



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

NOVEMBER/DECEMBER 2020

SCTPA 2021 ANNUAL MEETING CANCELLED

The SC Timber Producers Association Board of Directors arrived at the decision on December 27, 2020 to CANCEL the SC Timber Producers Association 2021 SCTPA Annual Meeting for February 19 - 21, 2020 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.

Due to the current status of the COVID-19 cases in SC increasing and being projected as increasing after the holidays by the SC Department of Health and Environmental Control (SCDHEC) and the Centers for Disease Control, SCTPA finds it in the best interests of the association and everyone's safety and health to cancel the 2021 annual meeting.

SCTPA President Crad Jaynes issued this statement: "The cancellation of our SCTPA 2021 Annual Meeting was the correct decision based on current statistics regarding the Coronavirus status here in South Carolina. While the association had hoped that by early January 2021 the statistics would be

much improved as far as the number of infections and the spread, but that has not been the case. I personally, and speaking for the board of directors, truly regret this decision had to be made. Our annual meeting has always been a highlight for the association and has always had great attendance for over 20 years. But the decision to cancel the 2021 annual meeting



was made based on facts and statistics regarding the Coronavirus status here in SC and made to protect the health and well-being of

our annual meeting attendees, guests, sponsors, exhibitors, speakers, board members and staff. Again, we regret this 2021 SCTPA Annual Meeting Cancellation, but find it necessary to perform with great responsibility, accountability and compassion for everyone."

SCTPA will begin the processes of returning the payments made for sponsorships, exhibitors and registrations. For anyone who has paid for the 2021 Annual Meeting

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Drawing Tickets for the ATV, Generator and DoubleTree Resort by Hilton Myrtle Beach Oceanfront days, the payments will be returned as the drawing is also cancelled. This process may take some time to enact, but SCTPA will endeavor to make this process go as smoothly as possible in the shortest amount of time.

On behalf of our Board of Directors and myself as President, we thank each and every one who had registered to attend, be a sponsor, be an exhibitor and be a speaker for our 2021 annual meeting. It is truly appreciated of your support. And again, regretful this decision had to be made, but it is the right decision made to cancel our 2021 annual meeting.

Log On & Truck Safe!

Crad Jaynes

SCTPA President



WEST FRAZIER TO ACQUIRE NORBORD



West Fraser has announced plans to acquire Norbord (US\$3.1bn) in what is a giant move in the global wood products arena. The Vancouver-based company, one of the largest lumber producers in North America, will be acquiring the largest OSB manufacturer in the world in an acquisition which West Fraser says will expand its product and geographic diversity. The move would also give greater scale and "customer relevance unlocks and de-risks growth opportunities".

The two companies announced they had entered into a strategic business combination on November 19 and after completion the combined company would operate as West Fraser.

West Fraser intends to retain all Norbord mills in North America and Europe, and rely on

current Norbord management and employees to continue to grow the engineered wood business.

West Fraser will continue to maintain a significant office presence in Vancouver, Toronto, Quesnel and Memphis, as well as in Norbord's existing European locations.

"Norbord's OSB production is a perfect complement to the West Fraser portfolio, enabling us to deliver a wider range of wood products, and making us a more complete, efficient and valuable partner for our customers," said Raymond Ferris, President and CEO of West Fraser.

Peter Wijnbergen, President and CEO of Norbord, said, "Joining West Fraser will allow us to expand our profile with our core new home construction customers, and provides a stronger platform to pursue our industrial OSB products strategy."

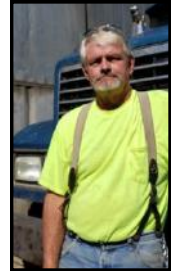
Following closing, Wijnbergen will be appointed president, engineered wood, responsible for the company's OSB, plywood, particleboard, MDF and veneer operations.

Meetings of the West Fraser and Norbord shareholders to consider the transaction will be held in January 2021. The transaction is expected to close in the first quarter of 2021.



As We See It ...

LET'S GET STARTED



There are many unknowns facing our Logging Families following the 2020 elections and for most of us, there are many unanswered questions that we would like to have answers to. Will the new appointees installed by the new administration effect what we do as Loggers? Will the changes in the agencies that are involved in Logging and Trucking reverse the gains that we witnessed in the last four years? Will we see more regulations on our industry that have negative impacts on our operations?

Of particular interest to many of us in the Western States and other federal timber sale dependent communities across the United States is the improvements that we have seen over the past four years in the ability of the U.S. Forest Service to put up timber sales with more success and to actually increase the volumes being offered. Will that continue? Stay tuned.

As of this writing, today, we received notice that the COVID Relief package being voted on this afternoon contains a \$200 million dollar component that is being set aside for logging and log trucking businesses across the U.S. that have been impacted by the COVID-19 pandemic. How will this be distributed? What determines your eligibility? The American Loggers Council and its many state and regional associations have been working to have those logging and log hauling businesses included in the package, but with success comes more questions, again... stay tuned!

Once the Presidential election is finally confirmed, we will know who we are working with and we will start a plan of attack to get our Logging and Trucking issues back on the table, working with whichever administration is in the White House. So far we have weathered Administration changes over the past 26 years and have been able to work with decision makers on both sides of the aisle on multiple issues. Our job is and will remain to educate those incoming legislators on our industry while keeping those veterans in Washington, DC updated on the issues that are impacting us the most.

In the meantime take a look at our website, www.amloggers.com, and take the 2020 ALC Logger survey while you're there. Our Facebook page also contains information on the American Loggers Council and what we are up to. Both these pages will keep you updated on what's going on at the ALC. You can also find the latest information on what programs and how to apply for relief allowed in the COVID Relief package as they becomes available.

Tim Christopherson is the co-owner of Dabco, Inc. based out of Kamiah, Idaho and serves as the President of the American Loggers Council and Past President and Board Member of the Associated Logging Contractors, Inc. in Idaho. For the past several years he has walked the halls of Congress in Washington, DC with members of the American Loggers Council advocating for issues that would benefit the logging and log trucking profession.



AS WE SEE IT ...

GOOD RIDDANCE 2020!

As we look back on the year 2020, the majority of us can probably say it can't happen fast enough! With the COVID-19 pandemic, catastrophic wildfires, hurricanes, mill explosions, the downturn in hardwood markets resulting from tariffs, extremely wet operating conditions and shuttered paper and sawmills in many parts of the country, 2020 has been without a doubt, one of the roughest and toughest years for professional loggers and log truckers to keep their businesses afloat, no pun intended.

It started with the tariffs and ended with the extended wildfire and hurricane season, and somewhere in between the issues that surrounded the COVID-19 pandemic. While loggers remained an essential service provider, many of the mills that we produced to could not maintain enough personnel to run their facilities due to the illness.

At a time when paper products in the US such as toilet paper were flying off of store shelves, loggers supplying the raw fiber need to produce those products were seeing their delivered prices drop. As do it yourself projects picked up because of the stay at home mandates, lumber prices soared due to the shortage of lumber caused, in part, by lack of mill capacity due to employee shortages.

We asked both Congress and the Administration for some type of relief package to help those businesses that are struggling stay afloat long enough to reorganize their business plans in order to do just that, stay in business. While we had some help from both sides of the aisle in both the House and the Senate, the ability of Congress to pass legislation of any form was curtailed by the partisan politics that seem to be the new norm in Washington, DC.

Meanwhile, we found that the United States Department of Agriculture failed to see the similarities between agricultural producers and loggers and our attempts at getting assistance by way of the CFAP program were rejected, perhaps because the advisors to the Secretary do not understand our industry or perhaps the Secretary himself was not interested enough in the issue. We provided them with the data generated by Forest2Market showing the impact that the COVID-19 pandemic on the logging and

log trucking industry, but to no avail. Meanwhile, commercial Christmas Tree growers are eligible for the program even as they are set to have a banner year as social distancing and stay at home policies are still in effect in many states across the US. Go figure?



Danny Dructor
Executive Vice President

Loggers are survivors as well as adaptors. Once again the majority of you have risen to the occasion and figured out a way to make a go of it, but there have been casualties, many that could have been avoided with an assistance program from the federal government.

Besides legislation that we have worked on for many years such as the Safe Routes Act and the Future Logging Careers Act, it has become evident that one important recognition needs to be made and that is to create parity between logging and the rest of the agricultural commodity producers. We aren't going to cry for assistance every time the ground gets too wet to work or another mill goes down due to market fluctuations, but logging and log trucking businesses should have the opportunity, the same as the other agricultural producers, to at least qualify for low interest loans or even small forgivable loans when pandemics that are totally out of our control shut down the businesses and markets that we rely on to deliver our product to.

2020 can't get out of here fast enough, but we will have our work cut out for us.

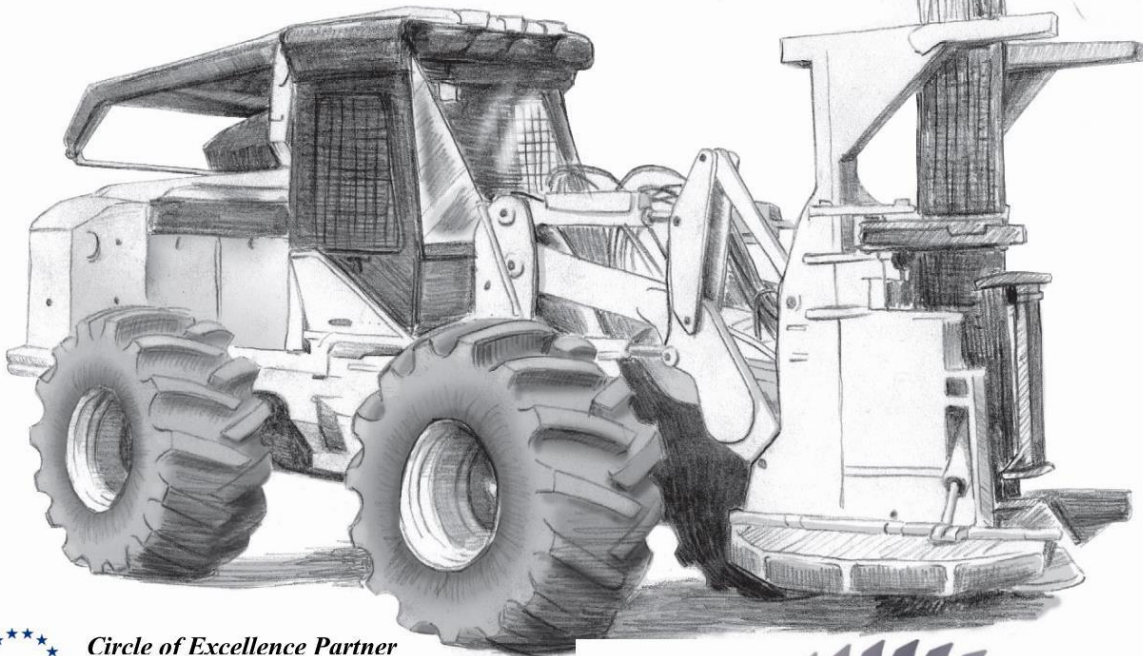
Wishing each and every one of you a safe, happy and blessed Christmas season and a prosperous 2021!

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.

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Expiration Date : 10/31/2021

APPLICABLE TO UNITED STATES DEALERS ONLY

American Loggers Program 2021

International Truck, a *Silver* sponsor of the American Loggers Council, committed to enhancing the logging profession, is pleased to announce our American Loggers Purchase Program for 2021. This program is open to all individual and state members, a coalition of state and regional logging associations made up of approximately 30 states across the U.S. Through this program, your customers can order International® trucks without having to spend time and money to go through a bid process. Use this program to help drive incremental sales through your dealership to American Logger professionals across the country.

Program Guidelines

- **Eligible Models:** International® CV™, MV™, HV™, and HX™ models.
- **Eligible Customers:** Customer must be a member of American Logger's Council
- **Program Administration:** Request via **SPA** and reference program in comment section of SPA and must include American Loggers as the Pricing Customer (822447).
 - **New Sold Orders: Request via SPA**
 - **Ordering Period:** November 24, 2020 through October 31, 2021
 - **Production:** All orders under this program must be built by December 31, 2021
 - Vendor Option or Spread production available
 - **Price Pages:** July 2020 price pages.
 - **Floor Plan Terms:** Standard Terms
 - **Non-cancellable**
 - **Existing Stock: Request via SPA**
 - **Price Pages:** Units delivered from stock inventory retain price page guarantees.
 - **DTU Requirements:** Units must be delivered to Customers (DTU'd) by June 30, 2022
- **Program Incentives:**
 - **Customer Rebate:**
 - **CV™ Model:** \$1,000 Customer Rebate
 - **MV™ and HV MRD Models:** \$2000 Customer Rebate
 - **HV HDD Models:** \$3000 Customer Rebate
 - **HX™ Models:** \$4000 Customer Rebate
 - ♦ Every member that purchases an HX model will also receive a special Carhartt Jacket = \$150 value
 - ♦ Every Sales Representative that **sells** an HX model will receive a special Carhartt Jacket = \$150 value

Contact Information

Please contact your local Vocational Sales Manager, Truck Sales Manager or CSA with any questions.

General Provisions

1. Current orders in the system cannot be cancelled and reordered under this program.
2. Transit time per Sales Policy 'New Truck Floor Plan Terms and Note Settlement Procedures'.
3. All program units are subject to any additional surcharges, tariffs, or government mandated price changes.
4. All orders placed are subject to freight/destination charges in effect at the time of order. Please see Product Pricing Letter [G-781 Prepaid Destination Charge Program – July 15, 2019](#) for more information.
5. The upfront SPA, terms, and any applicable Invoice Credits will be applied at time of invoice.
6. All units ordered under this program are non-cancelable.
7. Slots and associated pricing cannot be used for Idealease.
8. Program incentives may not be combined with any other national incentive or rebate programs offered through Navistar, Inc.
9. Sales Program orders are only for delivery to end-user customers domiciled inside the United States. Any units delivered inside the United States initially, then later exported outside the United States will be subject to the terms and conditions spelled out in International's Export Policy Letter G-1860A, up to a full reversal of all incentives.
10. Navistar, Inc. reserves the right to cancel or modify this program at any time. All sold units ordered prior to program cancellation or modification will be honored under the original program provisions. Units ordered under this program cannot be cancelled or substituted with another order. Units currently on order cannot be cancelled and reordered under this program. Incentives cannot be combined with any other program or promotion unless specifically offered by that program. No modification to program incentives or substitution for program incentives will be allowed.

REBATE PROGRAM

International Truck is pleased to offer the following Purchase Program for members of the American Loggers Council.

November 30, 2020 through October 31, 2021

REBATES:

CV Model: \$1,000

MV Models with Cummins: \$2,000

HV Models with Cummins: \$2,000

HV Models with A26: \$3,000

HX Models with A26 or X15: \$4,000



Member must be in good standing with American Loggers Council, or State Logging Association.

There is no limit on number of times rebate can be used.

Rebate is set up for dealer to apply rebate to final price of unit at time of delivery (provided membership is validated).

Members that buy an HX, will get a Carhartt Jacket with new HX Logo. Mark Netzly and Bob Mann will be the point of contact for the program for Navistar.

****Email americanlogger@aol.com for verification or additional information.***



Log Truck Driver is badly injured yesterday and awaits surgery - Mill Accident: A short log rolls off a log truck at a binding rack and strikes a driver. A short log about 16' long was on top of the load. The driver is in his 20's. The binding rack is a gravity fed rack that swings in from left to right. The driver was unwrapping the back wrapper from the load when the log fell. The driver's neck was injured, skull fractured, and his hip was broken. Speculations include that when the log came down it struck the binding rack from the right swinging it back to the left. Preventative measures: Talk with log loading crews about placing short logs in the middle of the load to prevent logs from rolling off on to drivers. Be aware that logs can fall off trucks when unwrapping loads. Drivers need to be aware of their surroundings when unwrapping loads at binding racks. Keep an eye on the load while unwrapping and be prepared to get out of the way if a log does fall. Drivers and loaders keep loads below the top of stakes. One driver prevented being struck by a log by stepping closer to the truck when a log was rolling off a truck.



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

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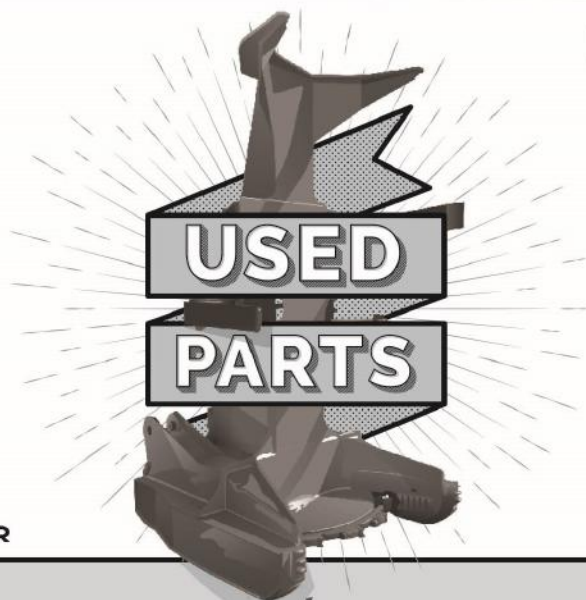
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AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



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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 South Carolina's forest products industry.*

Loggers Celebrate Passage of Emergency Coronavirus Relief Act of 2020

America's loggers will finally have an opportunity to receive much needed assistance to off-set losses experienced due to the COVID-19 shutdown. The Emergency Coronavirus Relief Act of 2020, the latest COVID-19 relief package, was passed by a bipartisan vote in both the House and Senate. The bill includes language appropriating \$200 million in funding for logging and log trucking businesses who saw a greater than 10 percent loss in revenues from January 1 through December 1, 2020 related to the COVID-19 pandemic, as compared to revenues for the same period in 2019.

Title 3 Sub-Title C Section 3201:

Provided, That of the amount provided under this heading, \$200,000,000 shall be used to provide relief to timber harvesting and timber hauling businesses that have, as a result of the COVID-19 pandemic, experienced a loss of not less than 10 percent in gross revenue during the period beginning on January 1, 2020, and ending on December 1, 2020, as compared to the gross revenue of the eligible entity during the same period in 2019.

Today, December 21, 2020, members of Congress recognized the important role the timber harvesting industry plays in the United States economy by including both logging and log hauling businesses in the COVID-19 relief package. Logging and log hauling businesses were deemed to be essential service providers, but have struggled with making fixed cost pay-

ments as a result of reduced markets for the unrefined forest products they produce.

Many logging companies experienced severe losses when lumber and paper mills across the country reduced or ceased production in response to drops in demand. Nationwide production curtailments have led to lower prices for log delivery to mills. Virtually all raw materi-

al delivered to mills by loggers and truckers have experienced price drops greater than 5% in 2020 compared to 2019. According to a third-party analysis by Forests2Market, a 6.7% (21.4 million

tons) reduction in nation-wide wood consumption reduced wood prices and generated a \$1.83 billion (-13.0%) loss in revenue.

Insurance, equipment, fuel, and other costs associated with the industry make up the vast majority of expenses as compared to payroll which some were able to take advantage of under the Payroll Protection Program issued earlier during the pandemic. "Those costs continue to be incurred by the businesses, regardless if they are able to work or not, and with the tight margins and quotas that the industry has seen over the past several months, many logging businesses were not able to keep up with their fixed costs, causing concern about the future of their businesses. The amount of relief coming from the federal government is not meant to make these businesses whole, but rather to serve as a stop gap while they adjust their business plans to be able to operate under this new economy," stated Daniel Dructor, Executive Vice President for the American Loggers Council (ALC).

Logging companies are generally small, fami-

(Continued on page 15)



(Continued from page 14)

ly-owned businesses that have high operating costs and are more susceptible to prolonged periods of economic decline. Many are in danger of permanent closure. "The logging industry is just like farming except for the rotation age of our crop," stated Tim Christopherson, President of the ALC and co-owner of DABCO, Inc. a timber harvesting and hauling company located in Kamiah, Idaho. "To see Christmas trees and other agricultural commodities and specialty crops included in the first and second versions of Coronavirus Food Protection Program (CFAP) while not including those same trees that can be turned into paper and other consumables, simply did not make sense. We applaud members of Congress for recognizing and including the loggers and log haulers in this historic legislation."

Senator Susan Collins (R-ME) first secured logger relief funds in draft legislation released in December by a bipartisan coalition of Members of Congress. Her provision built upon the "Loggers Relief Act" that Sen. Collins and Rep. David Rouzer (R-NC) sponsored earlier this year. Ultimately, Collins' provision was retained in the final COVID relief package passed by Congress this week.

Dructor applauded members of Congress and logging associations for the roles they played in securing this funding, "Special thanks to Senator Collins of Maine and Congressman Rouzer of North Carolina and to all of the State and Regional Logging Associations for making your voices heard up in Washington, DC. To my knowledge, this is the first time in history that loggers have sought relief from Congress and they have delivered. Loggers are a tough bunch and have a way of working things out, but the Coronavirus is something never before seen and the economic impacts have been felt by everyone."

For several months, ALC worked with congressional offices and the White House National Economic Council to raise awareness about the impact of COVID to the logging sector. While it will be up to the United States Department of Agriculture (USDA) to determine how the funds will be distributed, legislation states that the intent of the bill is to provide the logging sector with a measure of equity alongside other agricultural producers impacted by COVID-19.



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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

SOUTH CAROLINA RANKS 6TH IN THE NATION IN HIGHWAY PERFORMANCE AND COST-EFFECTIVENESS

South Carolina's best rankings are in total disbursements per mile, capital and bridge disbursements per mile, and maintenance disbursements per mile.

Reason Foundation Policy Study, November 19, 2020

South Carolina's highway system ranks 6th in the nation in overall cost-effectiveness and condition, according to the Annual Highway Report by Reason Foundation. This is a 14-spot improvement from the previous report, where South Carolina ranked 20th overall, as the state made notable improvements in rural Interstate and arterial pavement conditions. Last year's ranking may have been an aberration, as South Carolina previously ranked 5th overall in 2015.

In safety and performance categories, South Carolina ranks 50th in overall fatality rate, 31st in structurally deficient bridges, 15th in traffic congestion, 20th in urban Interstate pavement condition, and 14th in rural Interstate pavement condition.

On spending, South Carolina ranks 3rd in total spending per mile and 5th in capital and bridge costs per mile.

"To improve in the rankings, South Carolina needs to reduce its fatality rates. South Carolina is last in overall fatality and in the bottom 10 for urban and rural fatality. Compared to nearby states, the report finds South Carolina's overall highway performance is

better than Georgia (ranks 26th), Tennessee (ranks 7th), and North Carolina (ranks 14th)," said Baruch Feigenbaum, lead author of the Annual Highway Report and senior managing director of transportation policy at Reason Foundation. "South Carolina is doing worse than some comparable states like Kentucky (ranks 4th), but better than others like Alabama (ranks 19th)."

South Carolina's best rankings are in total disbursements per mile (3rd) and capital and bridge disbursements per mile (5th).

South Carolina's worst rankings are overall fatality rate (50th) and rural fatality rate (47th).

South Carolina's state-controlled highway mileage makes it the 5th largest highway system in the country.

Reason Foundation's Annual Highway Report measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including pavement condition, traffic congestion, structurally deficient bridges, traffic fatalities, and spending (capital, maintenance, administrative, overall) per mile.

The Annual Highway Report is based on spending and performance data submitted by state highway agencies to the federal government for 2018 as well as urban congestion data from INRIX and bridge condition data from the Better Roads inventory for 2019.

South Carolina's Complete Results

Ranking (out of 50 states)

Overall Rank Based on 2018 Data:	6
Overall Rank Based on 2016 Data:	20
Performance in Each Category Based on 2018 Data	Ranking
Total Disbursements per Mile	3
Capital-Bridge Disbursements per Mile	5
Maintenance Disbursements per Mile	8
Administrative Disbursements per Mile	11
Rural Interstate Percent in Poor Condition	14
Urban Interstate Percent in Poor Condition	20
Rural Other Principal Arterial Percent in Poor Condition	29
Urban Other Principal Arterial Percent in Poor Condition	9
Urban Area Congestion*	15
Structurally Deficient Bridges, Percent*	31
Overall Fatality Rate	50
Rural Fatality Rate	47



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.
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Vandalism on the Andrew Pickens District of Sumter National Forest

The logging industry is critical to maintaining healthy forests. You all know it, we know it, and we and our forest industry partners continue to provide science-based forest management education to our youth (and everyone). Our forestry practices incorporate a stewardship-based land ethic that depends on active management to provide safer forests, clean water, and a variety of plant and wildlife habitats.

For decades forest management work on the Andrew Pickens Ranger District (Mountain Rest, SC) has been a significant part of the land management in the upstate of South Carolina and a major influence in Oconee County, comprising 20% of the County's land area. With the logging community, timber harvest is currently being used to help restore mixed native shortleaf pine/upland hardwood forest communities. The timber harvests are also helping to create a broader range of successional habitat conditions. Approximately 36,000 tons are sold yearly in a competitive setting with eight purchasers. This contribution to the forest industry brings money to our communities in South Carolina while simultaneously accomplishing meaningful forest stewardship objectives.

Recently loggers, purchasers, Forest Service management and law enforcement, and the local Sheriff's department met to put measures in place to help ensure property and businesses are protected. Vandalism and theft have recently been issues at logging sites on the Andrew Pickens. At least two motives seem to be at play: 1) opposition to logging on public lands and 2) quick easy cash from re-selling the stolen property.

"Timber purchasers and loggers are crucial partners for achieving our forest management and restoration goals. Vandalism and theft hurt not only the financial end of their businesses; it hurts their families. The Forest Service will continue working in partnership with Oconee County and the local communities to stop these crimes, which impede our ability to safely and effectively establish and maintain diverse, resilient forests," according to Andrew Pickens District Ranger Robbie Sitzlar.

Coordination between the Oconee County Sheriff's Office and USDA Law Enforcement is ongoing. Strategically placing cameras, limiting access by gating roads, and patrolling nights and weekends are all used. Due to the remote location and limited ability to secure sites, especially along open public roads, the issue is ongoing.

What can the public's role be? Report what you hear and see to help protect the livelihood of our loggers and ensure the continuation of this important forest restoration work we are so proud of here on the Andrew Pickens.

SCTPA Comments: SCTPA has had conversations with Rick Lint, SC Forest Supervisor regarding the vandalism issues in the Andrew Pickens District of the Sumter National Forest. Recommendations were made regarding steps to take to deter and hopefully stop this illegal activity. It's a shame when others cause physical and financial harm to hard working logging businesses.

VERIZON CONNECT FLEET SCTPA MEMBER PROGRAM

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

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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.

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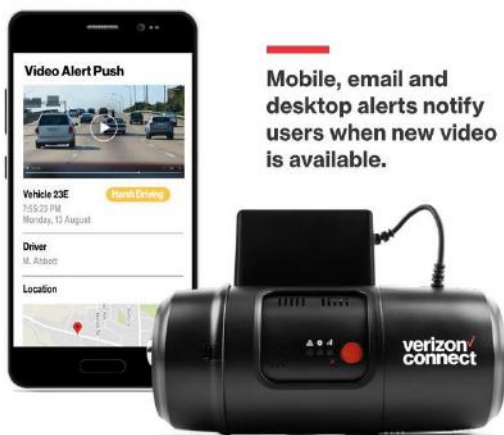
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American timber industry crippled by double whammy of trade war and COVID - 19

By Andrew Muhammad, Professor of Agriculture and Resource Economics, University of Tennessee
November 16, 2020

The forestry sector – landowners, logging companies and sawmills – have lost an estimated US\$1.1 billion in 2020. Devastating wildfires and Hurricane Laura have played a part, but the COVID-19 pandemic has also contributed to significant losses. If workers are required to stay home, then no trees will be felled or logs sawed into lumber.

These losses have been exacerbated and amplified because of a longstanding trade war that has severely curbed the sale of U.S. forestry products to foreign markets, particularly China.

I am a professor of economics with a specialty in international agricultural trade, trade policy and global food demand. My work at the University of Tennessee Institute of Agriculture is informed by my nearly 10 years as a senior economist with USDA researching international trade issues affecting agriculture and forestry.

The US-China connection

Forest product exports in the U.S., including logs and lumber, were valued at \$9.6 billion in 2018, according to the U.S. Department of Agriculture. Forest products are the third leading U.S. agricultural export sector after soybeans and corn. In 2018, China accounted for nearly \$3 billion of U.S. forest product exports.

Logs stripped of branches and bark are stacked and tagged.

INSERT PHOTO OF LOG PILE

Logs and more logs ready for market, some of which will end up in foreign countries like China for furniture manufacturing. Photo by Mildly Useful for Unsplash, CC BY-ND

The forest products relationship between China and the U.S. is complex. The U.S. sells logs and lumber to China; China uses the logs and lumber to produce finished wood products, such as furniture and hardwood flooring; and China exports these finished wood products to the world. Interestingly, the U.S. market is the leading destination for these exports. In 2018, U.S. imports of wooden furniture and other wood products from China exceeded \$9 billion, according to the U.S. Census Bureau.

This raises an obvious question: Why doesn't the U.S. simply make furniture and flooring? The answer is wages. The wage differential between U.S. and Chinese workers makes it more profitable to sell logs and lumber to China and then buy back finished wood products.

Since the demand for products like logs and lumber is directly linked to the demand for finished wood products like furniture and flooring, any decline in the latter negatively affects U.S. forest product exports. To say that what happens in China does not necessarily stay in China is an understatement.

A vulnerable industry takes the hit

COVID-19 has caused a major disruption on U.S. forest exports and hindered production because of lockdowns, business closures and production stoppages. Many of these supply disruptions started in China, where lumber was being turned into furniture, chairs and other goods where the pandemic began.

However, another major factor has been the interruption of demand because of decreased incomes and delayed purchases by consumers. In the U.S., furniture sales decreased as much as 66% in April 2020 when stay-at-home orders went into effect. As of August of this year, U.S. imports of wood furniture and other

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wood products from China were down by nearly \$2 billion, or 40%.

Consequently, U.S. forest product exports as of August 2020 had dropped by more than \$670 million overall, with exports to China down by more than \$100 million. Geographically, most of these losses are in the South, a loss of \$246 million, followed by the West, with losses of \$183 million, and the Northeast, with losses of \$143 million. In addition, these substantial losses are compounded by a multiplier effect that go beyond the raw export numbers.

U.S. Forest Product Exports by Region: 2019 and 2020

These data are based on state export sales as reported to U.S. Customs. Data are compiled by the Census Bureau and reported to the U.S. Department of Agriculture.

US REGIONS	Jan. – Aug. 2019	Jan. – Aug. 2020	Loss	%Loss
South	\$2,237 m	\$1,992 m	- \$246 m	-11%
West	\$1,465 m	\$1,282 m	- \$183 m	-12%
Northeast	\$900 m	\$757 m	-\$143 m	-16%
Midwest	\$907 m	\$840 m	-\$67m	-7%
Other†	\$212 m	\$179 m	-\$33m	-15%
TOTAL	\$5,721 m	\$5,049 m	\$671 m	-12%

†Puerto Rico, Virgin Island and Other Territories Source: U.S. Department of Agriculture

Table: The Conversation, CC-BY-ND Source: U.S. Department of Agriculture, Foreign Agricultural Service, Global Agricultural Trade System (GATS).

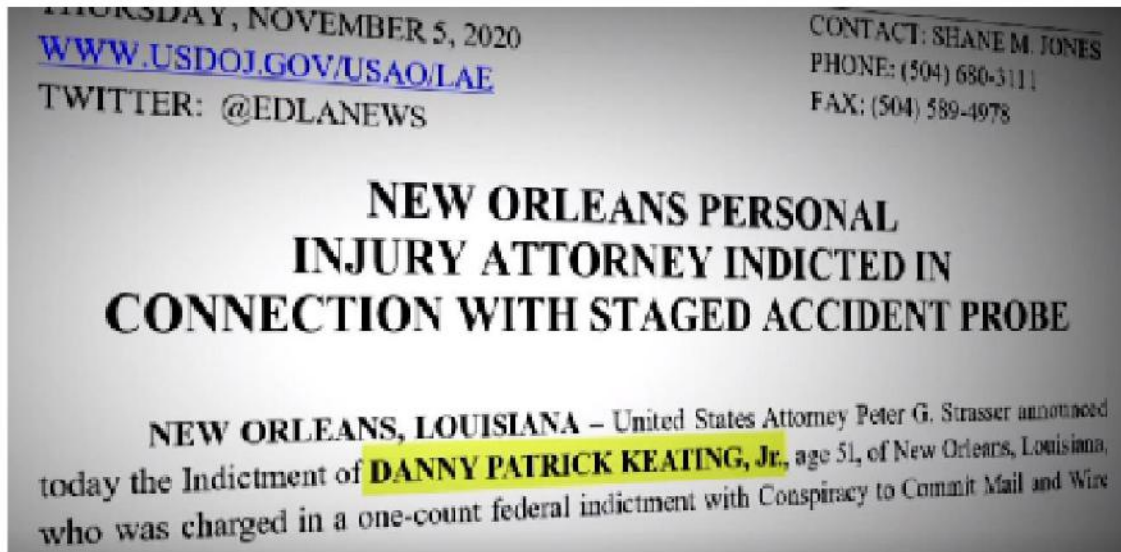
In my state of Tennessee, for instance, the forestry sector provided nearly 100,000 jobs and had an annual economic impact of more than \$24 billion in 2017, accounting for nearly 3% of Tennessee's economy. This, of course, was before the COVID-19 pandemic and the U.S. trade war, which has devastated the forestry sector. When considering the related activities associated with the forestry sector, such as trucking or equipment, total income and job losses are likely double the direct losses from export sales.

The economic fallout of the trade war

Prior to the pandemic, the U.S.-China trade war had already made the forestry sector vulnerable because of the tariffs that the Chinese government imposed on U.S. timber and the resulting loss in exports. The industry was in a crisis when COVID-19 hit.

In 2018, President Trump ordered that tariffs be imposed on Chinese imports, including a 10% tariff on furniture and related goods from China. In retaliation, the Chinese government imposed tariffs on many U.S. agricultural goods, including 25% tariffs on U.S. logs and lumber. This double taxation resulted in nearly halving the export to China – from \$3 billion in 2018 to \$1.6 billion in 2019. The trade war, compounded by COVID-19, has had a major negative effect on forest products export sales – from timber harvest and lumber production to timber exports – which hurts working people including loggers and mill workers. Sawmills, in particular, have taken a serious hit.

How is this related to the current pandemic? In January 2020, the U.S. and China signed the Phase One Trade Agreement. Based on the details of the agreement, timber and other forest product exports to China were expected to reach more than \$4 billion in 2020. The fact that current export sales to China, as of August of 2020, were only \$1 billion suggests that COVID-19 is having an even larger impact than the numbers reveal.



The Dirty World of Staged Trucking Accidents – And How to Protect Your Fleet

On November 10, 2020, a New Orleans personal injury attorney, Danny Patrick Keating, Jr. became the 33rd defendant charged in an ongoing investigation by the United States Attorney for the Eastern District of Louisiana into crime rings that stage accidents with tractor-trailers and commercial carriers. <https://www.insurancejournal.com/news/southcentral/2020/11/10/590210.htm>.

Charged with conspiracy to commit mail and wire fraud, Keating, if convicted, faces a maximum term of five years imprisonment and a fine of \$250,000.00. The indictment states that he and other unidentified attorneys (referenced in the indictment only as Attorneys A, B, and C) paid \$1,000.00 per passenger for accidents involving tractor-trailers and \$500.00 per passenger for accidents not involving tractor-trailers. The indictment further alleges that Keating paid for thirty-one (31) illegally staged tractor-trailer accidents, representing 77 plaintiffs involved in the 31 staged accidents, resulting in approximately \$1,500,000.00 in settlements, from which Keating allegedly kept approximately \$358,000.00 in attorney's fees. The United States Attorney emphasized that indictments are merely charges and that the guilt of any defendant must be proven beyond a reasonable doubt. <https://www.justice.gov/usao-edla/pr/new-orleans-personal-injury-attorney-indicted-connection-staged-accident-probe>.

The ongoing federal investigation into staged accidents has resulted in charges against 33 people over the past year for intentionally staging automobile accidents with tractor-trailers and other commercial carriers in order to defraud trucking companies and insurance companies. *Id.* To date, eleven of the 33 indicted defendants have tendered guilty pleas in federal court. <https://www.insurancejournal.com/news/southcentral/2020/11/10/590210.htm>. Four of the defendants

(Continued on page 29)

accused of staging a tractor-trailer accident settled for \$4.7 million. <https://www.fox8live.com/2020/10/16/four-more-indicted-staged-accident-scene-resulting-million-settlement/>

The indictments include multiple federal counts including conspiracy to commit mail fraud in violation of Title 18, U.S.C. § 371 and mail fraud in violation of Title 18, U.S.C. § 1341. <https://www.justice.gov/usao-edla/pr/twenty-eight-now-charged-federal-probe-staging-automobile-accidents>; <https://www.wwltv.com/article/news/investigations/mike-perlstein/new-orleans-attorney-accused-for-staging-crash-with-18-wheeler/289-5b407a9b-ce22-4db4-8d80-9f0dbd95051d>. The indictments allege that some of the defendants were so-called “slammers,” i.e. individuals who intentionally caused accidents. *Id.* Other defendants facing charges include passengers in vehicles allegedly used to stage accidents. *Id.*

The criminal indictments state that the so-called “slammers” target tractor-trailers that are changing lanes in order to cause an accident by striking a tractor-trailer in its blind spot, using the slammer vehicle. *Id.* The accidents are usually staged at night to avoid witnesses. After a staged accident, the slammer usually exits the slammer vehicle from the passenger side in order to avoid being seen. *Id.* The remaining passengers then call 911 and one of the passengers falsely claims to have been the driver at the time of the staged accident. *Id.*

The indictments state that the staged accident cases were referred to specific attorney(s) and that the attorney(s) paid defendants to stage accidents. <https://www.wwltv.com/article/news/investigations/mike-perlstein/new-orleans-attorney-accused-for-staging-crash-with-18-wheeler/289-5b407a9b-ce22-4db4-8d80-9f0dbd95051d>. One indictment states that defendants “were purportedly treated by doctors who are known to the Grand Jury at the direction of Attorney A” and that one defendant had neck surgery “because Attorney A told her she would get more money through the lawsuit if she had the surgery.” *Id.*

Last month, one of the indicted defendants charged with staging over 50 accidents, Cornelius Garrison (“Garrison”), was shot and killed in his apartment on September 24, 2020, less than two weeks before he was scheduled to be arraigned on October 5, 2020. <https://www.wwltv.com/article/news/investigations/new-orleans-man-suspected-of-staging-50-car-crashes-shot-and-killed-days-after-indictment/289-39aad390-d652-4673-9fb3-a19fcd8943f4>.

Prior to his murder, Garrison allegedly had been cooperating with the F.B.I. and the United States Attorney’s office. https://www.nola.com/news/crime_police/article_e489aa3a-feb2-11ea-be7c-6f14f6de9f17.html. Sources familiar with the case, who spoke with the press on the condition of anonymity, said investigators were examining the possibility that his killing was a hit meant to silence a witness. *Id.* Notably, Garrison was the third “slammer” involved in the federal investigation into staged accidents to die. *Id.*



Harry Rosenberg, a former United States Attorney, said that he expects the pace of the federal investigation will ramp up in the wake of the Garrison murder: “There will be pressure on the part of the Justice Department to devote more resources to investigate the murder. . . . There are now issues of obstruction of justice and the potential murder of a federal witness.” Rosenberg also noted that staged accidents are not new, but that the targets switched from elderly car drivers, to commercial trucks: “*These groups have moved to target large trucks because there are like whales with dollar signs on them.*” <https://www.freightwaves.com/news/new-orleans-man-just-indicted-in-staged-accident-scheme-shot-to-death> (emphasis added).

Southeastern Motor Freight, Inc. filed a civil lawsuit alleging state and federal racketeering claims, as well as fraud and conspiracy against two of the indicted defendants. The lawsuit seeks treble damages and attorney’s fees paid out to settle prior personal injury litigation following a staged 2017 accident. https://www.courtlistener.com/recap/gov.uscourts.laed.247031/gov.uscourts.laed.247031.1.0_2.pdf.

The 2017 accident at issue involved a Southeastern Motor Freight tractor-trailer, a pickup and a Chevy Trailblazer. According to Southeastern Motor Freight’s complaint, dashcam footage from the tractor-trailer and surveillance footage from a nearby tire store show that the tractor-trailer entered the highway in the right lane prior to a bridge. As the tractor-trailer reached the top of the bridge, two vehicles were stopped in the right lane: a pickup with its hazard lights on was stopped behind the Trailblazer.

The Southeastern Motor Freight complaint states: “[t]here were no other vehicles stopped in front of these vehicles and no traffic to explain why they were stopped on the bridge.” *Id.*

(Continued on page 31)

Southeastern Motor Freight's driver changed into the center lane to go around the vehicles. As he was passing the Trailblazer, it began moving forward, following him. Video from the tire store shows the Trailblazer swerve to the right and rear-end the tractor-trailer. The impact caused damage to the passenger side of trailer and the driver's side of the Trailblazer.

Southeastern Motor Freight alleges a "nearly identical" crash was staged at the same location nearly a week before and also that one of the defendants brought at least five similar lawsuits involving sideswipe collisions with tractor-trailers in the past eight years. The online court docket indicates that the United States Attorney's Office in New Orleans moved to intervene in the Southeastern Motor Freight case. The motion was granted on September 28, 2020 and currently, by order of the court, the case is indefinitely stayed, "pending resolution of criminal proceedings."

How to protect your fleet?

Chance McNeely, executive director of the Louisiana Motor Transport Association, says that in fake accident cases, the deck typically is stacked against trucking companies. He advises what many trucking companies are already doing, *putting cameras on their trucks*. "**Self-defense is our best approach.**" <https://www.tnews.com/articles/spotter-2017-staged-accidents-new-orleans-pleads-guilty>.

Staged accidents are not just limited to Louisiana of course. The National Insurance Crime Bureau (NICB) has uncovered sophisticated, multi-state rings in Florida, New York and California that included staged accident participants as well as doctors, chiropractors, lawyers and even body shop owners that profited from the insurance scam. <https://www.bankrate.com/finance/insurance/6-tips-for-avoiding-a-staged-accident-1.aspx>

Mary Aftanas, Director of P&C Investigations with NICB, believes the crime rings learn from each other, even if there is no evidence that the crime rings are connected: "We did a huge PSA effort with the Nevada Trucking Association in Las Vegas because unfortunately, everybody was [abruptly stopping] right in front of those big rigs. Why? Because policy limits are higher [in Nevada]. However, the risk could lead to death." <https://www.fleetowner.com/safety/article/21119301/truck-crash-fraud-everyone-may-be-in-on-it>. She noted that New Orleans scammers hit the sides of a truck instead of stopping in front: "I think they learned from each other. I don't want to say it isn't possible [that they're connected]. Everything is possible. . . ." She also noted the groups do their homework and know which carriers are more willing to settle and which ones do not. They also learn which carriers carry higher insurance policies.

Director Aftanas advises: "Do your due diligence and make sure all the facts are recorded correctly so you can make a good business decision [about settling or going to litigation]. Document the process, the driver, who the other driver was, how many occupants, what type of vehicle hit them. In some cases, we'll have a four-door car that's small and only four people can fit, but yet when the claim comes in, there are eight people."

What is our advice?

Be alert for accidents that fit the pattern. Suspicious accidents typically include multiple claimants in one vehicle, sideswipe allegations with tractor-trailers, minimal damage to either vehicle, and a tractor-trailer driver who is either unaware of or denies impact. The claimants' vehicle is likely to contain multiple passengers who will all file medical claims in addition to a vehicle damage claim. Look for past history of similar claims by claimants and/or evidence of past insurance fraud.

In order to avoid becoming a victim of a staged accident, it is critical for your driver to thoroughly photograph all vehicles after any accident – even if the driver is certain there was no impact. Your driver should pay special attention to the number of people in the other vehicle and any damage (pre-existing or otherwise) to all vehicles. In addition to noting any potential witnesses, your driver should look for any surrounding surveillance cameras that may have captured additional footage (for example, the video from the nearby tire store in the Southeastern Motor Freight case).

If you suspect fraud, start the conversation early with your carrier and counsel. If the accident fits the pattern, it may be worthwhile to spend the money to investigate rather than look for a quick settlement. Bear in mind as well that multiple claims arising out of the same staged accident, even if they can be settled for small amounts, can have a big adverse impact on your insurance renewal premiums.

If you have questions about this article, please contact Alison Feehan (afeehan@setlifflaw.com) at 804-377-1279 or Steve Setliff (ssetliff@setlifflaw.com) at 804-377-1261.



Team Safe Trucking Driver Safety Training Programs

South Carolina Timber Producers Association is providing your company with **Team Safe Trucking Driver Refresher Training Program**. TST training courses are the most convenient and user-friendly truck driver safety training courses available. They focus specifically on transportation of forest products. Trainees can access TST training courses at any time using a smart device or computer with internet access. A detailed record of completed courses, the training material used for training, the date and time the training was completed, and a training certificate is available for each course completed through the online training management platform. This information can be made available to business owners, insurance companies and logger associations. The convenience of “on-demand” driver safety training will save time and money, allowing more time for productivity while complying with governmental and insurance carrier mandates. These courses can be accessed free of charge. This unique training platform is designed with input from forest products truck drivers, owners, and other experts across the nation.

Team Safe Trucking Driver Safety Training Modules Outline (additional modules available covering various subjects)



The South Carolina Timber Producers Association Educational Sponsor Website

southcarolinatimberassociation-teamsafe.talentlms.com - (31 courses) Driver Refresher Training Program Courses

Group Key: SCTP Association

Create a free account for yourself and all your drivers and start your fleet safety training program today!

At the Mill

Entering & Exiting (ENTREXT)
Fall Prevention (Fall Prevention)
Loading and Unloading (LOADING)
Mill General Safety (Mill General Safety)
Mill Qualification Packets (Mill Qualification)
Mill Safety Challenges (MILLSAFETY)
Multi-contractor & Liability (Multi contractors)
Wood Roads (Wood Roads)

Before You Drive

Accountability (accountability)
Alcohol & Drugs Part 1 (ALCDPG)
Alcohol & Drugs Part 2 (Alcohol & Drugs 2)
Alcohol and Drugs Part 3 (Alcohol & Drugs 3)
Driver Selection (Driver Selection)
Driver Training (DRVTRAIN)
Fatigue (Fatigue)
Fleet Safety Programs (FLTPEGR)
HOW TO SURVIVE A D.O.T. AUDIT (Maintenance)
Medical Clearance (MEDCLAR)

On the Road

Backing (backing)
Breakdowns (BREAK)
Coupling & Uncoupling (Coupling)
DOT Inspections (DOT Inspection)
Following Distance (Following Distance)
Passing & Being Passed (Passing)
Railroad Crossings (Railroad Crossings)
Right of Way (RWAYS)
Stopping & Parking (Stopping & Parking)
Turns & Curves (turns)
Adverse Conditions

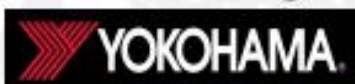
S C Timber Producers Association
Crad Jaynes
President & CEO
SCTPA
P.O. Box 811, Lexington, SC 29071
601 Carola Ln, Lexington, SC 29072
Phone: (803) 957-9919
<https://scloggers.com/>
bcjpaw@windstream.net



\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

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



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www.SouthernLoggers.com



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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

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!

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.

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

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.



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.

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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

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NEW SCTPA MEMBER BENEFIT & SERVICE



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

NEW Michelin & B. F. Goodrich Tire Discount Program

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

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

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

Member Process for SCTPA Michelin & BFG Tire Program

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

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



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SOUTH CAROLINA'S GENE KODAMA BEGINS ONE-YEAR TERM AS PRESIDENT OF THE SOCIETY OF AMERICAN FORESTERS

CONGRATULATIONS. Henry E. (Gene) Kodama, began his one-year term as president of the Society of American Foresters (SAF) on Jan. 1. Kodama served as the Forestry Association's Chairman in 2002.



A member of SAF since 1975, the former South Carolina State Forester has been a long-time champion of SAF and the forestry profession. His contributions were recognized by SAF in 2015 with the Gifford Pinchot Medal and in 2018 by the National Association of State Foresters (NASF) with a Lifetime Achievement Award. Kodama will serve on SAF's Board of Directors as immediate past president in 2022. Retired from the Forestry Commission in 2018, Kodama is currently president of an LLC that provides land and forestry services. He and his wife Karen are also proud owners and residents of Walnut Bluff, a 67-acre Certified American Tree Farm.



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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



November 2020
Issue 27

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,

As the holidays approach, so do challenging road conditions. I hate to be the bearer of bad news but that is a just a fact that professional drivers have to live with, making our jobs even more stressful than they've already been this year. Log haulers are strong and resourceful, and as nasty roads loom in the distance we need to stay sharp and vigilant so that we find our way back to our loved ones, safe and sound for the holidays.

Watch for wet leaves, ice and snow and adjust accordingly. Check weather conditions ahead of time to be prepared for changing road conditions.

I've noticed our most attended Driver Refresher Training Course this past month has been "Distracted Driving", signalling to me that it is on the rise. Please keep focused while on the road, driving distracted on challenging road conditions most certainly will lead to to disaster.

Retake TEAM Safe Trucking's "Extreme Driving Conditions Course" in order to prepare for the upcoming season of challenging road conditions in order to be proactive as a professional driver should be. Guarding your safety, and the safety of those around you will be the greatest gift you give this holiday season!

Richard W. Schwab

**TEAM Safe Trucking's
"Fall Prevention Course"
will be
Released to our
Educational
Sponsors in December!**



TEAM Safe Trucking Member Spotlight is on Jeff Henke

Jeff Henke, a professional driver at Dilley and Soloman Logging in Washington State, has been in the cab almost his entire life! Legend has it, that he began riding shotgun with his father when he was still in diapers. There aren't many drivers alive that can boast about that amount of "on the job" experience! "I learned what I know from my father." As a professional he has been driving a log truck for 35 years.

New to his job at Dilley and Soloman, he appreciates their attention to safety and doing the job right. "They are an extremely safety conscious company." Immediately upon being hired, he was expected to complete the TEAM Safe Trucking Training Courses. These courses are available to drivers via their smart phones or computers. Making the completion of training a breeze.

As a TEAM Safe Training participant Henke believes in the value of training, not just for himself, but for everyone who gets behind the wheel. "There are new drivers out there that need training." He utilizes his time wisely by completing courses in the morning or afternoon, as well as on the weekend.

Henke stresses the importance of staying aware, as he narrowly missed injury when he jumped out of the way of a rolling log that had fallen off a truck. He feels there should be more training around the hazards of gravity fed binding racks and the hazards of logs falling off trucks.



*"Drivers need to stay aware of their environments at all times."
~ Jeff Henke*

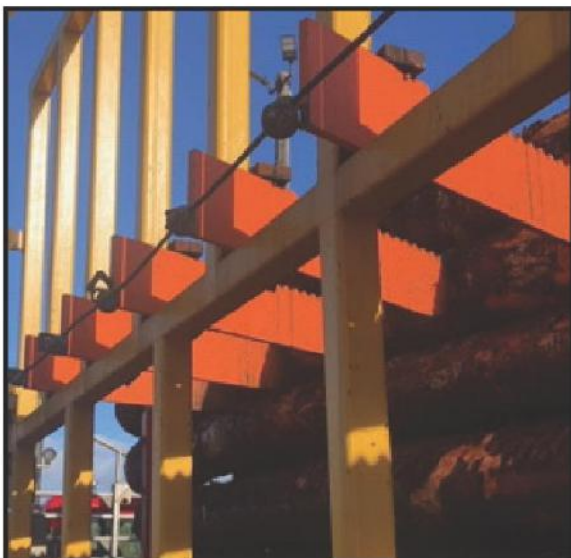


Professional Driver Training Stats



**31 Courses Completed
7 hours and 53 minutes training**

Log Truck Driver Recently Injured



Log Truck Driver is badly injured requiring surgery - Mill Accident: A short log rolls off of a log truck at a binding rack and strikes a driver. A short log about 16' long was on top of the load. The driver is in his 20's. The binding rack is a gravity fed rack that swings in from left to right. The driver was unwrapping the back wrapper from the load when the log fell. The driver's neck was injured, skull fractured and his hip was broken. Speculations include that when the log came down it struck the binding rack from the right swinging it back to the left. Preventative measures: Talk with log loading crews about placing short logs in the middle of the load to prevent logs from rolling off on to drivers. Be aware that logs can fall off trucks when unwrapping loads. Drivers need to be aware of their surroundings when unwrapping loads at binding racks. Keep an eye on the load while unwrapping and be prepared to get out of the way if a log falls. Drivers and loaders keep loads below the top of stakes. One driver prevented being struck by a log by stepping closer to the truck when a log was rolling off of a truck.

Miranda's Update ~ *TST's Special Project Manager & Safety Director*



Seasons Greetings!

This month, while talking with a TEAM Safe Trucking member and driver, he shared an incident that happened at the mill just the day before. He recounted the details of the accident, which put a 20 year old young man in the hospital with serious injuries. (see page 2) Our thoughts and prayers are with this driver and his family.

When I shared the incident on TEAM Safe Trucking's Facebook page, a level of discussion followed between drivers, loggers and mill workers. This dialogue is important when it comes to safety. There was a widespread alert about the incident, conversations and tips were shared from others who have experienced, or witnessed other similar accidents. Bringing this incident to the forefront generates awareness discussion and corrective actions. TEAM Safe Trucking is known for our trainings, but our mission is to reduce accidents.

Together we can utilize other ways to alert drivers, loggers and mill workers to the dangers that occur on the job every day. We can accomplish this through social media. Forestry Transportation owners and drivers can have their own impact on reducing accidents

by sharing this safety sensitive material with us here at TEAM Safe Trucking. Then between myself and our Communications Committee we can share these valuable pieces of information across social media that could ultimately save lives! If you are witness to an accident, incident or near miss, please give me a call at 207-841-0250, or email me at~ Miranda.gowell@teamsafetrucking.com.

TEAM Safe Trucking understands that it is important to recognize businesses that are encouraging drivers to complete TST's driver and owner training courses. This month TEAM Safe Trucking will be recognizing the first of four drivers who have completed TST's Safe Trucking's November Driver Refresher Training Course. Three of the four drivers work for Dilley & Soloman in Forks, Washington. Dilley & Soloman receive TEAM safe Trucking Driver Refresher Training Courses from Rayonier's Team Safe Trucking Educational Sponsorship. Dilley & Soloman's Safety Officer, Jim Leppell, sets-up drivers to receive the TEAM Safe Trucking driver training courses upon hiring. Thank you, Tim Birley, Jeff Henke and Merle Owens. They have completed between them a

total of 14 hours and 14 minutes of TEAM Safe Trucking forestry transportation safety training. A total of 75 TEAM Safe Trucking courses in 2020!

We are working to connect with more Forestry Transportation Businesses across the United States, please help by reaching out with any ideas you, as a member of this industry, may have to share. Training is key to reducing accidents and reducing insurance rates. We all play a part in keeping our industry safe!

Sincerely,
Miranda Gowell



TEAM Safe Trucking's Committees



Communications Committee

TTEAM Safe Trucking's Semi-Annual Meeting was held virtually on September 24th. The primary goal of this meeting was to establish committees that will help move TST into the future by strengthening the organization and the Forestry Transportation Industry. This month we are highlighting The Communications Committee.

The Communications Committee Presentation for the semi-annual meeting was presented by Jeremiah O'Donovan, Team Safe Trucking Board Member and President of Specialty Market Managers and Longleaf Forestry Insurance. Points regarding outreach were certainly stressed throughout the meeting.

Committee Members

Ewell Smith Executive Director of the Carolina Logger Association, of Jean Pierre Fontenot of Paragon Insurance & N. American Timber Program, Wendy Farrand TEAM Safe Trucking Writer, and

Professional Speaker. Tony Tijerina, President of Tijerina Investigations, Inc. and Jeremiah O'Donovan at the helm as Committee Chairperson. The Committee is charged with spreading the word about the great things available through TEAM Safe Trucking. Some of the duties of this committee are as follows:

- Develop a working social media policy.
- Develop social media messages using the content from TST's Training Courses as well as write and distribute press releases.
- Develop brochures and one-sheets to help Educational Sponsors' members, employees, customers, and contract haulers to access training courses.
- Develop how-to fact sheets to assist users, SFI and Colleges to adequately utilize their own training platforms.
- Maintain website updates and designs, post the monthly newsletter and maintain a blog.

-Oversee the layout of the monthly newsletter and create ads for placement in industry periodicals, as well as websites and other online media.

-Create a map of insurance companies and the areas they cover within the U.S. for the TST website.

-Contact Broadcast TV stations to assist with getting TST's PSA on the air.

If you have skills that can add to the effectiveness of this committee, please reach out to Miranda Gowell via phone or text at 207- 841- 0250 or email, miranda.gowell@teamsafetrucking.com



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



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

Your Health Matters!



Dr. Phil's 3 Tips to Avoid Injury While Chaining Up

As a driving professional, you know your truck, and your duties inside and out. As a Physical Therapist, I know how your duties can negatively impact your body if not executed correctly. After studying the chaining up process, I want to give you some recommendations that will keep you pain free for the upcoming holiday festivities and beyond. From what I have seen, it's not a process drivers love to do, but is a crucial part of the job in the winter months. Chaining up can be a pain, but that last thing anyone wants is a painful injury as a result of this necessary safety precaution. Here are a few ways to avoid preventable injury while chaining up.



Tip #1: Keep The Work Close To You

The chaining up process already requires the driver to get into some interesting positions to complete the job. Minimizing the stress placed on the muscles of the lower back as much as possible is key. By getting your body as close as you can when reaching around the tires, and getting up and under the trailer, the stress placed on the lower and mid back over that time will be less. This is best achieved by being on one knee in a lunge position when possible instead of bending over. If the driver is having a hard time and starts to get some fatigue or discomfort in the position they are in, stop, take a small break and then reset closer to the work. This allows the driver to reduce risk of a muscle spasm or strain.

Tip #2: Use The Back Last and Least

This tip goes nicely with Tip #1. If the driver keeps themselves close to the work this will happen more naturally. As just discussed, the lunge/kneeling position will keep the driver close to their work. When the driver has to lean forward to get lower around the tire, start by hinging at the hips. This makes most of that motion come from the hips with slight rounding in the spine. Bending or rounding the spine is not dangerous but when done repetitively with weight, it sets us up for pain down the road. It's never a bad idea to spread the wealth when it comes to repetitive stress placed on our body.

Tip #3: Slow It Down

Trying to rush through anything that puts our body in a funky position and asks it to work, is begging for an avoidable injury. The conditions aren't always pretty when the chains have to be put on, but the driver is more likely to complete the task successfully if they take their time. This will keep them and others on the road safe, while also preventing pain and injury that could interfere with the ability to earn a living, and spend quality time living life outside of work.

When safety is on the line, no corners can be cut. That stands true for chaining up, and taking care of the body while doing it. Drivers chain up to ensure safety on the road and, if done right, the task can be completed without pain. Follow these three simple tips to keep doing what you love, with who you love!



Dr. Philip Finemore, PT, DPT founded WorkFitME, LLC. Mobile Physical Therapy to help busy Maine professionals improve their physical performance so they can live a happy, healthy, and wealthy life with their loved ones. He is passionate about helping people ensure their number one asset in life (their body and health) gives them the biggest return on investment: an abundant life doing what they love with who they love.





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TEAM

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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...

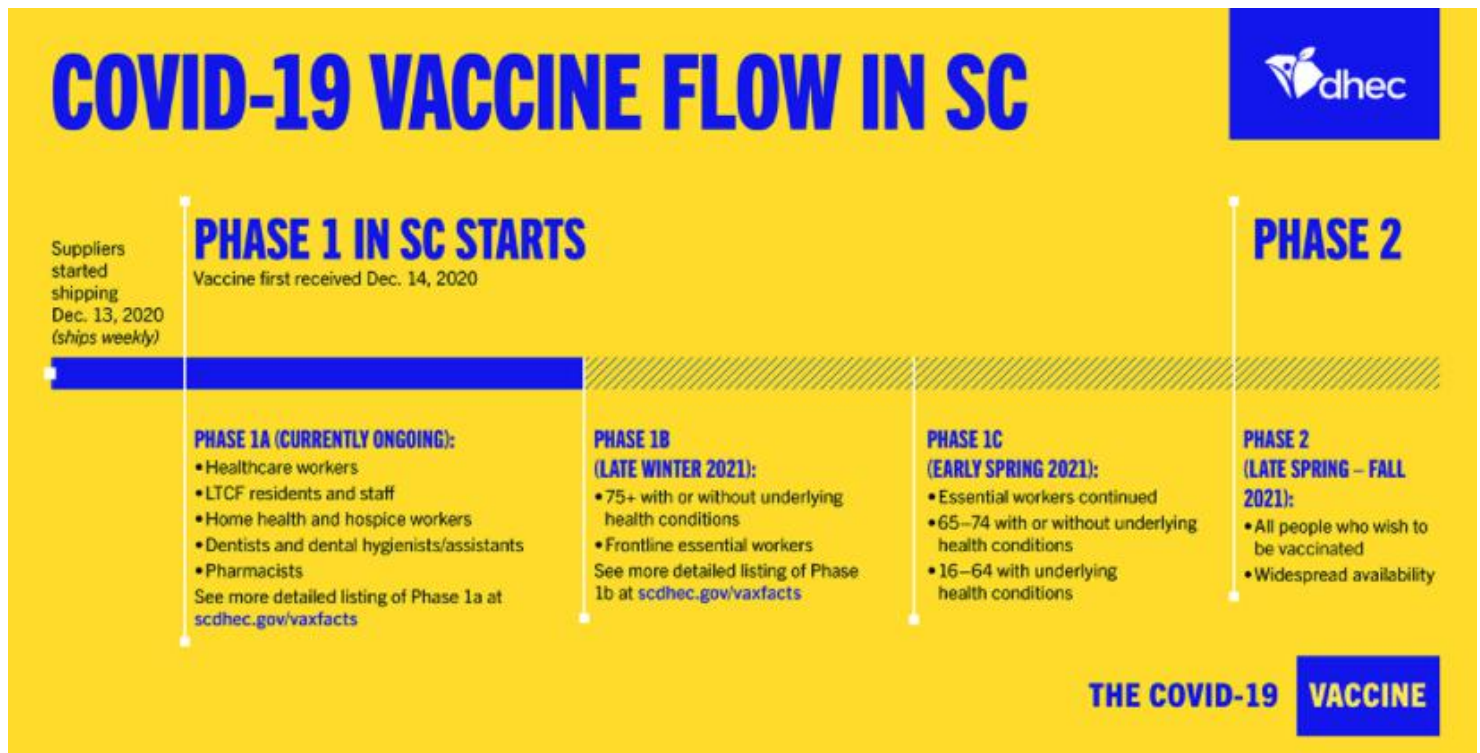
- » An Educational Sponsor for the Driver Refresher Training Program with multiple supporting fee levels available
- » A State Sponsor for the State of Tennessee for the Entry Level Driver Theory Training Program ~ \$3,400.00
- » A supporter of the development of a new training course. Each course costs \$2,500 to create. There are 17 new courses being developed this year in both 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



SOUTH CAROLINA DHEC COVID-19 VACCINE SCHEDULE

From Forestry Association President & CEO Cam Crawford: "The Forestry Association has been working closely with Alex Singleton who serves on the SC DHEC Board on the COVID-19 vaccine schedule for essential workers. The plan is for essential agriculture and manufacturing employees to receive the vaccine in late winter of 2021. Attached is a chart that may assist you. We will keep you updated as information is provided by DHEC or the Governor."

More information may be found at <https://scdhec.gov/covid19/covid-19-vaccine>





Mark Your Calendar

February 2021

19 – 21 SCTPA 2021 ANNUAL MEETING CANCELLED

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

District Meeting dates are subject to change. Meeting notices will be mailed prior to scheduled meeting. Meeting dates will be posted on SCTPA website ... www.scloggers.com & SCTPA Facebook Page

Members & Non-Members are encouraged to attend our district meetings to know what the issues are affecting the industry.



Need SFI Trained DVD Class or other training?

SCTPA can provide the New DVD Training Module for SFI Trained status. SCTPA is an approved DVD training class facilitator and will be scheduling classes during the year. Other training programs are available for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

Truck Driver Training Workshops will be scheduled. Watch the Mark Your Calendar section of this newsletter for dates. Notices for SCTPA workshops & events will be forwarded.

SCTPA Board of Directors

Chairman: Joseph "BoBo" Seckinger

Seckinger Forest Products, Inc.

Hampton

Cell 803-571-0019

Vice Chairman: Josh Key

Beech Island Timber & Construction, Inc.

Jackson

Cell 803-507-8995

Secretary-Treasurer: Robby Crowder

Land & Timber, LLC

Greenwood

Cell 864-941-6052

Danny McKittrick

McKittrick Timber, LLC

Heath Springs

Cell 803-320-1739

Rickey Chapman

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Newberry

Cell 803-924-0082

Billy Walker

Walker & Walker Logging, LLC.

Laurens

Cell 864-923-0385

Donnie Lambert

Leo Lambert Logging, Inc.

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Cell 843-340-8408

Tommy Barnes

Ideal Logging, Inc.

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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

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800-371-2240 Fax: 803-957-8990

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Swamp Fox Agency

P.O. Box 1318 • Moncks Corner, South Carolina 29461
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*"Serving the Forestry Industry
For Over 35 Years."*



Our Mission

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