passenger vehicle. Preventing crashes from happening requires every driver – commercial and personal – to be aware of how to safely share the road with other types of vehicles."

In addition to traffic enforcement, 2,605 motorists were assisted during Operation Safe Driver Week, highlighting law enforcement's commitment to public service and roadway safety. Motorist assistance from officers may include services such as help fixing a flat tire, providing gasoline for a stranded vehicle, checking on someone who may be pulled over, assisting individuals in distress or experiencing a medical emergency, jump-starting a vehicle, traffic control, etc.

The percentage of crashes involving some type of driver-related behavior is estimated at 94%. CVSA – in partnership with the federal government, the law enforcement community and the motor carrier industry – launched the Operation Safe Driver Program to reduce the number of deaths and injuries resulting from dangerous driving behaviors. View previous years' Operation Safe Driver Week results.



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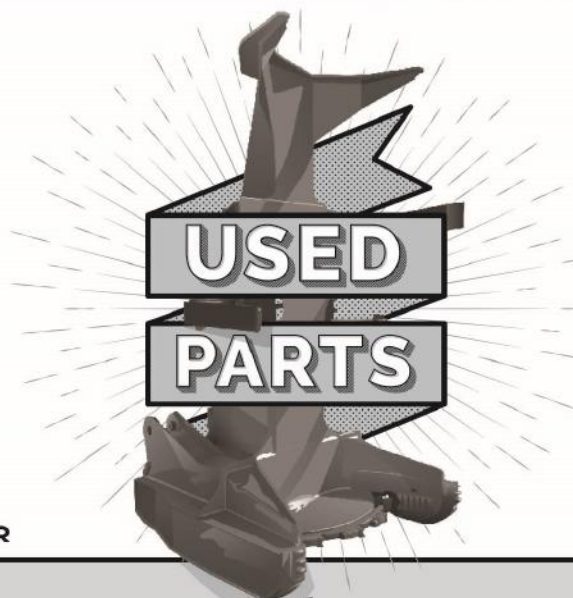
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# AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



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

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



# AMERICA'S SAW MILLS DIDN'T SEE THIS BUILDING BOOM COMING

## Lumber prices soar as saw mills struggle to meet demand

By Julia-Ambra Verlaine, Ryan Dezember, The Wall Street Journal

NEWPORT, R.I. -- When woodworker Michael Hendershot stocked up with lumber in March ahead of building season, he feared the coronavirus pandemic would disrupt the supply of wood more than demand for fences, decks and cabinets. He multiplied his usual order by four.

He was right. But he could have bought even more.

### **CONSUMER SPENDING RISES, BUT RECOVERY IS RESTRAINED**

Lumber consumption along Rhode Island's coast, as elsewhere in the U.S., has exceeded even optimistic forecasts, leaving home builders, retailers and craftspeople like Mr. Hendershot clamoring for wood.

Saw mills are having a hard time keeping up. Prices for wood products are hitting records all over the country.

Even in the all-markets rally that has sent stocks, bonds and commodities rising in unison since the economic shutdown, forest products stand out for how sharply their prices have climbed.

Lumber futures have more than doubled since early April, when roughly 40% of North America's sawing capacity was curtailed by mill owners. They expected widespread job loss and economic uncertainty would torpedo demand for building products.

### **CORONAVIRUS RELIEF PACKAGE TALKS AT A STANDSTILL AMID DIVIDE OVER UNEMPLOYMENT AID**

Instead, stuck-at-home Americans undertook home-improvement projects en masse. Home builders are rushing to meet soaring demand for houses, stoked by historically low mortgage rates and a flight to the suburbs.

"Our sales folks are spending three, four, five hours a day, dealing with customers that don't have any inventory," said Christopher McIver, vice president of sales and marketing at West Fraser Timber Co., North America's largest lumber producer. "Whether it's in plywood or whether it's in lumber, everybody is still very, very short, including the box stores."

Futures for September delivery ended Friday at \$585.80 per thousand board feet, up from \$259.80 on April 1. Even futures contracts for lumber that won't be delivered until 2021 are trading above \$500.

Futures have traded north of \$500 only once before, during a short-lived surge to \$639 during the spring of 2018 when wood-boring beetle infestations and wildfires in the Northwest, a trade dispute with Canada and rail-delivery issues pinched supplies.

Random Lengths, a pricing service for which the futures contract is named, said Thursday that its Framing Lumber Composite price, which accounts for several varieties, surged further into record territory at \$627 per thousand board feet. The \$40 weekly jump was the largest since Random Lengths started keeping track in 1995.

Ticker	Security	Last	Change	Change %
WFTBF	WEST FRASER TIMBER	50.2315	-2.05	-3.91%
DHI	D.R. HORTON INC.	69.32	+1.31	+1.93%

(Continued on page 18)



(Continued from page 17)

In the South, the service said in its bulletin, "price often became irrelevant in negotiations. Buyers desperate to avoid running out of inventory told suppliers to name their price." In the West, "ship times extended to late August and early September, with quotes rising as weeks pushed out."

Mill owners reporting quarterly earnings in recent days said that saw facilities are running again and there is little they can do to boost output to replace the boards that weren't produced during curtailments in March and April.

"It's challenging in a Covid environment to run overtime and to add more shifts or more people," said Michael Covey, who is chief executive at PotlatchDeltic Corp., which owns mills in four states. "The supply is what it is."

UFP Industries Inc., which is a big supplier of pressure-treated lumber to stores such as Home Depot Inc., said June sales in its retail division jumped 47% year over year.

"We could have sold significantly more had we had material available," CEO Matthew Missad said when the Grand Rapids, Mich., company reported its highest-ever second-quarter earnings. Shares of the company, which also sells trusses and concrete forms to builders as well as crates and pallets, shot to new highs.

After crashing in March and April during the lockdown, home starts and new residential building permits have been rising. The country's largest home builder, D.R. Horton Inc., said Tuesday that it sold 21,159 houses during the quarter that ended June 30, which was 38% more than the same period in 2019. Orders in each of May and June were up 50% and July was similar. Pretax income rose 25% year-over-year.

"There could be some headwind coming at us from lumber," Michael Murray, the home builder's operating chief, told investors.

For Mr. Hendershot, in Rhode Island, surging prices and uncertain supply has made it difficult to plan jobs and give customers a clear idea of when the new decks and outdoor showers will be finished.

His Greenwich Wood Products LLC had been negotiating with a customer over a big custom deck since before the pandemic. By the time they agreed in May, there was little pressure-treated lumber available. His suppliers couldn't say exactly when the wood he needed would arrive.

"When the client asked us our lead time for completion, we joked that it would take three to 30 weeks," he said.

## CVSA's Roadcheck Moved to Early September

August 11, 2020 • by HDT Staff,  
Heavy Duty Rucking



**A**fter postponing this year's International Roadcheck in March due to COVID-19, the Commercial Vehicle Safety Alliance (CVSA) has now rescheduled it for September 9-11.

During the 72-hour high-volume, high-visibility inspection and enforcement initiative in Canada, Mexico and the U.S., law enforcement personnel will inspect commercial motor vehicles for compliance with federal regulations and out-of-service criteria to identify violations. This year's focus is

on the driver requirements component of a roadside inspection.

"Although the coronavirus pandemic, understandably, shifted priorities and personnel during the spring, the commercial motor vehicle law enforcement community has reasserted its focus on the roadside inspection program and enforcement duties," said CVSA President Sgt. John Samis of the Delaware State Police. "Jurisdictions are nearly back to their pre-pandemic capacity with a strengthened concentration on identifying and removing unfit vehicles and drivers from our roadways using federal safety standards and the out-of-service criteria."

According to Federal Motor Carrier Safety Administration data, of the approximately 3.36 million inspections conducted in 2019, 952,938 driver violations were discovered, of which 199,722 were out-of-service conditions.



## 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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## **FORISK Consulting**

### **North America's Pulping Capacity Fell 9% Since 2010 as Lumber Capacity Grew 9%**

WATKINSVILLE, GEORGIA – August 18, 2020 – This year marks the end of a decade now book-ended by recessions. Forisk Consulting's database of wood-using mills in North America documents the divergent fortunes of forest industry sectors over the past ten years. Total lumber capacity in North America increased 9% from its nadir in 2010 following the Great Recession, propelled by a 45% increase in the U. S. South. In contrast, pulping capacity fell 9%, driven by declines exceeding 15% in the U.S. North and East Canada, as newsprint and printing and writing mills contracted.

Forisk's updated North American Forest Industry Capacity Database compiles mill capacity for softwood and hardwood lumber, structural panels (OSB and plywood), pulp, veneer, wood pellets, and chip mills by region across five North American geographies – U.S. North, U.S. South, U.S. West, Eastern Canada, and Western Canada. The underlying data, which is updated quarterly, includes mill-by-mill details for over 1,600 facilities, including location, mill type, wood use estimates, and species, with ownership and capacity data by year for 2009-2020 and estimates for 2021.

The Q3 2020 release highlights changes to 131 mills in the database documented over the last three months and the addition of 195 mills from expanded coverage of the capacity and ownership timelines for veneer mills and U.S. chip mills. In the U.S. South, chip mills supply close to 20% of total pulpwood demand. In the West, they supply close to 30%. The current release also highlights mill-specific COVID-19 related capacity impacts in the third quarter.

For more information or to subscribe to Forisk's Mill Capacity Database, contact: Heather Clark, [hclark@forisk.com](mailto:hclark@forisk.com), 770.725.8447

About Forisk Consulting: Forisk delivers forecasts and analysis of forest industry markets and timberland investments. Firms participate in Forisk's research program by subscribing to the Forisk Research Quarterly (FRQ), Forisk Wood Fiber Review, or North American Forest Industry Capacity Database; supporting benchmarking studies related to forest operations and mill capacities; and attending educational workshops and the annual Wood Flows & Cash Flows conference. [www.forisk.com](http://www.forisk.com).

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## Issue Update

**Information from FRA  
as of August 7, 2020**

### **COVID Relief No Deal Reached**

**S**enators are heading home for August recess. This will leave House and Senate leadership to negotiate a coronavirus relief package on their own as House and Senate Members wait out in their districts to hear whether a deal has been reached. Primary dividing points in the relief legislation include enhanced \$600 unemployment benefits supported by the House, which expired on July 31. The White House offered supplemental benefits of \$400 a week until December, but Democrats rejected that offer. The parties also cannot agree on how much financial aid should be provided to cities. Senate Majority Leader Mitch McConnell (R-KY) has said he will not accept any relief package that does not include liability protections. President Donald Trump has not attached the same importance to making sure liability protections are in the bill. An agreement between the upper and lower chambers may be weeks away. Meanwhile, President Trump has instructed staff to prepare executive orders on extending unemployment benefits, a payroll tax cut, and an eviction moratorium.

Also, please note the Small Business Administration has published an FAQ document on the loan forgiveness process under the Paycheck Protection Program.

#### **H-2B Visa Suspension**

This week, FRA continued its efforts to ensure that H-2B forestry workers are included in an exemption to the President's Proclamation, suspending entry of nonimmigrant workers until December 31, 2020.

These efforts included communicating with the Administration, federal agencies, and Members of Congress. FRA provided information derived through an FRA-conducted survey of H-2B employers, that outlined the negative impacts of the proclamation on forest regeneration, including 1.6 million acres going unplanted in FY2021. Although the provided information is compelling, and the information is in the hands of the decision-makers on this issue, the Administration has yet to indicate if forestry work will be included in national interest exemption guidance, which has yet to be provided to the public.

#### **Logger Relief Legislation**

This week, FRA reached out to Members of Congress and encouraged them to cosponsor the Loggers Relief Act (S.4233, HR 7690). Senators John Cornyn (R-TX) and Roger Wicker (R-MS) have signed on to the Senate version of the legislation. The House legislation sponsored by Congressman David Rouzer (R-NC-7) now has 14 cosponsors with Congressman Bruce Westerman (R-AR-4) adding his name to the cosponsors list this week. The provisions of the legislation would provide grants to logging and trucking businesses that can demonstrate that their companies were impacted by the COVID-19 pandemic.

#### **Great American Outdoors Act**

On August 4, President Trump signed the Great American Outdoors Act, which would provide \$900 million annually in oil and gas revenues for the Land and Water Conservation Fund (LWCF). The LWCF provides money to protect endangered species habitats, develop parks and outdoor recreation sites, and protect sensitive forests. It was permanently authorized last year, but its funding was never guaranteed. The bill would also provide up to \$1.9 billion annually for five years for national park maintenance. "President Trump has just enacted the most consequential dedicated funding for national parks, wildlife refuges, public recreation facilities and American Indian

*(Continued on page 23)*

(Continued from page 22)

school infrastructure in U.S. history,” U.S. Department of the Interior Secretary David Bernhardt said in a statement. Rep. Rob Bishop (Utah), the top Republican on the House Natural Resources Committee, criticized the measure as putting money for new parks ahead of taking care of existing national parks since the LWCF funding would be prioritized.

#### **Rural Forest Markets Act**

Senators Debbie Stabenow (D-MI) and Mike Braun (R-IN) introduced the Rural Forests Markets Act, S.4451. America’s forest owners have a vital role to play in addressing climate change. The Rural Forest Markets Act will encourage family forest owners to voluntarily participate in emerging carbon markets that reward family and small landowners for adopting conservation practices that store carbon and reduce greenhouse gases.

#### **Healthy Forests Restoration Act**

On August 5, Senators Steve Daines (R-MT) and Diane Feinstein (D-CA) introduced bipartisan forest management reform legislation. The provisions of the Healthy Forests Restoration Act would increase the active forest management of federal forests, and the bill aims to reduce litigation of U.S. Forest Service decisions. The goal of the legislation is to improve forest health and lessen wildfire risk, which includes establishing a grant program to encourage biomass removal from National Forests.

#### **U.S. Fish and Wildlife Service**

The U.S. Fish and Wildlife Service has proposed a regulatory definition of the term habitat that would be used in the context of critical habitat designation.



## **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  
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- Receive DVIR alerts

### Help improve safety and reduce liability

- Monitor driver behaviors like speeding and harsh braking
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- Help protect against false incident claims

### Streamline processes and navigation

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



### Track asset utilization and generate reports

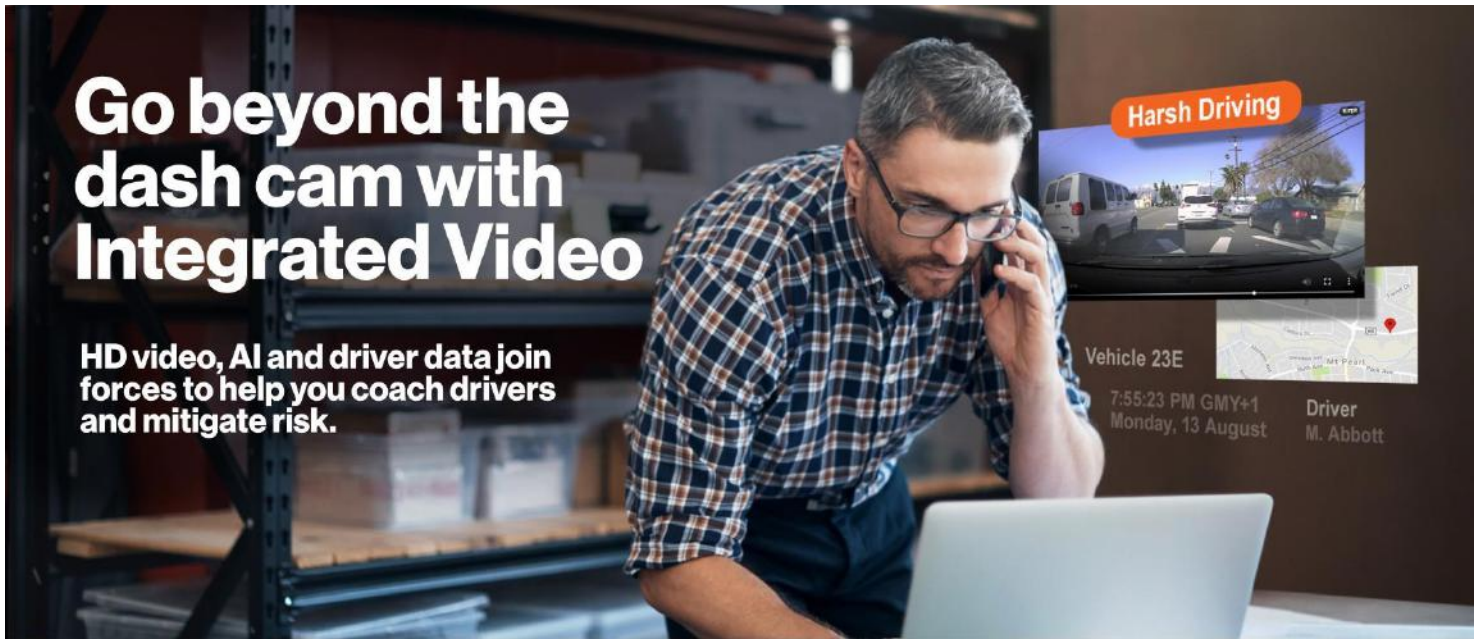
- Quickly and accurately report on asset use
- Track equipment fuel use and unproductive idling
- Collect data and report on engine hours
- Link existing OEM-installed hardware through AEMP connectors

### Provide more accurate billing and increase utilization

- Provide more accurate invoices for equipment rentals
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- Build geofences around key business locations to track asset movement

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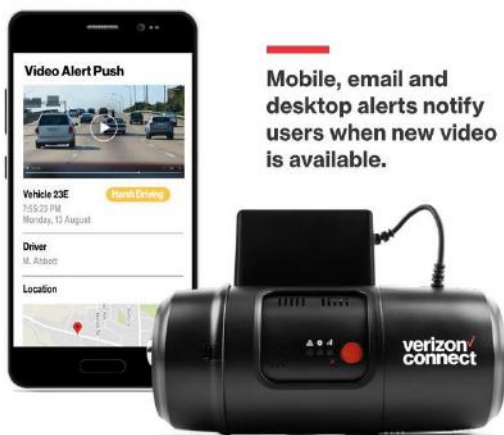
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C6D & C7F

# WHY TREES ARE IN SO MANY MEDICAL PRODUCTS

Featured in #ItStartsWithTrees and General and Sustainability, Rayioner Stories

**T**rees are all around us, from obvious uses like lumber and paper, to more surprising uses like touch screens and medicines. In our #ItStartsWithTrees series, we look at the science that explains why thousands of products require trees. Today, we're looking at products relating to health, hygiene and medicine.

Did you know almost everything you own connects to the forest products industry in one way or another?



While most people recognize that the wood and paper products in their homes are made from trees, the everyday products we use that depend on the forest go way beyond the obvious: touch screens, medicines, bath products, paints, fabrics and even many foods depend on products derived from trees.

Trees are processed into pulp, which is made into giant rolls that look a lot like paper. This is shipped to manufacturers, who use it in thousands of products.

"People don't realize how many everyday products contain some portion of wood or wood fiber," says John Considine, a Materials Research Engineer with the U.S. Department of Agriculture's Forest Products Laboratory. "Our forests are one of our greatest natural resources. They're like oil wells above the ground, but they're renewable."

Today we're looking at the science that explains why trees are essential to so many critical supply chains in health, hygiene and medicine:

Why are trees in medicines? Chances are, if you've ever swallowed a pill, there was an element that originated in a forest.

Manufacturers use cellulose ether, made from wood, to serve several purposes in the making of medicines. It can be used to bind the contents of a pill, to make the hard outside coating of tablets or even to serve as the slow-dissolving shell in slow-release tablets. Cellulose is also used as a thickening

agent in liquid medicines. Of course, the processing of this kind of cellulose is done very carefully to keep it clean and pure. That's why it's called a "high purity" cellulose.

Trees help make medicine. Cellulose ether helps bind pills together, strengthens them and even serves as a slow-release coating.

Why does it work?

## 1. Maintains strength even in tiny sizes

The same cellulose that builds strong cell walls in trees can be used to make products strong. A natural polymer, cellulose ether has layers of cellulose chains held together by strong hydrogen bonds. That helps it maintain its strength and stability when mixed with other substances. Because of that, it compresses well, which means it holds together, even under pressure. Think how tiny a pill is, and yet you can squeeze it between your fingers without crushing it or changing its shape.

Pills are tiny but strong. Pills are tiny but, thanks to cellulose ether, they're also strong under pressure.

## 2. Binds well with medicine, ensuring accurate dose

Cellulose is a great binder, meaning particles of it "grab" medicine particles and ensure they're equally mixed in their container. This quality ensures the right dose of medicine gets into every pill in the manufacturing process.

## 3. Natural ingredient

Cellulose is the same material we find in plants and vegetables: It's nontoxic and biodegradable, making it safe for humans to ingest. While the actual medicine component of a pill will be absorbed into your body, the cellulose component is a harmless fiber that will pass through your body.

Bath Products contain cellulose. Trees are used in many hygiene products, including soaps, creams, shampoos and deodorants.

Many other uses for forest products in the medical world. Beyond the use of cellulose in medications, we need forest products for countless items used in the medical world:

*(Continued on page 30)*



(Continued from page 29)

### **Wood in hand sanitizers, soaps and bath products.**

The same binding ability that makes cellulose useful in medicine is also important in the making of soaps. First, it can bind with the other ingredients in liquid soaps, shampoos and body washes, making them thicker or even gel-like. Cellulose also gives products the ability to bind with water, which is ideal for moisturizing soaps and lotions. It's a good "slip agent" because of its ability to bind with skin and hair. That helps products like deodorants and creams stay on the skin of the person using them rather than slipping away as soon as they are applied.

Cellulose as a slip agent lotion. Cellulose is a "slip agent" that adheres soaps and moisturizers to your skin.

**Wood in Toothpaste.** A form of cellulose known as cellulose gum, or Sodium Carboxymethyl Cellulose (CMC), plays several roles in toothpaste: thanks to its binding abilities, it acts as a thickener, attaching to the other ingredients in toothpaste and making it smooth and creamy. This quality also keeps ingredients from separating and helps extend the toothpaste's shelf life. CMC also gives toothpaste its strength so it keeps its shape, even on your toothbrush. Incidentally, toothbrushes are often made of a hard, "plastic-like" material that's made with the help of cellulose, which strengthens the material. Toothpaste is made with cellulose. See how that toothpaste holds its shape on the brush? Cellulose gives it the strength to do that!

**Wood in Swabs and Tongue Depressors.** Wood is used in the manufacture of tongue depressors. It's strong and rigid, so it can stand up to the moist conditions of our mouths. It's also affordable, hypoallergenic and biodegradable: the ideal conditions for a one-time use medical item. For the same reasons, wood pulp fibers are often used to make the "handle" on cotton swabs.

**Wood in tongue depressors.** Wood's strength and low cost makes it a great fit for one-time use products like tongue depressors.

**Wood in Diapers and Feminine Hygiene Products.** Wood can be broken down into a strong, absorbent material called "fluff pulp." Softwoods like slash

pinus have strong, thick-walled fibers that are tightly compacted together. That makes them more absorbent, which is why they are preferred in fluff pulp manufacturing. This same type of pulp is used to make all kinds of absorbent pads, from those used in hospitals to the pads placed under meats in the grocery store.

Diapers contain forest products. Fluff pulp is an absorbent forest product used in most diapers.

**Wood in Disposable Masks and Gowns.** While many gowns and masks are made from polyester, there are forest products in some personal protective equipment, also known as PPE. This article explains how one producer, Harmac, has a specially-designed "recipe" for western red cedar pulp that is used for gowns, masks, caps and other medical PPE.

## **Why don't we run out of trees?**

Are you shocked at the number of products that come from wood? Keep in mind we've barely scratched the surface. Wood is also in many foods, high performance tires, air filters, and of course countless forms of lumber and paper products. There are several thousand more examples, and the list continues to grow as researchers uncover more uses.

With so many uses for trees, how do we keep up? Forests are a renewable resource. Sustainable forestry companies like Rayonier plant more trees than we harvest and ensure we have a diverse array of ages of trees across our ownership. That ensures our company will have a "sustainable yield" in perpetuity, which means we could continue to cut the same amount of trees every year and never run out.

Rayonier manages its forests sustainably. When forests are managed sustainably, they are a renewable resource that continuously provides.

To Considine, we shouldn't be asking how we can use trees less, but rather how we can use them even more. "Our forests make our country very wealthy and give us a tremendous advantage. Just look at the countries that don't have trees and see what that does to their economies," he says.

"Wood is the densest cellulose resource in the world. All other sources would require a tremendous expense in transport costs. But wood is something we can use economically in so many different ways, and we have a lot of it."

## **International Paper Co. will invest \$175 million during the next 10 years in its Eastover mill.**

**T**he investment by the Memphis, Tenn.-based global pulp and paper products producer will support cost efficiency as well as environmental and maintenance initiatives, according to a news release from Richland County.

“International Paper’s ongoing investment in its Richland County operations is a testament to the success a business can experience in our community due to our business-friendly environment and skilled workforce,” Richland County Council Chair Paul Livingston said in a news release. “With this \$175 million investment, the company is demonstrating a commitment to continued reinvestment in our area.”

The Eastover facility, located at 4001 McCords Ferry Road, has approximately 700 employees and contributes around \$90 million in annual economic impact, according to the release. The plant manufactures uncoated freesheet paper and pulp that is converted into products used for education, communication and personal hygiene.

“Our planned investment represents our ongoing focus on maintaining safe and reliable operations, meeting the needs of our customers and providing good jobs to the region,” Hai Ninh, Eastover Mill manager, said. “We are grateful for the support of Richland County leaders and our community partners as they play an important role in our success.”



## **LOGGING OPERATION ON MT. GRAHAM IMPROVES WILDLIFE HABITAT, REDUCES FIRE DANGER**

**T**he logging will assist in restoring habitat for the Mount Graham Red Squirrel along with fuels reduction as a precaution for future wildfires in the area. The current operation is being conducted by Smith Forestry Services Inc. from Oregon. Once cutting is finished logs will be hauled to a sort yard at Graham County Fair Grounds where the National Wild Turkey Federation will determine buyers.

The National Wild Turkey Federation is the main partner for funding the Stewardship Agreement for PERP (Pinaleno Ecosystem Restoration Project), though they apply for grants to help fund the project.

Arizona Game and Fish Department and Arizona Sportsmen for Wildlife Conservation have supported National Wild Turkey Federation with funds for this project through those grants, according to Jena Trejo of the U.S. Forest Service.



## UGA RESEARCH: SAFER ON INTERSTATES

July 7, 2020, Southern Loggin' Times

**R**esearch by the University of Georgia's Warnell School of Forestry and Natural Resources shows that log hauling and trucking operations are inherently safer when able to use interstate highway routes as much as possible. The findings bolster support for the federal Safe Routes Act, co-sponsored by Rep. Sanford Bishop (D-GA) and multiple other timber state representatives and the American loggers Council. Introduced into Congress last year, it would allow logging trucks that meet state-determined requirements to travel up to 150 miles on interstates.

According to Joe Conrad, assistant professor of forest operations at UGA, "The goal of the research was, if you made the weight limit the same on interstate and state highways, would it improve the efficiency of our timber transportation industry? The results were a resounding yes."

Interstate highway weight limits, 80,000 total lbs. and no more than 34,000 lbs. per axle, are generally less than state limits. For example, in Georgia the weight limit on state and U.S. highways is 84,000 pounds total, including 48,300 pounds per two axles (including state weight tolerances). In Alabama the limit is 80,000 lbs. with a 10% tolerance so most loggers load for around 88,000 lbs. As a result, log trucks are kept off interstates and must spend more time starting and stopping, going through red lights and intersections and encountering numerous additional safety concerns on state highways and county roads.

Conrad's research compared log truck haul routes and how each might change if they were allowed on the interstate. His research found that, on average, nearly half of the trucks' routes could be over the interstate instead of on local roads, which would significantly lower transportation costs. The project was supported by the Georgia Forestry Foundation Center for Forest Competitiveness and the Forest Resources Assn. and examined timber transportation in Macon, Brunswick, Augusta and Savannah,

Ga. and also Brewton and Prattville, Ala.; Eastover, SC; and Roanoke Rapids, NC.

The research team counted intersections, school zones and other potential hazards between logging landings and mills. Conrad noted that in the eight areas studied, if log trucks were able to use interstates they would encounter 33% fewer traffic lights and at least one school zone per trip. Unloaded trucks are allowed on interstates, and research showed fewer than 5% of log truck accidents occurred there. Using interstates also shaved eight minutes off each trip, reducing fuel consumption in addition to increasing safety.



**SCTPA Comments:** SCTPA was proud to participate in this research by providing Dr. Joe Conrad with SCTPA logger member contacts hauling to the International Paper mill in Eastover, SC. The American Loggers Council has been working on the Safe Routes Act in the U.S. House and U.S. Senate for over 10 years to get the federal government, our U.S. Congress, to change the federal law to allow unmanufactured forest products and agricultural products to be trucked on the interstate system within the state at the state legal GVW. For SC, this would allow the trucking of roundwood and wood chips from timber harvesting jobs to the first markets at the GVW of 84,272 pounds instead of the federal legal GVW for interstates at 80,000 pounds.





August 2020  
Issue 24

# TEAM SafeTrucking UPDATE...

*Working to Train New & Existing Forestry Transportation Drivers*



## *President's Message*

**Team Safe Trucking**  
3881 Ten Oaks Rd 2E  
Glenelg, MD 21737  
Phone: 877-399-7757  
info@teamsafetrucking.com

All,

Fall is upon us, and that usually means more kids and school buses on the road. With the unpredictability of COVID, and how it is spreading, we need to recognize that the decision to return to the classroom will be decided on the local level. This can change from county to county. So as professionals we need to be on the lookout for kids and school buses. We also need to realize that stress and uncertainty, for both children and parents, may create more hazardous situations for us on the road and within our workweek.

Please remember that parents can be a little extra emotional during the latter part of August and the beginning of September as their kids head off to school. We must watch out for that wayward parent, as well as the children, that may not know where they are going.

Remind yourself daily as you hit the road, as professionals it is our responsibility to know where the school zones are, and anticipate the existence of some of these potential hazards.

As the school year sets in motion plan your trips accordingly keeping these things in mind.

Defensive driving is no accident!!!! It is thought out and deliberate.

Richard W. Schwab

## **TEAM Safe Trucking's Virtual Semi-annual Meeting!** **Wednesday, September 23**

Register now for The TEAM Safe Trucking's Virtual Fall Semi-Annual Meeting on September 23, 2020! This year's Semi-Annual Meeting will be all about moving TEAM Safe Trucking forward by focusing on filling TEAM Safe Trucking Committee positions. Please join our winning team by participating on one of our committees. Are you passionate about Forestry Transportation? Well, we hope to see you on September 23rd! Please join our Zoom Meeting <https://us02web.zoom.us/j/84565346388?pwd=c2ZwWlI4SjRkVGd5Mi8vZjhRUi9Ldz09> Meeting ID: 845 6534 6388 Passcode: 876514 For more information regarding committees contact Miranda at [Miranda.gowell@teamsafetrucking.com](mailto:Miranda.gowell@teamsafetrucking.com) or 207-841-0250.

**Help Wanted!** Please volunteer to serve on the Research, Awareness, Education & Programming Committee, Fundraising Committee, Nominating Committee, Communications Committee, or Insurance Committee!

## BRAKE FOR BRAKE INSPECTIONS!

In honor of Brake Safety Week TST would like to remind our professional drivers to check your brakes. Conducting proper brake inspections is key to keeping you and those around you as safe as possible. You can refer to either of our Driver Refresher Training Courses, "D.O.T. Inspections" or "How to Survive a D.O.T. Audit" in order to refresh your memory. The forestry transportation industry keeps the wood moving and moving it safely is something all professional drivers should strive to do. Check those brakes!!

## SAFETY STAR



Do you have a Safety Star in your midst? We would love to honor them via our TST Newsletter to recognize how they set a good example for others, by putting safety first! To nominate a Safety Star, email Wendy Farrand at [wendyfarrand@gmail.com](mailto:wendyfarrand@gmail.com) with a little explanation of why you are nominating that individual.

## MILL GENERAL SAFETY COURSE

TEAM Safe Trucking is set to release it's newest driver Refresher Training Course in September. The Mill General Safety Course gives a comprehensive overview of the general rules all professional drivers should know when delivering at the mill.

The training stresses that first time drivers should report to the scale house to inform the attendant that they are new and inquire about rules and regulations specific to that particular mill.

It covers a wide variety of safety rules from proper, safe conduct at gates and scale houses, to safety requirements when using a chip dump or trailer tipper. There is also a section on emergency and accident procedures. This course gives the driver an overall understanding of the general universal rules required to navigate the mill grounds safely. The driver also learns to respect each individual mill's specific safety procedures and rules.

Watch for this course in September, it is sure to be a popular addition to TEAM Safe Truckings roster of Driver Refresher Training Courses!



## SPONSORSHIP OPPORTUNITIES

Sponsorships are what keeps TEAM Safe Trucking moving forward. Whether you become a sponsor, or know a great potential sponsor, we need everyone to help! Here is a list of the various ways to support TEAM Safe Trucking in 2020!

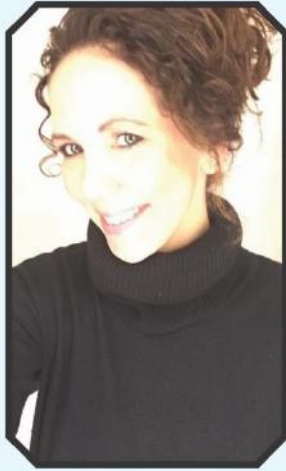


### Become...

- » An Educational Sponsor for the Driver Refresher Training Program with multiple supporting fee levels available
- » A State Sponsor for the State of Tennessee for the Entry Level Driver Theory Training Program ~ \$3,400.00
- » A supporter of the development of a new training course. Each course costs \$2,500 to create. There are 17 new courses being developed this year in both ELDT Theory, Driver Refresher & Behind the Wheel Provider Training
- » A sponsor for the development of a new Public Safety Announcement for TV and Social Media distribution. ~ \$2000.00
- » A supporter in a marketing program for the Entry Level Driver Theory Training Program budgeted at \$50,000.00 for 2020



# Miranda's ELDT Training Update



## Greetings!

Do you have what it takes to become a Forestry Transportation CDL Instructor? If you do, then do you know what it takes to become a CDL Instructor in your state? We need partners in all 50 states to become Behind the Wheel CDL Instructors to help train new drivers for the Forestry Transportation Industry. TEAM Safe Trucking is committed to providing a solution to meet FMCSA Entry Level Driver Training Regulations which will become effective in 2022. Here are links to state CDL Instructor requirements just copy and paste:

### MAINE

<https://www.maine.gov/sos/bmv/driverridereducation/deinstructlic.html>

### MICHIGAN

[https://www.michigan.gov/sos/0,4670,7-127-5647\\_12539-180137--,00.html](https://www.michigan.gov/sos/0,4670,7-127-5647_12539-180137--,00.html)

### NORTH CAROLINA

<https://www.ncdot.gov/dmv/license-id/driver-licenses/commercial/Pages/commercial-driver-forms.aspx>

### LOUISIANA

<https://expresslane.dps.louisiana.gov/CDLForms/HOW%20TO%20APPLY%20TO%20BECOME%20A%20LICENSED%20DRIVING%20SCHOOL.pdf>

### VERMONT

<https://dmv.vermont.gov/enforcement-and-safety/driver-training-instructors/cdl-instructor-qualifications>  
You can also find additional information on the Federal Motor Carrier Safety Administration website.

TEAM Safe Trucking has developed courses to meet the Entry Level Driver Theory training requirements for the Forestry Transportation Industry, yet this is only half of the Entry Level Driver Training regulation requirement. Team Safe Trucking is developing courses in the Fall of 2020 to assist the Forestry Transportation Industry with taking on the second portion of training which includes training those interested in becoming Behind the Wheel training providers and trainers. We need to keep seeing clearly through this economic crisis, plan and prepare for the future. If you are interested in assisting with this goal in 2020, please reach out to me via email, Miranda.gowell@teamsafetrucking.com or by texting or calling my mobile number 207-841-0250.

Florida: Rayonier has contributed \$2,250 towards an Entry Level Driver Training Sponsorship for the State of Florida. Team Safe Trucking is still looking for a sponsor for the remaining \$1,500 funds for the Florida Entry Level Driver Theory training sponsorship.

Thank you to all who are helping us fulfill our commitment, and to others willing to step up to the plate. We are all in this together, and that is a good feeling, for we are only as strong as our weakest link. The entire forest products supply chain will be strengthened by the additional drivers we are producing together!

Sincerely,  
Miranda Gowell





## Our Valued TST Educational Sponsors

Alabama Loggers Council, Allstate Land and Timber, American Loggers' Council, Anderson Logging, Arkansas Paper, Arkansas timber Producers, Bates Hewett Floyd Insurance, BB Forest Products, Beasley Forest Products, Beech Island timber and Construction, BITCO, Brandt Ryan Insurance, Carolina Loggers' Association, Coastal Pines, Columbia Forest Products, Cunningham Wood Products, Cushman 238 West Inc., Charles A. Wright Logging, Everest Insurance, Forest Resources Consultants, Forest Resources Association, Forest Industry Safety Training Alliance, Forest Insurance Center Agency, FMIC Insurance Agency, Florida SFI, Gaines and Critzer LTD Insurance Agency, Greenbay Packaging, Guffin and Elean Inc, GQ Logging, Hancock forest Management, Huber Engineered Woods, Idaho Forest Group, International Paper, John Golly Inc., L.D. Long Inc., Ledkins Insurance Agency, Longleaf Forestry Insurance, Louisiana Loggers Council, Louisiana Pacific, Michigan ELDT, Michigan Association of Timbermen, Maple Hardwoods, MA Ragoni Inc., McGill Brothers, Midstream Timber Solutions, Mississippi Logger Association, Mississippi ELDT, MW Collins Inc., NATP, Norboard Nacogdoches Mill, Norboard Jefferson Mill, Parnell Inc., Rayonier, South Carolina Timber Producers Association, Southeastern Technical College, South Georgia Tech, Stoutamire & Pavlik Associates, Texas Forestry Association, Tri-state Timber Company, Trowel Insurance Agency, Texas Logging Council, Walsh Timber Company, Ward Timber, Weyerhaeuser, Woodson Inc.

## Learning Management System

TST is Your Solution to Training During COVID-19

Is your organization looking for a solution to make your specific training courses available to members, employees, contract haulers or others? Become a TEAM Safe Trucking Sponsor! You will be provided with an on-line learning management system to upload courses for your own individual organization or business training purposes. Sponsors also receive access to TST's Driver Refresher Training Courses.

Sponsors can create on-line learning for all types of forest certification schemes such as FSC, SFI, SIC, Master Logger, or Pro-logger Programs. This is a substantial savings over acquiring an individual learning platform in order to issue continuing education units, or other types of certifications.

Team Safe Trucking utilizes the TalentLMS learning management system to release Team Safe Trucking courses. The TalentLMS system allows participants to complete training on-line by using the TalentLMS app on smart devices. Team Safe Trucking Sponsors are provided with a website address that leads users to sponsors courses as well as Team Safe Trucking Driver Refresher Training courses.

Users create an account on-line at the sponsors website, then can download the app and enter the teamsafe domain name and are able to access courses on their smart devices. Sponsors are provided with Administrator, Instructor and Learner roles to manage users, course assignments, course completions and print reports. Each sponsor is provided with a group key that enables users to release their training records to other Team Safe Trucking Sponsors. The user can go on-line to [teamsafetrucking.com](http://teamsafetrucking.com),

- click the on-line training red button
- create an account
- click join group
- enter the sponsors group key

This allows training records to be shared with insurance companies, mills, logger associations, certificate programs like SIC in Florida. When a course has been completed on-line, or on a smart device, a certificate of completion is emailed to the user, or the user can choose to download the certificate at the completion of the course. Team Safe Trucking is proud of its ability to assist the Forest Products industry during this unprecedented time where classroom trainings are not an option due to the COVID-19 pandemic. If you have more questions about making your training programs available to users on-line, or through smart devices, contact Miranda Gowell at Team Safe Trucking via email at [Miranda.gowell@teamsafetrucking.com](mailto:Miranda.gowell@teamsafetrucking.com) or by phone at 207-841-0250.

## DRIVER REFRESHER TRAINING COURSES 2020 RELEASE SCHEDULE FOR EDUCATIONAL SPONSORS

January - Alcohol & Drugs Part 1  
February - Mill Safety Challenges  
March - Entering & Exiting  
April - COVID-19/Driver Selection  
May - Woods' Roads  
June - How to Survive a D.O.T. Audit  
July - Loading & Unloading

August - Multi-contractor & Liability  
September - Mill General Safety  
October - Alcohol & Drugs Part 2  
November - Accountability  
December - Fall Prevention



# Your Health Matters!



## Stress & the Professional Driver The Four A's of Managing Stress

The Four A's of stress management can serve as a reminder that you can have control over lowering your stress level.

- Avoid
- Alter
- Accept
- Adapt

Stop and think about these four words when you recognize that you are dealing with increased levels of stress in your life. It seems everyone right now is experiencing additional stress, so know that you are not alone.

### AVOID

You are in control of your surroundings, so by planning ahead, for traffic, stops, routes that are less stressful, you can be proactive when dealing with stress. Learn to say "no" when something is just too much to

take on. When possible, avoid things and people that raise your stress level.

### ALTER

You are in charge, you can alter your surroundings, or change situations for the better to reduce your stress level. It's okay to ask others to change their behavior as long as you do it in a respectful manner. Don't be afraid to communicate how you are feeling. Make sure to use the word "I" when stating your frustration. This is a way to communicate without attacking. Don't hesitate to share your personal limits. Managing your time more efficiently will always work to reduce the stress in your life.

### ACCEPT

"It is what it is," a statement that's being used a lot lately. This is a way of acknowledging that there are things that just cannot be changed. Accepting things the way they are, and then striving to improve on the situation is a strong approach to

managing stress. Forgiving others, and learning from our mistakes can strengthen our own character, as well as help others. Find someone you can share your concerns with and remember be good to yourself.

### ADAPT

The ability to adapt is key to dealing with stress. Adjust your standards. When you adjust what you expect, you are less likely to be disappointed, thus reducing the stress in your life. When you re-frame an issue and look at it from a new perspective, things can also seem better. It's helpful to look at the "big picture" and recognize how some issues have little impact in the grand scheme of things. Adopting the attitude that you will make lemonade out of lemons can reduce your stress and create a more carefree attitude. Stress is unavoidable, but utilizing the Four A's can help you be in control of reducing the amount of stress that you actually need to allow into your life!

## COVID-19 REMINDERS

**MANAGING  
FLEET  
SAFETY  
DURING  
COVID  
TIMES**

<b>1</b>	 <b>Open Communication</b>	No matter what the issue, now, more than ever, managers, staff and drivers need to freely communicate.
<b>2</b>	 <b>Protect overworked drivers</b>	Your drivers may be heroes, but they're not superhuman and should be protected from exhaustion.
<b>3</b>	 <b>Plan ahead</b>	Careful advance planning needs to account for everything from closed rest stops to sanitizing trucks.
<b>4</b>	 <b>Leverage technology</b>	While the challenge is there, so is help in the form of technologies ranging from telematics to collision avoidance.
<b>5</b>	 <b>Try to limit the spread</b>	Fleet managers have extra responsibility to provide their staff and drivers with the info and equipment needed to keep them safe.



## SCTPA 2021 Annual Meeting Will Be Held

**A**t the August 20<sup>th</sup> SCTPA board of directors meeting in Columbia, the board voted unanimously to conduct our 2021 annual meeting. The SCTPA 2021 Annual Meeting is scheduled for February 19 -21 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

The meeting was rescheduled for two weeks later in February to provide more time to determine what the status of the state will be because of COVID-19.

Hopefully by the end of the year, the virus situation will have improved as far as having meetings so as to be conducted a little more like normal.

Because SCTPA is contractually obligated to conduct the 2021 annual meeting, the meeting is going to take place. 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 might incur a substantial monetary penalty.

SCTPA's president has met with DoubleTree Resort staff several times over the course of the last three months. The discussions were to outline the meeting and determine the safety protocols for the meeting the attendees and resort staff. Since SCTPA will be the only meeting in the conference center, looks like 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 ad-

justments will have to be considered and implemented for meals, the welcome reception and prayer breakfast.

SC Commissioner of Agriculture Hugh Weathers, Forestry Association of SC President Cam Crawford and SC State Forester Scott Phillips will be our speakers. We look forward to having these gentlemen visit with us to provide updates about SC's agriculture and forestry industries.

The DoubleTree Resort by Hilton room rates for our 2021 annual meeting will be \$ 103 per night for King or Double Queen Deluxe Rooms. King Suite room rate will be \$ 173 per night. Annual meeting registration packages will be sent early October.

Again, 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).

SCTPA appreciates your response. Please endeavor to respond by September 30, 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 move forward for the 2021 annual meeting.



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

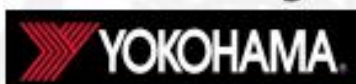


Medicare alone won't pay for all your expenses. We can help you fill the gap! Call **Mark Snelson** at **(843)325-1211**. Mark is an authorized agent for BlueCross BlueShield of South Carolina, an independent licensee of the Blue Cross and Blue Shield Association.

# \$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!



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## 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.





## ***DIAGNOSED — AND EVEN REPAIRED — FROM AFAR.***

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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



# Mark Your Calendar

## September 2020

No scheduled meetings due to COVID-19

## October 2020

22 SCTPA Board of Directors Meeting, 10 a.m., Forestry Association of SC Office, Columbia

**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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800-371-2240  
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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.