



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

JANUARY/FEBRUARY 2021



AS WE SEE IT ...

STRENGTH IN NUMBERS: ALC MEMBERSHIP ON THE RISE!

By: Kevin Smith –
ALC Communications

We are pleased to report a surge in individual logger membership applications. ALC is the only national organization solely dedicated to representing the rights and interests of independent loggers and log truck contractors (members) on a national level. ALC combines the power of its members with state and regional logging associations across the country to impact our industry positively and pro-actively by sharing the benefits of education, training, networking, research, promotion, and legislative advocacy.

In addition to our exclusive member rebates, access to annual meetings, and being a part of the preservation of logging, log truck driver safety training is now included in your ALC membership. The words “safety training” is often a bit taboo for loggers, but the unfortunate reality is that most loggers are just one wreck and a billboard lawyer away from going out of business. That is why safety training for log truck drivers has never been more important. Thus, ALC

members now have access to 30+ online safety training courses that focus specifically on transportation of forest products.

Members can access 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 the training, the date and time completed, and a training certificate is available for each course completed through the online training platform. This information can be made available to insurance companies, business owners, 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. If you are already a member, please contact us and a link will be provided to you for access.

Lastly, we have had several inquiries regarding the logger relief application process, but we still do not have any new information. The ALC along with

(Continued on page 2)

Inside ...

As We Se It ...	Cover
SCTPA Planning for 2022 Annual Meeting	2
Our National Forest: Help or Burn Us	3
FRA - Changing Highway Weight Limits	4
Welcome New Members	13
FRA Woods to Mill	14
SCDOT Bridge Load Weight Rating & Postings	16
SCDOT Blanket Permit for Logging Entrances	19
USDA Working to Build Logger Relief Program	20
Colorado Forests Primed for Mega Fires	26
Accessing SCDOT Logging Entrance Blanket Encroachment Permit	28
Governor Proclaims March Prescribed Fire Awareness Month	29
Letter to Acting Secretary Shea	30
Collins Urges USDA to Release COVID Funding Relief	32
Lumber Buyers 'Pay Up or Run Out'	38
SC COVID-19 Vaccine Plan	40
SCTPA Comments	42
Trucking Regs in the Fold for 2021	44
SCFC Check Offs for State Forests 2021	46
Mark Your Calendar	47

(Continued from page 1)

state/regional associations are working together to ensure that all affected logging and log hauling businesses, both big and small, are included in the logger relief package. The moment we have more information, we will immediately email out an update.

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.



SCTPA PLANNING FOR 2022 ANNUAL MEETING

With the cancellation of the 2021 Annual Meeting due to Covid-19 implications and concerns, SCTPA is already planning for a 2022 Annual Meeting to be conducted at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront February 24 – 27, 2022.

As the COVID vaccination plans are now in place for South Carolina, over the next few months more and more South Carolinians will receive the vaccine and the rate of infections and rate of spread should begin to improve. SCTPA regrets the 2021 annual meeting cancellation, but the decision was the correct thing to do for the health and safety of everyone.

SCTPA did have to pay a penalty for the cancellation to DoubleTree Resort because the cancellation occurred well after the date for no penalty. And through some negotiations the penalty was not unreasonable and SCTPA was able to pay it.

Arrangements have been discussed already with DoubleTree Resort for the room block and convention center facilities for 2022. The feeling is by next February we'll be past the COVID crisis and will be able to facilitate a normal annual meeting.

The 2022 annual meeting will feature our Friday evening reception, Saturday speakers

and TOP Update class, exhibitors both inside the convention center and outside in the parking areas. Sunday prayer breakfast, big drawing for an ATV or some big item and our silent auction. And some type of outside event is being considered.

As we move forward, the resort will allow us to cancel without penalty, if needed, four months ahead of the annual meeting if the anticipated attendance is 40% or less. So that means the need for early attendance commitments will be needed prior to October 24, 2021. It's recognized this may be difficult to do to commit to attending the 2022 annual meeting so far in advance, but we hope everyone will do their best to register early so there will be reasonable evidence to conduct the annual meeting. Registration information will be available in early September.

As we look forward and hopefully will be back to some type of normalcy later in 2021, the 2022 annual meeting will be welcomed as perhaps as a good get away for many folks.

So go ahead and mark your calendar for the SCTPA 2022 Annual Meeting for February 24 – 27, 2022 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC.



Our National Forests Can Help Us or They Can Burn Us — Again

By Bill Imbergamo

If children learn not to touch a hot stove by getting burned, 2020 should have been America's "hot stove" moment.

Drought, heat and severe winds combined with overstocked and under-managed forests to create historic fire storms that kicked off on Labor Day weekend. They didn't go out until the winter snows and rains came, months later.

When all was said and done, over 4.9 million acres of national forest had burned catastrophically. Foresters who warned that our overstocked forests were primed for such an event took no satisfaction in seeing their predictions come true.

Heading into 2021, America faces crises that must be addressed: We must sequester and store more carbon so there is less of it in the atmosphere to reduce the odds of future firestorm events. We are also facing a housing affordability crisis; Freddie Mac estimated in 2020 that 29 states face housing shortages of between 2.5 and 3.3 million units. Home building has picked up since the Great Recession but not enough to keep up with housing demand. Homebuilders say that increased lumber costs are leading to reduced housing starts, which is the last thing an undersupplied housing market needs.

By better managing our national forests, we can take steps to meet both of these crises. The National Forest System has over 80 million acres of land at "moderate to high-risk" of disastrous fire. Because they are overstocked, our national forests are particularly vulnerable to threats like drought and insect and disease outbreaks. Prior to the 2020 fire season, the National Forest System had a documented reforestation backlog of over 7.4 million acres.

More active management of our national forests, including timber harvest, can help address both crises. National forest timber must be processed in U.S. mills, which will help create jobs at home

while meeting domestic demand for housing. Lumber and composite building products can help build new housing units that could help us store literally gigatons of carbon.

By salvaging some of the acres that burned in 2020, and more actively thinning others, our national forests can help create carbon friendly housing solutions while clearing the way for new forests to begin taking carbon out of the atmosphere and storing it in new, growing forests. All of this work would take place outside of wilderness areas, where timber harvest is prohibited. Massive new lands set aside do nothing to protect these areas from uncontrolled wildfire. Failure to act will just leave the national forests vulnerable to another season of uncontrolled wildfires. These fires damage habitat, harm watersheds and release millions of tons of carbon into the atmosphere.

We've also got to invest in reforestation. The reforestation needs created by the 2020 fire season already exceed our capacity to produce seedlings and get them planted. Congress must step up — not only to support management but to provide seedling sources to allow reforestation.

The national forests can't meet all of America's timber demand. But as public resources, the public should expect them to be managed to help meet our needs, not make our crises worse. If we invest a bit in forest management and take steps to increase management outside of protected areas our national forests can help meet our needs for more housing while helping address our climate concerns.

Or we can reach for the hot stove — again.

*Bill Imbergamo is the executive director of the **Federal Forest Resource Coalition**. Follow the organization on Twitter @FederalForest.*



Forest Resources Association
January 2021
By Eric Kingsley, FRA Northeast Region Consultant

Truck weight limits are a frequent topic of policy debates in the forest industry. All too often, the discussion is devoid of facts and analysis and full of emotional appeals. The industry asserts that moving loaded trucks onto the Interstate Highway System will be safer and more efficient. At the same time, some safety advocates counter that heavy trucks on the highway must pose a danger.

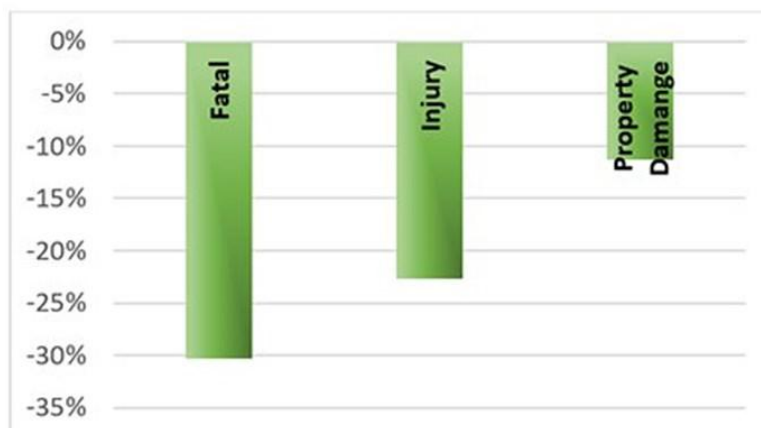
Fortunately, there is data to help us understand what changing truck weights can do for road safety. Section 194 of the Consolidated Appropriations Act of 2010 (Public Law (P.L.) 111-117) directed the Secretary of Transportation to study the impacts of the Maine and Vermont truck pilot programs, which replace federal commercial-vehicle weight regulations with state limits on interstate highways in those states(i). In Maine, that means allowing trucks up to 100,000 pounds gross vehicle weight on six axles onto the federal highway. In Vermont, the federal highways matched state limits of a maximum gross vehicle weight of 99,000 pounds on six axles.

It has been over a decade since that legislation passed, and we can see that roads have gotten safer. Analyzing all accidents involving medium and heavy weight trucks statewide in Maine(ii), we see that the average number of fatal, injury-causing, and property-damage causing accidents decreased when looking at the years before heavier trucks were allowed on the highway (2005-2009)(iii) and for the years following (2011-2020)(iv).

Accidents Involving Medium and Heavy Weight (>10,000 lbs.) Trucks, Statewide (Maine)

	Fatal	Injury	Property Damage
2005-2009 (average)	22	429	1,501
2011-2020 (average)	15	332	1,332
% Decrease	30%	23%	11%

Change in Maine Statewide Truck Accidents Following Alignment of State and Federal Weight Limits on Interstate Highways



(Continued on page 5)

(Continued from page 4)

In 2015, the Maine Motor Transport Association(v) conducted a detailed analysis of how the change in truck weight limits on the federal interstate highway in Maine impacted safety and found that after the truck weight change:

- There are fewer fatalities involving commercial motor vehicles on Maine roads;
- The Interstate Highway (I-95) is safer;
- Secondary roads are safer;
- The average total number of crashes involving all commercial trucks has reduced by almost 100 (now, in 2021, by over 150); and
- There are fewer crashes involving six-axle trucks.

As the forest industry strives to be safe and efficient, it is essential to understand how policy changes can impact others. Due to changing truck weight laws so that the Interstate Highway System matches state law (long an FRA policy priority), Maine's experience suggests that getting heavy trucks off secondary roads and onto the highway reduces fatalities, injuries, and accidents involving commercial trucks.

- i US Department of Transportation, Federal Highway Administration. Maine and Vermont Interstate Highway Heavy Truck Pilot Program 6-Month Report. <https://ops.fhwa.dot.gov/freight/sw/reports>
- ii Database query at Maine Department of Transportation, Maine Public Crash Query Tool, <https://mdotapps.maine.gov/MaineCrashPublic/PublicQueryStats>
- iii The data set begins in 2005, so data on crashes statewide is unavailable for dates before then us using this tool.
- iv It appears that the weight change took effect during 2010, so that year's data has been excluded from both data sets.
- v <https://www.mmta.com>



SCTPA Comments: The efforts by the American Loggers Council and its logger association members, including SCTPA, have been advocating for truck weight changes for years to improve the trucking of unmanufactured forest products from timber harvesting sites to wood receiving markets for safety, logistics and efficiencies. The Safe Routes Act presented last year in Congress would allow state legal truck weights to be moved on the interstate system within the state. With the change in the federal administration, this legislation may or may not move forward. The American Loggers Council and member associations will continue its efforts advocating for this policy change.



Timber Talk
*Your Voice for South Carolina
Timber Harvesting*



Letter# : G-1388
Content Type : Sales Programs
Posted Date : 11/24/2020
Effective Date : 11/24/2020
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.***

PALMETTO STATE INSURANCE AGENCY, LLC

- Workers Compensation
- General Liability
- Business Auto
- Equipment
- Property Umbrella
- "Distressed Auto"
- And more...

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



Circle of Excellence Partner
BITCO INSURANCE COMPANIES

BEST COVERAGE IN THE WOODS
803-785-7742

P.O. Box 967, 141 Charter Oak Rd.
Lexington, SC 29071 www.PSIAgency.com



Western Star Trucks

This Log Truck Was Born To Be A Log Truck!

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

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

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

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

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

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



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



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



www.pinnacletrailers.com

Inventory Arriving Daily!

Call Today 800-513-9373

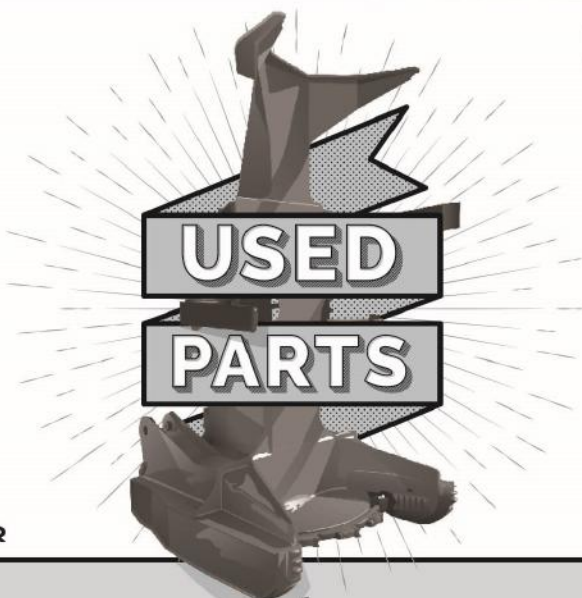
New location in St George, SC - near Charleston !



**WE WERE LOGGERS FIRST.
SO WE PUT LOGGERS FIRST.**

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

STAY UP TO DATE ON INVENTORY & SPECIALS
[FACEBOOK.COM/WWTRACTOR](https://www.facebook.com/WWTRACTOR)



**LATE MODEL DISMANTLED
FORESTRY MACHINES**

CATERPILLAR

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

JOHN DEERE

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

TIGERCAT

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

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

**OVER
13
ACRES**

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

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



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

**OVER
45
YEARS**



CONWAY, SC
(843) 397- 9400

WALTERBORO, SC
(843) 538-3122

NEWBERRY, SC
(803) 276-8030

POLKTON, NC
(704) 272-7685

ELIZABETHTOWN, NC
(910) 247-6391

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

Tidewater Equipment Company

"We Know Loggers"

Tigercat®
Tough • Reliable • Productive

PROUD SUPPORTERS OF THE
SOUTH CAROLINA TIMBER PRODUCERS ASSOCIATION



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.



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



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

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

All Tires Are →
 Smart Way Approved

ah13rn



ag57dh



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

*While Supplies Last

WELCOME NEW MEMBERS

SCTPA welcomes our New Members & Restart Members.

Altman Trucking, LLC, Andrews
The Peterbilt Store of Greenville, Duncan

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



Teamwork: A Southwide Perspective

Clay Altizer | Southwide Region Manager

- * \$251 billion of total economic output
- * More than 1.1 million jobs
- * \$53.9 billion in labor income
- * \$14 billion in export value
- * 209 million acres of timberlands
- * Over five million private forest landowners
- * 57% of the timber harvest volume in the US

That is the forest products industry in the Southern U.S. Pretty impressive statistics, to say the least. It is easy to see why the region is commonly referred to as the wood basket of the world. It takes the skill and expertise of many dedicated natural resource professionals to ensure the forest products industry is well-equipped to meet the world's demand for wood fiber and forest-based manufactured goods. It is an honor to work alongside these outstanding men and women, together, as a team. The support system that exists for our industry often operates independently, but the ability to come together to form a united front is a powerful tool. Just like the teamwork the Tampa Bay Buccaneers demonstrated in Super Bowl LV, the stakeholders in the wood supply value chain must do their part for the wood supply system to function properly. Everyone has a job to do, and each person must do their part to keep the system working efficiently and effectively.

There are many teams that work independently to resolve issues at the company level as well as larger teams that come together to unite for the greater good of the industry. Not surprisingly, a few of our teammates operate somewhat behind the scenes, but their contributions still play a pivotal role in advancing our industry. The Southern Group of State Foresters (SGSF) and Southern Regional Extension Forestry (SREF) are two organizations that immediately come to mind. Their collaboration has led to several successful efforts worthy of praise.

One such product of their collaboration is the forest products locator feature, a great site to learn more about the locations of primary mills and secondary forest products manufacturers in the Southern U.S. This site serves as a helpful tool for economic development officials to assist with new industry recruiting efforts as well as to aid potential industry investors in their site selection process. It can also help forest landowners learn more about their local markets and better understand how a timber harvest will produce multiple products destined for different manufacturing facilities. Many people not affiliated with the forest products supply chain fail to understand the role that a proper hierarchy of goods plays in the overall balance of our wood supply system.



Forest Products Locator website
(<https://www.forestproductslocator.org>)

(Continued on page 15)

(Continued from page 14)

Another great product resulting from this successful collaboration of SGSF and SREF is the forestry impacts website. This is a fantastic repository for socioeconomic information at the regional and state-wide levels. The site even contains links that lead to economic contribution reports at the county level for certain states. These economic contribution reports have proven very successful for engagement with state forestry associations, academic institutions, government agencies, economic development offices, and interaction with state legislative officials. Documenting and showcasing the overall economic contribution of the forest products industry and wood supply system on local and regional economies is important. Our industry, and the associated supply chain, is one of the largest manufacturing sectors in much of the Southern Region. This economic activity often impacts some of the most economically distressed regions where career options are often limited at best. Everyone acknowledges the importance of money and jobs. Most importantly, it captivates the interest of decision-makers at all levels of government.



Forestry Impacts website
<https://www.forestryimpacts.net>

The benefits that forests provide for society are large in number and immense in scale. Sustainable management of our natural resources is in everyone's best interest. The positive correlation between healthy markets and healthy forests is no secret. Everybody on our team is aware of this fact. But a large sector of the public does not make this connection. We have room to expand our team and recruit new stakeholders. There will certainly be challenges ahead of us in the future. But challenges can lead to opportunities. And we have got a great team in place to capitalize on opportunities. Let us all do our part to be a positive contributor to a team environment and embrace those opportunities to promote our industry and profession. We have a great story to share. Let us make sure we are heard loud and clear. And I am excited to work with my new team, the FRA team, on doing my part!



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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



SCDOT Bridge Load Weight Rating & Postings

On Monday February 8th, SC Timber Producers Association's Crad Jaynes and the Forestry Association of SC's Cam Crawford and Guy Sabin had a virtual meeting with SCDOT officials David Cook, State Maintenance Director, Mark Hunter, State Bridge Maintenance Engineer and Jeff Terry, State Maintenance Engineer to discuss the SCDOT bridge load rating program.

SCDOT has been performing its statewide bridge load rating system since last summer to determine what bridges can safely support for truck load weights. SCDOT informed us that 1,000 bridges, including currently posted bridges, have been approved to be posted with weight restrictions that will be effective within the next 60 days. The bridge load rating is a federally mandated program SCDOT has to meet. Another 400 to 500 bridges are under consideration to be posted with weight restrictions at a later date. The largest bridge classification to be most impacted with weight restrictions are the H-10 Class Bridges. These are bridges usually located on secondary roads, farm to market roads that were constructed back in the early 1960's. The weight restrictions for H-10 bridges will reduce the Gross Weight allowed to cross the bridge.

SCDOT indicated they would work to have a listing of posted bridges. SCDOT has a map showing weight posted bridges. Go to SCDOT's website at www.scdot.org/business/permits-osow.aspx and click on SCDOT Bridge Load Restrictions for the state map. This bridge load information is the current load ratings per bridge and not the updated load ratings being posted at this time. SCDOT is working on an updated map for the revised weight posted bridges.

It was discussed about how to deal with timber tracts that might be bridge locked due to posted bridges for weight restrictions on both sides of the tract. SCDOT indicated they would work with us on this issue regarding repair of bridges to provide access/use to the posted bridge on routes to forest products markets. SCDOT said it will take years to work through this issue and is looking to find potential solutions. SCDOT indicated with the addition of the posted bridges, SCDOT will not be able to eliminate load restricted bridges under their 10 year plan which has 7 years remaining.

Loggers, timber buyers, foresters, etc. need to take into consideration the bridge postings on routes when planning to harvest a timber tract or perform forestry operations. SCDOT will partner with the associations to work through the issues and attempt to find solutions along the way.

Log On & Truck Safe!



**Forestry
Association**
OF SOUTH CAROLINA

SCDOT
South Carolina Department of Transportation



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.



AN EXPERIENCE-DRIVEN UNDERSTANDING OF THE FOREST INDUSTRY

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



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

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

FM: Workers' Comp Program endorsed by:

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

Forestry Insurance Specialists:

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



801 Jones Franklin Rd. ◆ Raleigh NC 27606

www.forestrymutual.com

Toll-free: 800-849-7788

Proudly serving NC, SC, VA, TN & GA

Blanket Permit for Logging Entrances

By Jeff Terry, P.E.

Over the past two years, SCDOT and the SC Forestry Commission (SCFC) have partnered together to improve the logging access permit process. SCDOT is responsible for controlling access to the right of way through encroachment permits. In the past we have used the temporary construction access permit to address logging access, but it was never a good fit.

After meeting with Forestry Commission representatives, the Permits Office, in conjunction with the Director of Maintenance Office, developed a Temporary Logging Access Blanket Permit that went live at the end of March. The permits are issued by county. A logging company may install several temporary accesses within the same county within the one year term of the permit. They are required to report their locations to the local Maintenance Office and to have a copy of the permit onsite. The required installation, maintenance, and safety specifications are attached and are a part of the permit. An example can be found on the DOM Intranet site under references at the link below:

[BLANKET PERMIT FOR INSTALLATION OF TEMPORARY DRIVEWAYS FOR LOGGING OPERATIONS](#)



The SCFC is committed to helping improve the performance of the logging companies entering our right of way. Should you encounter a logging operation that either doesn't have a permit or is not in compliance with their permit, and they are not willing to take corrective actions, you may contact the Forester for your area as shown on the map at the link below. If you encounter resistance, they can assist you with getting the logging companies to comply with the access standards.

[SC FORESTRY COMMISSION CONTACTS - MAP](#)

The logging industry will be receiving training over the next year on this new permit and the access requirements included in the permit. It is our sincere hope that this process will lead to safer access for the logging companies and fewer negative impacts to the right of way and traveling public.



VERIZON CONNECT FLEET SCTPA MEMBER PROGRAM



SC 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
Kevin.Schwartz@verizonconnect.com

USDA Working to Build Logger Relief Program

Logger News Online – March 10, 2021

Officials with the U.S. Dept. of Agriculture (USDA) are working to develop a program to disburse \$200 million in Loggers Relief funds as part of the federal COVID Relief Act signed in December, and some logging associations are doing surveys to provide more information, but American Loggers Council Executive Vice President Danny Dructor says the agency has plenty of logger financial data and needs to make program implementation a priority. "The good news is the (logger's relief fund) has their attention and they're working on it," Dructor says.

Dructor says he's met with USDA economists and other officials and delivered information gleaned from ALC's member surveys, and also shared key factors that should go into developing any compensation formula. He said he's cautioned federal officials to keep the program simple and not overthink it.

Challenges include educating farm economists on

the timber industry, and the change in administrations. "We're continuing to work with the folks at USDA, and we're close to the finish line," he adds. As the primary USDA contact for the program, ALC is an information clearinghouse, and Dructor urges loggers to sign up for the ALC newsletter and updates that will go out as soon as more about the program is known.

SCTPA Comments: SCTPA president served on the American Loggers Council Logger and Log Hauler Relief Advocacy Committee to advance the program for passage in Congress, which it did pass, and promote the program with the U.S. Department of Agriculture. Members of the committee developed the initial program provided to USDA.



Verizon Connect Fleet and Asset Workforce Management

Kevin Schwartz
Fleet Management Consultant

Verizon Connect
5821 Fairview Road
Suite 401
Charlotte, NC 28209
Kevin.Schwartz@verizonconnect.com
M 419-356-7529
O 704-967-8401

Fleet management

Use one interactive, easy-to-navigate screen to see all vehicles and crews. Report on critical behaviors and compliance.



Increase visibility and efficiency

- Manage ELD compliance
- See vehicle and driver location on a live map
- Know when vehicles are moving or running outside of normal hours
- Instantly find the nearest vehicle at any given time
- Report on fuel efficiency and charges
- Track off-highway vehicle mileage
- Receive DVIR alerts

Help improve safety and reduce liability

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

Streamline processes and navigation

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

Asset management

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



Track asset utilization and generate reports

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

Provide more accurate billing and increase utilization

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

Go beyond the dash cam with Integrated Video

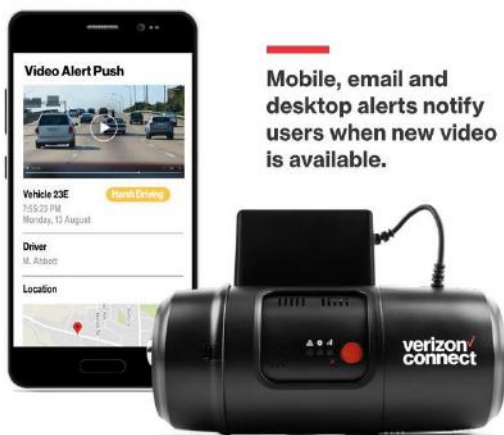
HD video, AI and driver data join forces to help you coach drivers and mitigate risk.



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

Verizon Connect Integrated Video brings together high-quality, smart video with the power of a fleet management system to deliver video clips of harsh driving events within minutes of them happening. Our AI engine sorts through video footage, so you only receive relevant clips, while machine learning takes user feedback to help make future videos even more beneficial.

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



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



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



Coach drivers on better behaviors with video replay and downloads



Seamless video transmission into Reveal within minutes



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



Request on-demand clips from available video footage



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



Help mitigate accident risk and liability with unbiased footage



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



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



See vehicle speed while the video plays

verizon
connect

©2019 Verizon. All rights reserved. 79550_US_0819



Timber Talk

Your Voice for South Carolina Timber Harvesting

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

WORKING TOGETHER TO MEET THE TRANSPORTATION NEEDS OF THE TIMBER INDUSTRY



Offering Trailer Sales, Finance, Service and Parts

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

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

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

"Locations in North Carolina, South Carolina and Virginia"



Commonwealth Trailer Rentals



Offering Trailer Leasing and Rental Programs

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

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

CTR LOCATIONS

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

(Baltimore and Orlando pick up and drop off available)





Do not let fraudulent litigation close your business!

Pre-Trip LLC will provide assistances concerning vehicle liability, vehicle physical damage, casualty, marine, property on/off premises, and safety evaluation (OSHA).

My specialty involves investigation and defense establishment, for collisions, injuries, local, state, and federal safety, weight, and law enforcement violations.

I discover fraud through investigation and then confer with claimant attorneys.

I can take and document sworn statements (Notary Public License).

Pre-Trip LLC provides civil, criminal, and background investigations, and document services.

Pre-Trip LLC is still in the business of providing assistance concerning State and Federal Motor Carrier Safety Regulations.

Pre-Trip LLC provides personal and property security.

In reference to collisions, do not hire an expensive collision reconstruction company or an expert witness without consulting with Pre-Trip LLC.

Do not accept a violation on an inspection or expensive citation until you have consulted with Pre-Trip LLC.

All consultations are free and without any obligation.

Qualifications:

- 4 Year BS Degree, Business Administration
- 34 years state police, 15 years, Captain, State Transport Police, and Internal Affairs Investigator
- Licensed Private Investigator
- Licensed Insurance Adjuster
- Fraud Claim Law Specialist (American Education Institute, Inc.)
- Trained Commercial Motor Vehicle Collision Reconstructionist
- Certified Director of Safety (North American Transportation Management Institute (NATMI) *pending*)
- Certified Safety Supervisor (NATMI) *pending*
- OSHA 30-hour General Industry Safety & Health Course

Richard G. Shell, Jr.

(864)720-4832

pretrip2017@gmail.com

Captain, State Transport Police, Retired

I am not an attorney; therefore, I cannot represent anyone in court proceedings or sign legal documents, which require an attorney's signature.

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



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



www.pinnacletrailers.com

Inventory Arriving Daily!

Call Today 800-513-9373

New location in St George, SC -near Charleston !



LARGEST SALVAGE YARD IN SOUTHEAST



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



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



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

DISMANTLING DAILY

CAT

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

BARKO

160B, 160B, 275B & 775B

FRANKLIN

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

HYDROAX

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

JOHN DEERE

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

PEERLESS

2770

PRENTICE

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

TIGERCAT

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

TIMBERJACK

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

TREEFARMER

C6D & C7F

“We need to act”: Colorado forests primed for megafires without large-scale action, federal managers warn

U.S. Forest Service officials favor ramping up work to reverse ecological decline

By BRUCE FINLEY | bfinley@denverpost.com | The Denver Post

PUBLISHED: January 24, 2021 at 6:00 a.m. | UPDATED: January 24, 2021 at 8:22 p.m.

Federal officials entrusted with managing millions of acres of forest in Colorado and surrounding states say they’re facing accelerated decline driven by climate warming, insect infestation, megafires and surging human incursions.

They’ve been struggling for years to restore resilience and ecological balance to western forests.

But they’re falling further behind on key tasks, such as selectively thinning trees to offset the harm from decades of aggressive firefighting — often to protect houses built in woods — that has loaded forests with fuels that bring bigger burns.

“We’re in a situation where we need to act. We know we need to act. Boy, it is a daunting task,” Patricia O’Connor, the U.S. Forest Service’s acting regional forester, said in a recent interview, acknowledging a slide into widespread unhealthy conditions.

“We’re trying to change that trajectory. The problem,” O’Connor said, “is that the scale on which we need to operate is very large.”

Stakes are high — for people who rely on forests for water and as an escape from cities, for wildlife surviving on fragmented habitat, and for plants that draw down heat-trapping carbon dioxide. Wildfires last year exploded across the 22 million acres of Colorado forests, burning nearly 700,000 acres and including the three largest fires ever recorded in the state.

And top officials at the Forest Service regional headquarters west of Denver expressed urgency. For 115 years, this agency has served as a hub of expertise for taking care of once-vast and fertile forests and grasslands. A national policy, set in 2012, prioritizes restoration to a healthy ecological balance.

Yet this work has lagged, particularly under President Donald Trump, who tilted forest management toward logging extraction of profitable volumes of timber, mining and energy development, rather than the often-costly selective thinning that ecologists recommend to replicate nature’s resilient, multi-species mosaics. Trump also asserted, as ruinous wildfires ravaged federally-managed forests in California, a need to “rake” forests — the thinning that ecologists recommend — as part of his political argument that poor forest health was more to blame than climate warming in causing megafires.

And Forest Service leadership positions have stayed vacant, weakening collaboration in western states where national forests are concentrated.

There’s been no regional forester in Denver for more than 14 months, the leader who oversees 40

(Continued on page 27)



The extent of beetle killed trees, lying on the ground in and around Grand Lake, can be seen along a hill near the town on Oct. 28, 2020. Beetle kill contributed to the East Troublesome Fire this year and continues to be a concern for forest managers.



The CalWood fire burns on a hillside near Sixmile Canyon northwest of Boulder on Saturday Oct. 17, 2020.

(Continued from page 26)

million acres of forests and grasslands across five states (Colorado, Kansas, Nebraska, South Dakota and Wyoming). Similarly, the top forester posts for multi-state southwestern and intermountain regions haven't been filled.

This week, another temporary "acting" regional forester, Tammy Angel, will take over from O'Connor, who broke from her duties supervising the Bridger-Teton National Forest in Wyoming for three months. Angel stepped up to run operations for the three months, until agency chiefs in Washington, D.C. fill the position.

Meanwhile, widespread extreme drought is drying forest soil.

"It's the whole West. This is about a combination of climate change, drought, insects, disease... and the fact that we've been suppressing fires for a century and added fuel loads onto the ecosystems," O'Connor said. "The trajectory we're on right now, we cannot get ahead of the issues. We are going to have fire. Fire is part of the landscape. We need to live with that."

Outside the agency, scientists welcomed the shift from Trump to President Joe Biden as an opportunity to ramp up federal work to save forests.

"The purpose of the work of the Forest Service is to sustain the health of the forests, to sustain the biodiversity, and to help mitigate the consequences of climate change," said Colorado-based forest ecologist Greg Aplet, science director for the Wilderness Society, who pointed to internal agency dynamics that may incentivize timber removal instead of boosting resilience.

"Right now, forest service officials have planning rules developed in 2012 that direct them to sustain ecosystems. But what they have lacked since then is strong leadership that drives home the point that this is their job," Aplet said.

"The biggest problem we face is the susceptibility to fire in the low-elevation forests that historically could accommodate fires because they were open, with few fuels on the surface. Now these are crowded with fuel," he said. Last year's fires burned primarily at high elevation and "those forests will come back strong. But this was a warning shot. We cannot wait to see that same kind of fire behavior in our low-elevation forests."

Low-elevation pinon and ponderosa forests cannot easily endure frequent, large, high-intensity wildfires.

Forest health work ranges from cutting down trees, sometimes across an acre or more, setting "prescribed fires" deliberately to mimic nature's culling, and mechanical cutting by chain-saw workers who remove trees here and there while leaving a multi-species mix in spaces exposed to more sunlight.

A recent Colorado State Forest Service study estimates a \$4.2 billion backlog in tree-thinning needed to create safety buffers around the most at-risk homes built in woods — work that taxpayers and property owners generally must pay for rather than profitable logging when market conditions are right.

Last year, federal land managers contracted for a mix of forest thinning and logging designed to boost forest health across 78,000 acres in Colorado. This year, they plan to conduct various "treatments" on 82,000 acres.

Deputy regional forester Jacqueline Buchanan, serving in the Denver office since 2013, has helped ensure continuity in relations with state and local government partners.

The number of Forest Service employees for the five-state region hovers around 2,000, down from 2,698 in 2013. The budget has been about \$242 million.

"How can we make up some ground? We're not holding steady," Buchanan said. "It's about doing the

(Continued on page 28)



Feller-buncher operator, C.J. Pittington, a third generation logger, harvests a dead lodgepole pine at the Gould Crest Project as part of the state's forest management effort on Dec. 04, 2020. The smaller trees growing nearby are naturally regenerated pines.

(Continued from page 27)

right treatment on the right acre, at the right time. Some of those 600,000 acres that burned were good — low-intensity fire at the right place, and the fire will probably help that land come back to better than it was. It cleaned up what needed to be cleaned up and will allow nature to take its course.”

Beyond efforts to rebalance fuels and burn-zone work to minimize erosion, rapidly increasing recreational visitation looms as an additional “loving-it-to-death” driver of degradation.

More people bring more conflicts, such as fighting for scarce space in deteriorating campgrounds. Forest officials devote ever-more hours to developing travel management plans and other efforts to balance competing interests.

“We welcome visitors. We really do believe we should have inclusive and open public lands where people can enjoy recreational activities, gathering, hunting. But the more people you have. ... and it isn’t just the numbers. They all want something different from the forest,” O’Connor said.

“We have travel management rules that say areas are off limits to motorized vehicles unless they are designated as open. And this is also about how many hikers you want in an area at one time. We don’t take it lightly. We take a hard look at the new science,” she said. “You have competing values. It’s going to be a continuing dilemma.”

Bruce Finley | Environment Reporter — The Denver Post

Bruce Finley covers environment issues, the land air and water struggles shaping Colorado and the West. Finley grew up in Colorado, graduated from Stanford, then earned masters degrees in international relations as a Fulbright scholar in Britain and in journalism at Northwestern. He is also a lawyer and previously handled international news with on-site reporting in 40 countries.



ACCESSING SCDOT LOGGING ENTRANCE BLANKET ENCROACHMENT PERMIT

The SCDOT Blanket Encroachment Permit is now in effect for Temporary Logging Road Entrances. SCDOT requires an encroachment permit anytime there is travel or work done across and/or in the state owned road right-of-way. The encroachment permit assists SCDOT to know where the access is located and what kind of activity or work is being conducted. SCDOT can provide assistance as needed to make sure the access is located at a safe location for traffic and sight distances in both directions. The Blanket Logging Road Encroachment Permit is required to be located at the jobsite.

SCDOT worked with SC Timber Producers Association, Forestry Association of SC and the SC Forestry Commission to develop the blanket temporary logging road access encroachment permit. The blanket encroachment permit is an annual permit and there is no fee charged. This development was due to some operations not having, not knowing about and not constructing temporary logging road accesses in the correct manner to allow for proper drainage along the road, safe access locations and reduce damage being done to the state owned right-of-way.

The blanket permit can be accessed on the SC Department of Transportation’s website. The web address for encroachments permits is <https://www.scdot.org/business/permits.aspx>

Blanket permits are only accessible for users with an account. Therefore, the first part of the process is to generate an account. Initiate the process to create an account by clicking on the appropriate link on the bottom left of the Encroachment Permits page labeled Request an Account. Once an account is established you would come back to the site and log into the Existing Customers on the right side of the page. Once logged in select the blanket permit for logging entrance as the permit type. There are tutorial videos at the bottom of the internet page that can be helpful.

SCDOT requires an encroachment permit for any activity on or across a state owned road right-of-way.

GOVERNOR PROCLAIMS MARCH PRESCRIBED FIRE AWARENESS MONTH

Official designation brings attention to the many benefits of controlled burning

COLUMBIA-Gov. Henry McMaster has proclaimed March 2021 Prescribed Fire Awareness Month in South Carolina.

A coalition of state, federal and non-governmental land management organizations under the umbrella of the South Carolina Prescribed Fire Council requested the proclamation to raise awareness of the essential role that fire plays in both the stewardship of our natural resources and the protection of lives and property.

Prescribed, or controlled, burning is the skilled application of fire under planned weather and fuel conditions to achieve specific forest and land management objectives. Controlled burning is an ancient practice, notably used by Native Americans for crop management, insect and pest control, and hunting habitat improvement, among other purposes.

The practice continues today under the direction of land managers who understand the appropriate weather conditions, fuel loads and atmospheric conditions for conducting such burns. These carefully applied fires are an important tool to reduce wildfires, enhance wildlife habitat, and keep the nearly 13 million acres of forested land in South

Carolina healthy and productive.

While prescribed burning cannot stop all wildfires, it is the best management tool available for preventing larger and more frequent outbreaks. "Prescribed burning is not only the most effective, economical protection against wildfires because it reduces accumulated fuels," said McMaster in his proclamation, "but it is also a key tool in managing and maintaining the ecological integrity of South Carolina's woodlands, grasslands, agricultural areas and wildlife habitats."

Darryl Jones, SCFC Forest Protection Chief, said about 500,000 acres are prescribed-burned every year in South Carolina - most of them on private land - but at least 1 million acres should be burned annually. "Every prescribed burn accomplishes multiple benefits," said Jones. "Carefully

applied prescribed fire is a safe, efficient way for land managers, including foresters, biologists and farmers to improve the health and resiliency of their properties. Reducing the amount of debris on the forest floor with prescribed fire also makes it safer and easier for firefighters to suppress wildfires."

"Prescribed fire is one of the most effective and cost-efficient management tools we have for restoring and maintaining healthy forests with active, growing timber and abundant and diverse wildlife populations, and it enhances public safety by reducing wildfire risk," said SCPFC Chair Lisa Lord. "The Council exists to promote the time-tested use of prescribed fire and appreciates local and state elected officials' support of its use in wisely managing South Carolina's natural resources for the citi-



Timber Talk

Your Voice for South Carolina Timber Harvesting

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

Congress of the United States
Washington, DC 20515

February 3, 2021

The Honorable Kevin Shea
Department of Agriculture
1400 Independence Avenue S.W.
Washington, D.C. 20250

Dear Acting Secretary Shea,

The resolve of America's agricultural producers and harvesters is constantly being tested and among the hardest hit – and, unfortunately, overlooked – agricultural sectors has been timber harvesting and hauling. The plight of our forest products industry has increasingly worsened since March of last year, when the onset of the pandemic crashed global pulp and paper markets and housing starts dwindled. In the months that followed, domestic paper mills across the country have drastically slashed output or shut down their operations altogether – which the American Loggers Council projects led to a reduction of \$1.83 billion (or 13 percent loss) in the value of logger-delivered wood.

The federal government has provided much-needed COVID-19-related assistance to various agricultural harvesters and producers, including fiber producing commodities such as Christmas Tree Growers, through the Coronavirus Food Assistance Program established in the CARES Act. Against our urging, however, USDA deemed loggers ineligible for this relief. That is why, in addition to introducing the *Loggers Relief Act*, we worked to include in the *Consolidated Appropriations Act of 2021*, “\$200,000,000 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 that timber harvesting or timber hauling business during that same period in 2019.”

Given the severity of the situation and the fact that no forest product is produced without a timber harvester and hauler, we urge you to implement quickly this critical provision in order to distribute this assistance as soon as possible. We also recommend that you strongly consider the input that the American Loggers Council has provided to your transition team on implementation (attached), as they have proven to be a reliable and responsive resource for the industry. We look forward to working with you on this important issue and stand ready to provide guidance and answer any questions that you might have.

Sincerely,



Rep. Jared Golden



Rep. David Rouzer

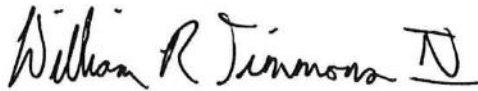
PRINTED ON RECYCLED PAPER



Rep. Steven Palazzo



Rep. Trent Kelly



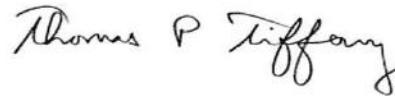
Rep. William Timmons



Rep. Chellie Pingree



Rep. Doug LaMalfa



Rep. Tom Tiffany



Rep. Greg Murphy, M.D.



Rep. Michael Guest



Rep. Anne McLane Kuster



Rep. Abigail D. Spanberger

COLLINS, GOLDEN URGE USDA TO DISTRIBUTE COVID-19 FUNDING FOR LOGGERS, TIMBER HAULERS IMMEDIATELY

The December COVID-19 relief package included \$200 million for logging and log hauling businesses

Washington, D.C., February 4, 2021 — U.S. Senator Susan Collins and Representative Jared Golden led 19 of their colleagues in sending letters to the U.S. Department of Agriculture (USDA) to urge the quick distribution of the \$200 million in COVID-19 relief funding for logging and log hauling businesses that was included in the COVID-19 relief package that was signed into law in December.

Last year, Senator Collins and Congressman Golden introduced the Loggers Relief Act to establish a new USDA program to provide direct payments to loggers who have been seriously impacted by the pandemic. Their bill was co-sponsored by Senator Angus King and Congresswoman Chellie Pingree. As a lead negotiator of the COVID-19 relief bill that was signed into law in December, Senator Collins successfully pushed for the inclusion of the Logger Relief Act and \$200 million in funding in the final package.

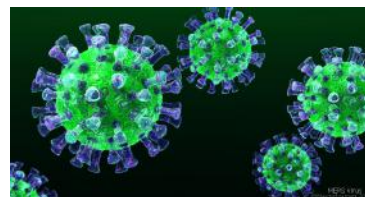
"The plight of our forest products industry has increasingly worsened since March of last year, when the onset of the pandemic crashed global pulp and paper markets and housing starts dwindled," wrote Senator Collins and Representative Golden. "Given the severity of the situation, many loggers and haulers are facing hard decisions about whether they can afford to keep on in the industry."

"In order to keep the broader forest products sector operational, we must ensure our loggers and haulers make it through this enormously challenging time," Senator Collins and Representative Golden continued. "We urge you to quickly implement this critical provision in order to distribute this assistance as soon as possible."

"Time is of the essence now and we must ensure that these pandemic relief funds for timber haulers and harvesters are distributed quickly and to the businesses they were intended for," Dana Doran, Executive Director of the Professional Logging Contractors of Maine, said. "This funding will literally be a lifeline for many struggling family logging and trucking firms in Maine and across the country, and it is essential that it be disbursed efficiently and with a minimum of red tape so it can begin having an impact on them and their communities. We thank Senator Susan Collins and Representative Jared Golden for leading the effort to secure this aid and Senator Angus King and U.S. Representative Chellie Pingree for joining that effort."

The logging industry has experienced a steep decline in demand for wood fiber since the coronavirus pandemic began, leading to an estimated 20 percent or more drop in the timber harvest this year. The \$200 million in relief funding will go to timber harvesting and hauling businesses that have, because of the COVID-19 pandemic, experienced a loss of 10 percent or more in gross revenue during the period beginning on January 1, 2020, and ending on December 1, 2020, compared to the same period last year. Maine's logging industry is a linchpin of the state's economy, generating an estimated \$619 million in economic output, and providing \$342 million in income to around 9,000 Mainers, most of whom live in rural communities.

Senator Collins and Representative Golden's letters were signed by Senators King, Cornyn (R-TX), Smith (D-MN), Cassidy (R-LA), Baldwin (D-WI), Burr (R-NC), Wicker (R-MS), Tillis (R-NC), and Representatives Rouzer (NC-07), Palazzo (MS-04), Kelly (MS-01), Timmons (SC-04), Pingree, LaMalfa (CA-01), Tiffany (WI-07), Murphy (NC-03), Guest (MS-03), Kuster (NH-02), and Spanberger (VA-07).





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 (ALCDP1)
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 (FLTPECKR)
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

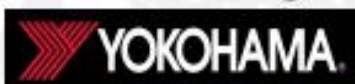
S C Timber Producers Association
Crad Jaynes
President & CEO
SCTPA
P.O. Box 811, Lexington, SC 29071
601 Carola Ln, Lexington, SC 29072
Phone: (803) 957-9919
<https://scloggers.com/>
bcjpaw@windstream.net



\$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!



AN INDEPENDENT FORESTRY & AGRICULTURAL COOPERATIVE

www.SouthernLoggers.com



29 FUELING STATIONS

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

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.

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.

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.



DIAGNOSED — AND EVEN REPAIRED — FROM AFAR.

WITH JOHN DEERE CONNECTED SUPPORT™, your machines are constantly monitored by John Deere and your local dealership to help reduce, or even prevent, costly downtime. Cutting-edge technology, such as remote diagnostics and programming, lets technicians perform work like they're in the woods — even when they're not. All so you can get back to work fast, and **OUTRUN™**.

OUTRUN™

Adairsville, GA • 770-773-9857 | Albany, GA • 229-888-1212 | Andrews, SC • 843-221-4940 | Atlanta, GA • 404-691-9445 | Aynor, SC • 843-358-5688
Braselton, GA • 770-965-1889 | Brunswick, GA • 912-264-6161 | Columbus, GA • 706-687-3344 | Cuthbert, GA • 229-732-2631 | Dothan, AL • 334-794-8691
Grovetown, GA • 706-855-5440 | Ladson, SC • 843-572-0400 | Macon, GA • 478-788-1586 | Savannah, GA • 912-964-7370 | Simpsonville, SC • 864-963-5835
Troy, AL • 334-566-4181 | Valdosta, GA • 229-474-6680 | Walterboro, SC • 843-539-1420 | West Columbia, SC • 803-794-9340

Lumber Buyers 'Pay Up or Run Out' Amid U.S. Homebuilding Surge

By Marcy Nicholson | January 27, 2021

With U.S. lumber prices at fresh record highs, construction companies and wood wholesalers are buying just enough to get by, threatening to make price swings even bigger.

Lumber futures in Chicago reached a record \$855.10 per 1,000 board feet on Tuesday, January 26, having surged more than 30% since Jan. 12. This price surge during what is typically a winter lull has surprised the industry, raising homebuilding costs and forcing many buyers to purchase only their immediate needs. That may filter through to housing prices, while also boosting earnings at lumber companies such as Weyerhaeuser Co. and West Fraser Timber Co.

"Everyone knows that current prices are stupid but the choice is either pay up or run out," Vince Bulic, president of Vancouver-area Yaletown Lumber Industries Ltd., said in a Jan. 22 note. "Comfortable prices do not seem to be on the near-term horizon."

Record-low borrowing rates and an exodus from major cities triggered a homebuilding spree, with U.S. home construction starts in December reaching the fastest pace since 2006, while lockdowns also spurred demand for home renovations. At the same time, mills couldn't ramp up fast enough to keep available supplies from drawing down.

Prices on the physical market have largely tracked the rallies in futures prices, with some time lag, signaling higher prices are yet to come for buyers.

U.S. lumber wholesaler and distributor Sher-

wood Lumber Co., which was founded in 1954, experienced one of its busiest Decembers in terms of volume sold and this activity has continued into January. Not only are buyers facing higher prices from mills, but their delivery times have doubled, said Kyle Little, Sherwood's chief operating officer.

"For the vast majority, it's very nerve-racking," Little said. "They're trying to discover prices in a highly unstable environment because of accelerated demand."

As a result, "the majority have taken an apathetic approach" and are buying less than usual, with many carrying just 30 days worth of inventory as prices move wildly and speculation proves difficult, Little said. "It continues to feed this fire. We're on this unfortunate treadmill cycle."

More Supply

While some fear there may not be enough lumber for upcoming spring needs, analysts see signs the market stress will ease as the year goes on. Between 2019 and 2022, roughly 4.8 billion board feet of new capacity is scheduled to come on line in the U.S. South, which is ready to fill demand, said Joe Sanderson, managing director of natural resources at Domain Timber Advisors, LLC in Georgia.

"A lot of mills have expanded hours, increased capacity and are doing additional upgrades," he said in an email. "Additionally, a lot of Canadian sawmills are moving to the south and that capacity is coming online already and should be in a good position to take advantage of the reduced Canadian harvest."

Lumber prices are expected to "downshift gradually by year-end" said Omar Abdelrahman, economist for TD Economics, in a note on Tuesday. "Unusual gains in lumber markets are expected to ease as supply continues to respond to the attractive price environment."



Know your vehicle load weight, understand load posting signs, and obey weight limits.

1. **It is your responsibility to know the gross weight and configuration of your vehicle and load.**

If you don't know your vehicle weight, please contact the vehicle manufacturer, or check the weight at a certified scale facility.

It is your responsibility to understand and obey the load posting signs.

Do NOT exceed the posted weight limit on any bridge.

2. **What if my vehicle and load exceed posted capacities?**

Take an alternative route that can safely and legally carry your vehicle.

3. **What are the consequences of violating a bridge weight limit sign?**

Subjecting a bridge to vehicles that are heavier than the structure is able to safely carry can cause damage, which could lead to closure of the bridge.

You may be cited with a traffic violation for not obeying a regulatory sign. You may be held liable for damages.

Contact SCDOT if you have questions.

RESOURCES & LINKS

South Carolina DOT
www.scdot.org

South Carolina Vehicle Code
www.scstatehouse.gov/code/title56.php

South Carolina Oversize / Overweight Permits

Locate posted bridges before getting on the road. Refer to this website to find posted bridges under the "SCDOT Bridge Load Restrictions" link.

www.scdot.org/business/permits-osow.aspx

“ WHY CAN'T I CROSS THIS BRIDGE? ”

Understanding Bridge Weight Limits

LOGGING TRUCKS

SCDOT

**South Carolina
Department of Transportation**

955 Park Street | P.O. Box 191
Columbia, SC 29201-3959

July 2020

South Carolina Department of Transportation

BRIDGE LOAD POSTINGS

Logging Trucks

Load posting is required for bridges when the structure does not have enough capacity to continuously and safely carry the legal loads allowed by state and federal law. The purpose of posting a bridge is to prevent heavy loads that can cause damage from crossing the bridge.

The South Carolina Department of Transportation (SCDOT) regulates the roadway signs that are used for load postings. When a bridge is posted, the following Bridge Weight Limit sign will be located near the bridge showing maximum vehicle weights allowed on the bridge.

BRIDGE WEIGHT LIMIT - TONS		
SINGLE VEHICLE		
2 OR 3 AXLES	XX	T
4 OR MORE	YY	T
COMBINATIONS	ZZ	T

Sometimes the following Weight Limit sign will be placed below to provide maximum axle weights allowed on the bridge.

WEIGHT LIMIT		
SINGLE AXLE	XX	T
TANDEM AXLE	YY	T

The signs will also be located a distance before the bridge with an additional sign placed below it to provide advanced warning so safe alternate routes can be taken.

XX MI AHEAD

Examples of Legal Loads

SINGLE VEHICLE: Two Axles (Two Single Axles)



SINGLE VEHICLE: Three Axles (One Single and One Tandem Axle)



SINGLE VEHICLE: Four or More Axles (Single and Tandem Axles)



COMBINATION VEHICLE (Single and Tandem Axles)



When a bridge doesn't have enough capacity to handle the loads, then a Bridge Weight Limit sign and sometimes the Weight Limit (per axle) sign will be posted near the bridge.

These conditions must be met before a vehicle can cross a bridge:

1. The total vehicle weight in tons cannot exceed "XX" for 2 or 3 axles, or "YY" for 4 or more axles for a Single Vehicle, or "ZZ" for a Combination Vehicle.
2. If a Weight Limit (per axle) sign is posted then the heaviest single axle weight cannot exceed the "SINGLE AXLE" weight "XX" shown on the sign, and the heaviest tandem axle weight cannot exceed the "TANDEM" axle weight "YY" shown on the sign.

STOP

If ANY of these weights are exceeded, then "the Logging Vehicle cannot cross the bridge".



OFFICE OF THE GOVERNOR

GOVERNOR HENRY MCMASTER LT. GOVERNOR PAMELA EVETTE

March 2, 2021

Contact: Brian Symmes, 803-673-9437

BSymmes@governor.sc.gov

South Carolina to Move to Phase 1b of COVID-19 Vaccination Plan on March 8, 2021

Public Health Officials Unveil Plans for All Vaccination Phases

COLUMBIA, S.C. – Governor Henry McMaster and the South Carolina Department of Health and Environmental Control (DHEC) announced today that South Carolina will advance to Phase 1b of the state's COVID-19 vaccination plan beginning Monday, March 8.

"Throughout South Carolina's vaccination efforts, our priority has been – and continues to be – saving lives," said Gov. Henry McMaster. "In the month of February, South Carolina made tremendous progress on expanding access to vaccinations as the supply of vaccine increased. Our hospitals, pharmacies and healthcare providers became more nimble and efficient at getting shots in arms. Because of these successes, we're now in a position to make the majority of South Carolinians eligible to receive the vaccine."

"South Carolina remains focused on protecting the lives and health of South Carolinians from COVID-19," said Dr. Edward Simmer, DHEC Director. "With the significant increase in vaccine supply and progress in vaccinating people in group 1a, front-line health care workers and those aged 65 and over, we are now ready to move to our next phase. Our state's vaccine plan prioritizes those with greatest risk, while ensuring equal access to the vaccine for every South Carolinian aged 16 and over."

South Carolina's phased approach to its COVID-19 vaccine rollout recognizes the risk of hospitalization and death from COVID-19 increases with age, and people with certain medical conditions and occupations are at higher risk of exposure to the virus. Because of this, South Carolina will continue to move phase by phase, based on risk level, with the goal of vaccinating every South Carolinian who wants to receive a vaccine by this summer.

1-b Phase - Beginning March 8, appointments to get the COVID-19 vaccine can be made by people in the following groups:

- Anyone aged 55 and up
- People with increased risk for severe COVID-19 disease
- People aged 16-64 with one or more of the following high-risk medical conditions:

Cancer (current, not a history of cancer), chronic kidney disease (any stage), chronic lung disease, diabetes (Type 1 and Type 2), Down syndrome, heart disease (congestive heart disease, coronary artery disease, cardiomyopathy, pulmonary hypertension), HIV/AIDS, solid organ transplant, obesity (BMI >30), pregnancy, sickle cell disease.

(Continued on page 41)

(Continued from page 40)

People who have a developmental or other severe high-risk disability that makes developing severe life-threatening illness or death from COVID-19 infection more likely.

Frontline workers with increased occupational risk

Frontline workers with increased occupational risk are people who:

- Must be in-person at their place of work, and
- Perform a job that puts them at increased risk of exposure due to their frequent, close (less than 6 feet) and ongoing (more than 15 minutes) contact with others in the work environment

Examples of frontline workers include, but are not limited to, school staff and daycare workers, manufacturing workers, grocery store workers, law enforcement officers, etc.

Individuals at increased risk in settings where people are living and working in close contact

- Residents and workers in group home settings for the mentally or physically disabled or those with behavioral or substance abuse conditions
- Workers and residents in homeless shelters
- Workers and residents in community training homes
- State and local correctional facility staff with direct inmate contact
- Correctional and immigration detention facility inmates
- Migrant farmworkers living in shared housing or reliant on shared transportation
- **All workers in healthcare and community health settings who have routine, direct patient contact and were not vaccinated in Phase 1a**

“The arrival of the COVID-19 vaccines, including the recent approval of the new one-shot Janssen vaccine, has given us renewed hope for a return to normalcy and a light at the end of the tunnel,” Dr. Simmer said. “At the same time, we know our fight is not yet over. Until enough of us get vaccinated, we must all continue to wear masks, stay six feet away from others, and avoid crowds, even after we have received the vaccine. In addition, being tested can help reduce the spread of the disease and identify the presence of variants as early as possible.”

Public health officials estimate it will take 70 to 80 percent of the population getting vaccinated in order to reach herd immunity and stop COVID-19.

1-c Phase - Based on current vaccine supply levels, DHEC anticipates Phase 1c will begin on approximately April 12, 2021. The phase will include:

- People aged 45 and up
- Essential workers

This group includes those who work in essential job categories as defined by the Centers for Disease Prevention and Control (CDC) who are not included in Phase 1b because they do not have frequent, close contact with others in the work environment (examples may include construction workers, delivery drivers, utility workers, etc. who do not have frequent, close and ongoing contact with others).

Phase 2 will begin on approximately May 3, 2021, and will include:

- All South Carolinians aged 16 and up

South Carolinians are urged to get vaccinated according to the state’s plan, and not to jump ahead of others.

“We’re asking South Carolinians to consider others, and the fact that this plan is risk-based to prevent severe illness and death,” Dr. Simmer said. “You’re urged to not jump the line and put your loved ones, friends or neighbors at risk by doing so.”

How to make an appointment?

Online appointments can be made by using scdhec.gov/vaxlocator or you can call DHEC’s COVID-19 Vaccine Information Line at 1-866-365-8110 for help.

(Continued on page 42)

(Continued from page 41)

How will people demonstrate eligibility?

When seeking vaccine services, people included in Phase 1b or 1c may show eligibility by showing an ID that includes their date of birth, verifying that they meet the criteria for a frontline or essential worker, or by verifying that they have an eligible high-risk medical condition.

To learn more about COVID-19 vaccines, visit [SCDHEC.gov/vaxfacts](https://www.scdhec.gov/vaxfacts)

SCTPA Comments: *The Covid-19 vaccine plan laid out by SCDHEC and the Governor is done according to workers and not necessarily whether the industry segment is essential or not. The timber harvesting and wood supply segment workers qualify for 1-b phase if the conditions are met due to this being a higher risk category. There are 2.7 million people eligible under 1-b phase that can be vaccinated. For the most part, logging and wood supply workers will fall under the 1-c phase category. Still there are vaccine supply limitations, but this will improve over time. SCTPA has had discussions with SCDHEC's Fran Marshall regarding the vaccination phases for logging and wood supply workers.*

SCTPA Comments

By Crad Jaynes, SCTPA President

It's already 2021 and it seems like yesterday we began the dreaded down swing and shut down in March 2020 across the nation because of the Covid-19 virus upsurge, outbreaks and spread. Now a year later we have said goodbye to 2020 and good riddance.

2021 hasn't started out with a real big bang, but times are better and improving day by day. With the COVID vaccines now available there is optimism for improving our society's health and moving into some sense of normalcy.

While the old normal may be a thing of the past, perhaps the new normal will be somewhat different, but closer to being some sense of allowing our daily lives to function without the fear of the past because of the Coronavirus. While the virus probably won't completely be eradicated, kind of like the seasonal flu strains, at least daily activities and life can be lived more peacefully without fear and angst.

SCTPA has continued to represent and service the timber harvesting and wood supply segments

of SC's wood supply chain and forest products industry. 2020 was very different because of how business had to be conducted. Right before the 2020 shut down SCTPA was able to conduct the 2020 annual meeting which was successful with close to 300 folks attending. Last February before the virus shutdowns SCTPA president Crad Jaynes and Forestry Association of SC's Cam Crawford and Guy Sabin met with Marion County to discuss the Log Truck Ordinance the County Council and officials were considering to pass. Marion County officials were upset with the damage being done to their county dirt roads by loggers and log trucks and in many cases there

were no corrective actions taken by the users to help at least get the road back into a usable condition. SCTPA and FASC stopped the ordinance from being passed and provided a plan of action in the event a county road incurred damage.

During 2020, SCTPA actively participated in the efforts by the American Loggers Council to develop and promote the Logger and Log Hauler Relief Program to assist SC and our nation's loggers and log haulers to be able to receive federal financial assis-

(Continued on page 43)



(Continued from page 42)

tance because of the financial hardships presented to the businesses due to the Coronavirus slow down and shut down. Contacts were made with SC's U.S. House and Senate members to gather support for the relief program for inclusion in a COVID Stimulus Package and thankfully the efforts of all paid off with the passage of the relief funding.

During the 2020 virus slow down, loggers, wood suppliers and mills were contacted to gather information regarding how the logging and forest products companies were doing in SC. While there were a few mills that did have outage periods and logging businesses took hits due to reduced market capacities, it looked fairly stable for most as far as producing the wood flow and forest products.

SCTPA, Forestry Association of SC and SC Forestry Commission worked with SC Department of Transportation to develop the Blanket Annual Permit for Temporary Logging Access Roads which is now in effect.

SCTPA continued representing the timber harvesting sector on various committees such as Timber Operations Professional (TOP), SC SFI State Implementation Committee and SC Teachers Tour. The 2020 Sustainable Forestry Teachers Tour was cancelled due to the Coronavirus shut down, but plans have been underway for the 2021 tour.

SC legislative issues were monitored and SCTPA contacted SC House and Senate members to advocate the passage of a SC COVID Liability Protection Law to protect businesses from virus related lawsuits provided the business followed and had followed the Center for Disease Control and state and local protocols for the health and safety of employees during the virus outbreaks. The SC General Assembly did not act on this in 2020, but now in 2021 the SC Senate has passed a COVID Liability Protection bill and now is pending in the SC House of Representatives.

SCTPA worked last year to gain sponsors and co-sponsors from our U.S. SC House and Senate members for the Safe Routes Act. SC Senator Tim Scott was a co-sponsor on the U.S. Senate bill and SC Congressmen Joe Wilson, Ralph Norman and Tom Rice were co-sponsors on the House bill. This bill would allow log trucks to travel the interstate system at the state legal gross weight for hauling unmanufactured forest products from harvesting sites to wood receiving mills on the interstate system

within the state. The bill would allow wood trucks to use the interstate system within the individual states to provide safety to drivers and the motoring public by assisting our trucks to get off of secondary roads, avoid traffic congestion, stops and starts, school zones, etc. thus improving not only safety, but also trucking efficiencies and logistics.

With the November 2020 elections the new U.S. Congress is in place and in session. The Safe Routes Act of 2021 is being re-introduced into the U.S. House of Representatives. SCTPA has made contact with our SC U.S. House members to gain support for this bill and advocate for sponsors and co-sponsors.

SCTPA financially came through 2020 with a positive bottom line. But over the last several months, dues receipts have fallen off and with the cancellation of the 2021 annual meeting the association will have a tight financial year. Everyone's support is needed to continue to represent and service the logging, wood supply and timber trucking segments. An effort to gain new members will be made in 2021 along with an effort to bring back members who did not renew memberships. Membership programs such as the Baldwin Filter, Michelin and B. F. Goodrich tire program, Verizon Fleet Connect, Vestige Group and the American Loggers Council new truck rebate programs for specific models for Peterbilt, Western Star and International trucks are available.

Plans are underway for the 2022 SCTPA Annual Meeting to be held February 25 – 27 at the Double-Tree Resort by Hilton Myrtle Beach Oceanfront. We are looking forward to having our next annual meeting.

This is some information and brief comments about what has happened and what SCTPA has been doing. SCTPA works for our wood supply segment to improve the forest products industry and wood supply chain in SC.





TRUCKING REGS IN THE FOLD IN 2021: CARRIERS' INSURANCE MINIMUMS, DRIVER CLASSIFICATION, SPEED LIMITERS AND MORE

James Jaillet, CCJ executive editor, Jan 13, 2021

What could be on tap for trucking regulations in 2021? With a new administration in the White House, new leadership at the U.S. DOT, and Democratic control of both chambers of Congress, the environment in Washington will likely be decidedly more regulation-friendly than in the Trump era. Here's a look at regulations that could be up for consideration in 2021 under that altered landscape:

Driver classification laws. Expected in the early months of 2021 is a ruling by the U.S. 9th Circuit Court of Appeals in the California Trucking Association's (CTA) case against California's A.B. 5 law, which was largely interpreted as blocking motor carriers from contracting loads to owner-operators or small fleets. It spurred many carriers to stop working with owner-operators all together, including leased owner-operators who own their own truck but run under the authority of another carrier.

The 9th Circuit's decision will either uphold or end a preliminary injunction issued by the U.S. District Court in Southern California, which ruled that trucking should remain exempt from the law (and thus retain the ability for carriers and owner-operators to work together) until CTA's case can be adjudicated in full, which could ultimately mean a stop at the U.S. Supreme Court in the coming years.

This year, however, the 9th Circuit's decision could reverberate beyond the case at hand, said Joe Rajkovic, head of government affairs at the Western States Trucking Association.

"The decision will likely determine the extent to which a Democratic Congress pushes forward with nationalizing A.B. 5. A bill was entered last year to do exactly that. I suppose Congress could still move forward with the bill if they wanted but the overwhelming passage of Proposition 22 here in California should serve as a warning to Democrats on Capitol Hill that controversy surrounding this type of legislation is highly toxic – even with voters who traditionally support Democrats." Proposition 22 was a ballot initiative to essentially exempt so-called "app-based" rideshare and delivery drivers from the A.B. 5 law. It passed with nearly 60% of the vote in favor.

Insurance liability changes. Examining – and potentially raising by millions of dollars – the minimum amount of liability insurance required of motor carriers might be part of a trio of regulations tabled in the early months of the Trump presidency that see new life this year. With a new administration in the White House and Democrats taking control of both chambers of Congress, the issue of raising the \$750,000 minimum for carriers' liability coverage could be revived. The American Trucking



A proposal from the U.S. DOT to require speed limiters on heavy-duty trucks was tabled in 2017, less than a year after it was proposed by FMCSA. Regs around speed limiters could see new life under the Biden Administration.

(Continued on page 45)

(Continued from page 44)

Associations and the Owner-Operator Independent Drivers Association both opposed that rulemaking. Lane Kidd, managing director of the Trucking Alliance, which represents some of the country's largest for-hire motor carriers, said the rulemaking could be renewed either by the incoming Biden DOT or at the legislative level.

Speed limiters. Another of the three rulemakings tabled in the first months of 2017, a Federal Motor Carrier Safety Administration (FMCSA) proposal in 2016 sought to require Class 8 tractor-trailers to be equipped with and use speed limiting devices. The proposal suggested caps of either 60, 65 or 68 mph. That rulemaking could see new life under the Biden DOT. "I would not be surprised to see FMCSA pull that issue off the shelf," he said.

Hours of service: Will FMCSA be able to follow through on a recently opened rulemaking to allow further breaks in drivers' 14-hour clock? The proposal goes farther than the overhauled regs enacted this year by allowing drivers shorter pauses of their 14-hour clock – between 30 minutes and three hours. But the incoming Biden Administration has already flagged it as a rule to come under review and potentially tabled.

ELDs and waivers: Livestock and insect haulers, and short-haul fleets, so far have operated under a Congressional exemption from the electronic logging device mandate that took effect in December 2017. With Democrats in control of Congress, will

that exemption be able to stick? Kidd said it's an issue up for debate. Congress could use legislative packages "to close the loopholes that segments of the industry" have operated under, he said.

Sleep apnea screening. The last of the trio of regulations tabled by the Trump Administration, sleep apnea screening and treatment guidelines for truck drivers could spring back to life, too, either by FMCSA itself or from a directive from Congress.

Driver drug testing. The Department of Health and the FMCSA are now years behind a Congressional mandate from 2015 calling for carriers to be able to drug test drivers via hair sample in lieu of a urine test. Kidd said shifting power in Washington could prompt Congress to reassert that statute, allowing carriers to use hair sample testing instead of urine tests in pre-employment drug screens.

Emissions. As detailed in this CCJ article from December, the incoming Biden Administration has a keen eye on climate policies, which could mean bolstered emissions regulations. Whether that will impact trucks and trailers is yet unclear, but it could mean a broader push at the federal level for implementing alternative fuel vehicles – like electric and fuel cell – in place of diesel-powered rigs. "The federal government is very likely to focus through modal agencies on pushing a green agenda," said Rajkovic.



Timber Talk

Your Voice for South Carolina Timber Harvesting

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

Release

from the South Carolina Forestry Commission



FOR IMMEDIATE RELEASE:
Tuesday, Feb. 16, 2021

CONTACT:
Doug Wood, Director of Communications
(803) 968-1576 | DWood@scfc.gov

Remember South Carolina's state forests at tax time

Help support forest recreation and operations with a charitable check-off on your return

The South Carolina Forestry Commission encourages citizens to make a charitable contribution to the SC State Forests Fund on their tax returns.

Taxpayers have the opportunity to support the [five state forests](#) – Harbison, Manchester, Poe Creek, Sand Hills and Wee Tee – by making a check-off contribution on their state tax returns using [Form I-330](#).

South Carolina's state forest system receives no state funding and relies solely on timber receipts, pine straw sales and recreational permit revenue for its operating funds. "We're completely self-supporting, so any money we receive from the check-off program goes directly back into these forests and facilities," said Mike Shealy, SCFC state lands manager.

The State Forests Fund check-off program has raised more than **\$150,000** in the 10 years since its inception, with all of the money used to make improvements and repairs that directly benefit visitors and enhance their experience on state forest lands. Your support is helping the state forests carry out their mission to be healthy, productive, forested ecosystems, improving the quality of life of South Carolina's citizens through the environmental, educational, economic, and recreational benefits of active forest management.

Not only do the state forests support themselves, but they also provide funding to school systems in the counties that host them, giving more than **\$917,000** to school districts in 10 counties last year alone.

How To Give To The SC State Forests Fund:

1. Enter the amount of your donation on Line 28 of your individual income tax form, S.C. Form 1040.
2. Then enter the amount of your donation on Line 15 of S.C. Tax Form I-330, then again on Line 19.
3. Attach [S.C. Tax Form I-330](#) to your tax filing or give it to your professional tax preparer.

###

In addition to being recreational hotspots for hiking, biking, hunting, camping and horseback riding, the Commission's state lands are demonstration forests for ecological responsibility and productivity.

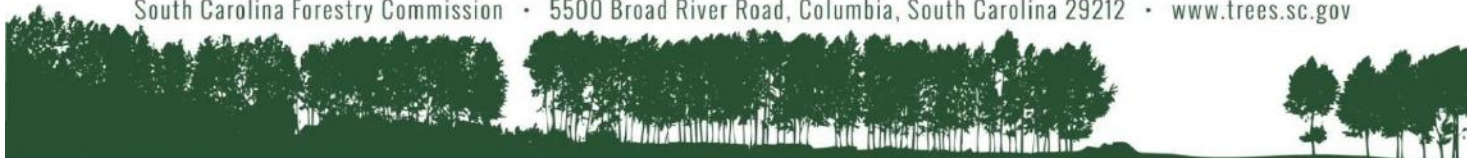


Visitors to Sand Hills State Forest enjoy the fishing pier built from funds generated by the SC State Forests Fund check-off program.

Did you know...?

The State Forests pay 25 percent of their gross proceeds from the sale of timber, pine straw, rentals and other fees to the counties that contain them. These funds are designated for general school purposes.

South Carolina Forestry Commission • 5500 Broad River Road, Columbia, South Carolina 29212 • www.trees.sc.gov





Mark Your Calendar

March 2021

25 SCTPA Board of Directors Meeting, 10:00 A.M., location to be announced.

April 2021

13 Timber Operations Professional (TOP) Abbreviated 2-Day SFI Training Class, Saluda Shoals Park, 5605 Bush River Road, Columbia. Registration 8:00 P.M., Class Starts 8:30 A.M., Contact Guy Sabin at Forestry Association of SC for Information.

SCTPA Will Be Attempting to Schedule Live 2021 TOP Update Classes Around the State Beginning in Late April & Into May. Classes Being Scheduled Is Dependent on the Status of the COVID Pandemic and facility Protocols. If Classes Are Scheduled the Meeting Information will be Published In Timber Talk, on the SCTPA Facebook Page & SCTPA Website.

Due to the COVID-19 pandemic, there are no other 2021 SCTPA meetings being scheduled to show on the calendar at this time. If the COVID status improves, SCTPA will look to possibly schedule some district meetings in late Spring 2021.

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

Chapman Timber Inc.

Newberry

Cell 803-924-0082

Billy Walker

Walker & Walker Logging, LLC.

Laurens

Cell 864-923-0385

Donnie Lambert

Leo Lambert Logging, Inc.

Georgetown

Cell 843-340-8408

Tommy Barnes

Ideal Logging, Inc.

Edgemoor

Cell 803-385-7994

Carey "Buster" Harrison

Low Country Forest Products, Inc.

Round O

Cell 843-908-0085

Bob Lussier

Great Woods Companies, LLC

Bennettsville

Cell 860-377-5318

John Rice

Rice Land & Timber, LLC

Allendale

Cell 803-259-6202

Crad Jaynes

President & CEO

SCTPA

PO Box 811, Lexington, SC 29071

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

bcjpaw@windstream.net



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

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

*The South Carolina Timber
Producers Association*

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

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

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

Swamp Fox Agency

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



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



Our Mission

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