



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

MARCH/APRIL 2021



AS WE SEE IT ...

Safe Routes: Round 13

Back in 1997, while serving on the American Loggers Council (ALC) Congressional Relations Committee representing the Texas Logging Council, I was asked to spearhead a change in law to allow state legal weight tolerance on the Federal Interstate Highway System. That was 24 years ago, or in Congressional time, 12 sessions ago. We have seen leadership change hands in Washington several times since 1997, and during that time, we have stayed the course in our attempt to make delivery of unrefined forest products to the mills and wood yards as safe as possible.



Danny Dructor
Executive Vice President

Originally introduced as the "Right to Haul Act" and several edits defining and refining later, what is really a very commonsense piece of legislation, was recently reintroduced as the Safe Routes Act of 2021 H.R. 2213 by Congressman Mike Gallagher (R-WI). Since its reintroduction, it has gained bipartisan support with the addition of Congressman Jared Golden (D-ME) as a co-sponsor.

So here we are in round 13 of what has turned out to be the longest attempt in the history of the American Loggers Council to get a piece of legislation across the finish line. Along the way ALC has garnered support

and allies from organizations within our industry including the Forest Resources Association, the American Forest and Paper Association, the Southeastern Lumber Manufacturers Association and several State and Regional logging associations which are members of ALC. We have also walked the halls of Congress with many of our sponsors representing the Insurance Industry and OEM's who consider this legislation an important step forward to improve safety by decreasing the likelihood of incidents while transporting unrefined forest products from the woods to consuming mills.

I would be remiss if I did not point out that ALC members have worked diligently over the years securing support from Republicans and Democrats in both the House and Senate. The issue remains that despite all the work Transportation Committee Chairs have yet to allow this legislation due process with a fair hearing and a vote for passage.

ALC's position has been and continues to be one that involves safety for the general public and those drivers hauling the loads. Arguably more efficient routes to mills creates the benefit of fewer CO2 emissions which

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should be of interest to the Biden administration. In addition, when state legal weight limits are utilized on shorter Interstate routes when available, less hours of service and fewer drivers are needed in an industry challenged to recruit new drivers.

What was not anticipated is the opposition encountered from the railroad industry which apparently views this legislation as a threat to their commerce. I cannot remember the last time I saw a load of logs being loaded on a railcar in the woods and being taken to a mill or collection yard, an everyday occurrence before rail service to rural areas became insufficient and modern infrastructure became available. In order to become more profitable, short line rail companies were acquired by larger rail lines. Tracks in rural areas which once served the timber and other rural industries were pulled up and the right of ways became trails for recreation forcing truck transportation become more efficient. This begs the question then as to why rail is opposed to the narrowly crafted "Safe

Routes Act of 2019."

It is hard for a Congressman or Senator to argue against safety and protecting lives, but what continues to amaze all of us is the unwillingness of the T & I Committee to move this simple legislation out of Committee and give it the hearing it deserves. Safe Routes is not about revenue, or interfering with another industry's commerce, it is about safety.

Safe Routes Save Lives. Let's hope that as we fight through Round 13, both the Chairs of the Senate and House Transportation Committees and their members will give this legislation the opportunity it deserves.

The American Loggers Council is a 501(c)(6) trade association representing the interests of timber harvesting and timber hauling businesses across the United States. For more information visit our website at www.amloggers.com. SCTPA is a proud charter member of the American Loggers Council.



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.



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FOR RELEASE - Immediately

Scott Dane to Become Next Executive Director for the American Logger Council

May 10, 2021, Hemphill, TX—On June 1, 2021, Scott Dane will officially become the next Executive Director for the American Loggers Council (ALC), replacing the retiring Danny Dructor who has been with the ALC since July of 2001.

Mr. Dane brings with him a vast amount of experience working with timber harvesting and timber hauling associations having been the Executive Director for the Associated Contract Loggers and Truckers of Minnesota for the past seventeen years.

Scott has experience in State and National issues impacting the timber harvesting and timber hauling issues at both the State and National level and has been a critical component of the ALC's work to gain financial assistance for those businesses impacted by the COVID-19 pandemic as well as legislation allowing State legal weight tolerances on the Federal Interstate Highway System and allowing the 16 and 17 year old sons and daughters of logging business owners the legal right to work with their parents in their family-owned businesses much like both farmers and ranchers can do under current labor laws.

Participating in activities and legislation related to the federal timber sale program and forest restoration projects will also keep Scott busy as he continues to represent the issues and concerns of those ALC members who are dependent on a viable federal timber supply and a federal forest restoration program

Tim Christopherson, President of the ALC states, "After close to 18 months of searching for a new Executive Director for the ALC, the search committee was able to narrow down the field to one candidate. I am pleased that Scott has accepted the position and look forward to working him during the transition. He has the drive, passion and ambition to take the ALC to the next level."

Scott Dane commented, "Danny has provided the leadership to develop the American Loggers Council into the leading national voice of the American logging industry. I look forward to continuing to build upon that foundation, expanding the partnerships, supporting the state members with their issues and promoting the agenda of the American Loggers Council."

The ALC office will be relocated from Texas to Minnesota where Scott will set up the office beginning June 1, 2021.

The American Loggers Council is the only national organization solely dedicated to representing the independent contract logger on the national level. We have the combined forces of independent contractors and state and regional logging associations, as well as our many sponsors around the country to impact our industry positively and pro-actively by sharing the benefits of education and training opportunities, networking, research, promotion and legislative coordination. The Council is committed to enhancing the logging profession, establishing a more level playing field for professional loggers and providing accurate information about the logging profession to the forest products companies, landowners and the public. It serves as a national network and communication center, linking local, state and regional organizations around the country.

AMERICAN JOBS PLAN

The Need for Action in South Carolina

For decades, infrastructure in South Carolina has suffered from a systemic lack of investment. The need for action is clear:

- **ROADS AND BRIDGES:** In South Carolina there are 745 bridges and over 3,780 miles of highway in poor condition. Since 2011, commute times have increased by 9.4% in South Carolina and on average, each driver pays \$564 per year in costs due to driving on roads in need of repair. The American Jobs Plan will devote more than \$600 billion to transform our nations' transportation infrastructure and make it more resilient, including \$115 billion repairing roads and bridges.
- **PUBLIC TRANSPORTATION:** South Carolinians who take public transportation spend an extra 53.8% of their time commuting and non-White households are 4.4 times more likely to commute via public transportation. 19% of trains and other transit vehicles are past useful life. The American Jobs Plan will modernize public transit with an \$85 billion investment.
- **RESILIENT INFRASTRUCTURE:** From 2010 to 2020, South Carolina has experienced 37 extreme weather events, costing the state up to \$20 billion in damages. The President is calling for \$50 billion to improve the resiliency of our infrastructure and support communities' recovery from disaster.
- **DRINKING WATER:** Over the next 20 years, South Carolina's drinking water infrastructure will require \$6.1 billion in additional funding. The American Jobs Plan includes a \$111 billion investment to ensure clean, safe drinking water is a right in all communities.
- **HOUSING:** In part due to a lack of available and affordable housing, 267,000 renters in South Carolina are rent burdened, meaning they spend more than 30% of their income on rent. The President proposes investing over \$200 billion to increase housing supply and address the affordable housing crisis.
- **BROADBAND:** More than 12% of South Carolinians live in areas where, by one definition, there is no broadband infrastructure that provides minimally acceptable speeds. And 55.5% of South Carolinians live in areas where there is only one such provider. Moreover, even where infrastructure is available, broadband may be too expensive to be within reach. Over 17% of South Carolina households do not have an internet subscription. The American Jobs Plan will invest \$100 billion to bring universal, reliable, high-speed, and affordable coverage to every family in America.
- **CAREGIVING:** Across the country, hundreds of thousands of older adults and people with disabilities are in need of home and community-based services. The President's plan will invest \$400 billion to help more people access care and improve the quality of caregiving jobs.
- **CHILD CARE:** In South Carolina, there is an estimated \$90 million in what schools need to do maintenance and make improvements and 42% of residents live in a child care desert. The American Jobs Plan will modernize our nation's schools and early learning facilities and build new ones in neighborhoods across South Carolina and the country.
- **MANUFACTURING:** Manufacturers account for more than 16.8% of total output in South Carolina, employing 256,000 workers, or 11.7% of the state's workforce. The American Jobs Plan will invest \$300 billion to retool and revitalize American manufacturers, including providing incentives for manufacturers to invest in innovative energy projects in coal communities.

(Continued on page 5)

(Continued from page 4)

- **HOME ENERGY:** In South Carolina, an average low-income family spends 10-12% of their income on home energy costs forcing tough choices between paying energy bills and buying food, medicine or other essentials. The American Jobs Plan will upgrade low-income homes to make them more energy efficient through a historic investment in the Weatherization Assistance Program, a new Clean Energy and Sustainability Accelerator to finance building improvements, and expanded tax credits to support home energy upgrades.
- **CLEAN ENERGY JOBS:** South Carolina has outsized potential for innovative energy technologies including carbon capture and sequestration and geothermal energy generation, that create good paying union jobs. As of 2019, there were 46,527 South Carolinians working in clean energy, and the American Jobs Plan invests in building that industry through a reformed and expanded Section 45Q tax credit and extending renewable energy tax credits.
- **VETERANS HEALTH:** South Carolina is home to over 402,000 veterans, 10.7% of who are women and 45% who are over the age of 65. The President is calling for \$18 billion to improve the infrastructure of VA health care facilities to ensure the delivery of world-class, state of the art care to veterans enrolled in the VA health care system. This includes improvements to ensure appropriate care for women and older veterans.

LOGGING TRUCK PROPOSAL WOULD MAKE ROADS SAFER AND DECREASE EMISSIONS, ADVOCATES SAY

April 5, 2021



The drivers of logging trucks have to navigate school zones, tight intersections and small-town traffic because federal law prohibits them from driving on interstate highways. A new bill from a Wisconsin congressman would change that.

Research suggests the federal weight limit on interstates makes logging truckers' routes more dangerous, costs timber companies money and leads to more greenhouse gas emissions. They'd use less fuel, make more efficient routes and encounter fewer obstacles on interstates.

U.S. Rep. Mike Gallagher, R-Green Bay, said his bill would change what he calls "outdated" regulations. The measure has the support of Wisconsin's timber industry and it's bolstered by new research documenting the inefficiencies and potential dangers of barring the trucks from highways.

Every morning at 6 a.m., Scott Koerner, of Oshkosh's Koerner Forest Products, maps routes with his drivers.

"Very often, we say, 'Boy, if we could just jump on the interstate, this would be quite an easy run,'"

Koerner said. "Sometimes, we're paralleling that piece of interstate for 60, 70, 80 miles on county roads and state highways, just trying to keep the route still as short as we can."

In particular, he said the routes that require drivers to pass through school zones are a stressor.

Gallagher said his eyes were opened to the issue when he did a ride-along with a logger in late 2019 and witnessed them navigating the massive vehicles through roundabouts and busy intersections seemingly not designed for them.

"They're very skilled drivers," Gallagher said. "But it makes no sense why we seem to make their trip from Point A to Point B almost as challenging as we can."

Recent research supports the point. Forest resources professors with the University of Minnesota studying timber routes in central and eastern Wisconsin found interstate travel would reduce the time they take by more than 20 percent, would reduce fuel consumption by between 6 percent and 14 percent and would eliminate school zones from the routes.

The biggest difference lies in the vast reduction in the number of intersections and traffic lights the truckers would encounter on interstates. Researchers found they would be down between 64 percent and 88 percent. The findings echoed similar research out of the University of Georgia.

Source: By Rob Mentzer — WPR.ORG



Letter# : G-1388
Content Type : Sales Programs
Posted Date : 11/24/2020
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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**
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Please contact your local Vocational Sales Manager, Truck Sales Manager or CSA with any questions.

General Provisions

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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.***

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AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



Peterbilt is pleased to offer the American Loggers Council (ALC) the following rebate incentive:

Program Details:

- Members receive a \$2,000 **CASH** rebate on Models 567, 367, or 365.
- Limited to three (3) rebates per member for calendar year 2020.
- ALC members must be in good standing for at least 90 days prior to taking retail delivery.
- ALC members must take retail delivery between **January 1, 2020** and **December 31, 2020**.
Retail delivery is defined as the time the ownership of the truck is transferred from the Peterbilt dealer to the customer.

Other Details:

- Request for customer rebate incentives must be **received by ALC** within 90 days of taking retail delivery.
- Allow 6 to 8 weeks for check to process.
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BILL TO INCREASE CARRIER INSURANCE REINTRODUCED

April 16, 2021

By Vesna Brajkovic, Heavy Duty Trucking

Legislation to ensure minimum insurance requirements for motor carriers are periodically adjusted to the inflation rate of medical costs has been reintroduced this week by U.S. Rep. Jesus "Chuy" Garcia (D- Ill.).



In 1980, Congress established \$750,000 as the minimum insurance requirement for motor carriers to "ensure public safety and to measure the financial fitness and responsibility of a motor carrier company entering the business." Over the past four decades, the cost of living rose by more than 200%, and the per capita health expenditure jumped from about \$1,000 to approximately \$12,000. Insurance minimums haven't kept up. That's where the INSURANCE Act would come in in order to adjust those rates to be in-line with current inflation rates.

In 2014, the Federal Motor Carrier Safety Administration issued a study concluding that "the current financial responsibility minimums are inadequate to fully cover the costs of some crashes in light of increased medical costs and revised value of statistical life estimates." FMCSA soon after issued a proposed rulemaking to increase the minimums, however, the agency withdrew it in 2017.

Forty-eight truck safety advocates from 26 states and Washington D.C. that make up the Truck Safety Coalition sent a letter to members of the U.S. House Committee on Transportation and Infrastructure calling for passage of the legislation. The letter was signed by truck crash survivors and victims' families.

The legislation is also supported by the Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Institute for Safer Trucking, the American Association for Justice and Road Safe America. However, it draws strong opposition from Owner-Operator Independent Drivers Association, which says the legislation would lead to a dramatic increase in insurance premiums for small-business truckers and would do nothing to improve highway safety because "there is no correlation between insurance coverage."

"Federal law currently requires motor carriers to maintain at least \$750,000 in liability coverage (\$5 million for those hauling hazardous materials)," OOIDA officials said in a written testimony to the T&I Committee. "However, the vast majority of carriers are insured at \$1 million or more. Having additional coverage is obviously not required, but the insurance industry tends to naturally adjust levels based on market conditions. If enacted, legislation like [the INSURANCE Act] from the 116th Congress would increase minimums from \$750,000 to a whopping \$4,923,154."

OOIDA estimates that if Congress increased minimum coverage requirements to \$2 million, premium costs for small business truckers could at least double, causing a trucker who currently pays \$10,000 per year to pay \$20,000.



Lumber Prices Soar, But Logs Are Still Dirt Cheap

Marcy Nicholson
April 20, 2021
(Bloomberg)

Lumber prices have soared to records. Demand for wood is skyrocketing. The shares of wood suppliers are surging.

And yet, trees themselves are dirt cheap in places like Louisiana, where timber supplies are plentiful.

The so-called stumpage fee, or what lumber companies pay to land owners for trees, for Louisiana pine sawtimber on March 31 was \$22.75 per short ton, according to the latest data from price provider TimberMart-South. That's the lowest since 2011.

An abundance of harvest-ready trees has kept stumpage fees extremely low across the U.S. South, home to half of the country's production. Meanwhile, lumber futures are up 85% in 2021 because of soaring demand. Sawmills profit from the premium lumber commands over the stumpage fee -- think of it like the lumber crack spread.

Those margins are exploding. The spread between futures and stumpage for Louisiana pine, for example, has more than doubled just this year, topping \$1,100 per 1,000 board feet.

Harvest-ready trees exceed sawmill capacity throughout the southern U.S. Since it's so expensive to transport heavy logs, supplies go to sawmills in the area and the fees are highly localized in the region, where many timberlands are privately owned.

In Alabama, the stumpage fees are slightly higher than Louisiana at \$23.34 per short ton. But they've barely budged since 2016 and are half the price fetched in 2005.

In the futures market, lumber touched a record \$1,326.70 per 1,000 board feet on Monday.

That sent the spread between futures and the Louisiana stumpage fee higher than \$1,144 per 1,000 board feet on Monday, based on a calculation that assumes 8 short tons of logs per 1,000 board feet.

By comparison, during the last lumber surge (in the first half of 2018), the spread topped out just above \$440.

"If you can source the lumber, you're making a whole bunch of money right now," Stinson Dean, chief executive officer of Deacon Lumber Co., said in an interview on Bloomberg Television last week.

The margin calculation is similar to the oil market's famed crack spread, or the price at which gasoline trades over crude, and doesn't account for the expense of processing logs into lumber cuts like plywood or two-by-fours.

Lumber Frenzy Drives Up Home Prices as Suppliers Can't Keep Up

Lower stumpage fees are beefing up profits for sawmills as a frenzy for home-renovation and building has sparked an unprecedented surge in demand for lumber. And mills are cranking it out to take advantage of the unusually high margins, with those in the South running at about 93% of capacity, according to Forest Economic Advisors LLC.

"As soon as the supply disruptions sort themselves out and everything gets back to normal, we expect a major correction in prices," said Joshua Zaret, a senior analyst

at Bloomberg Intelligence. "But right now, if you're producing lumber in the U.S. South -- or anywhere for that matter, but particularly in the U.S. South, where your log cost hasn't come up -- it's very profitable."

Investors are rewarding the mills. Shares of West Fraser Timber Co., the world's biggest lumber supplier, have tripled in the past 12 months in Canada trading.

Still, there are signs that margins could start to shrink later this year and into 2022 as sawmill capacity expands and eats into the tree glut.

Forest Economic Advisors estimates capacity for mills in the U.S. South at 23.6 billion board feet. As much as 1.5 billion board feet of new capacity is expected to come online over the next year or two.



Boone & Crockett

Calls for \$45 Billion Infrastructure Investment in Forest Management and Restoration on Federal Lands

April 2021, Federal Forest Resource Coalition

The Boone and Crockett Club, America's oldest hunting and conservation organization, released a new fact sheet outlining the need for \$45 billion in federal infrastructure investments in forest management and restoration on federal lands over the next decade.

The U.S. Forest Service has over 80 million acres of land at moderate to high risk from catastrophic fire, and there are millions of acres in need of reforestation when high-intensity fires reduce the potential for natural regeneration.

The Club notes that President Biden's American Jobs Plan outlined a goal to "Maximize the resilience of land and water resources to protect communities and the environment," and that forest management must be a significant part of this investment. "Restoration and management of America's national forests is an investment in our natural infrastructure that protects our communities, municipal water supplies, and fish and wildlife habitat – and provides natural climate solutions. These projects also deliver jobs to American workers in communities across the country," commented Club President Jim Arnold.

"The Boone and Crockett Club calls on Congress to make an investment of \$40 billion in federal forest management and \$5 billion in reforestation over the next 10 years to make our forests more resilient and reduce our risk of catastrophic wildfires."

Active forest management such as timber harvesting trees, thinning trees, creating fuel breaks, prescribed and managed burns, and creating defensible spaces are all effective tools to reduce wildfire threats while also improving habitat and helping to sequester carbon. In addition, the lumber produced by these forest management efforts

will lock up carbon in long-lasting wood products and create better growing conditions for the next stand of trees, which will sequester even more carbon.

At the same time, there are estimates that over 11 million acres of U.S. Forest Service and Bureau of Land Management lands are in need of reforestation. Failure to reforest these acres will create millions of acres of brush fields, which can be lower quality habitat and are vulnerable to future re-burns. Active reforestation of these lands can also help sequester more than 16 million tons of carbon per year.

"Working collaboratively through a sustained investment in shared stewardship with states, local communities, and private landowners over the next 10 years can begin restoring our forests and watershed health, while protecting our communities, providing jobs, and improving biodiversity," concluded Arnold. "The Boone and Crockett Club strongly supports Senator Michael Bennet's Outdoor Restoration Partnership Act and asks Congress to act swiftly on bipartisan legislation that will provide significant funding for forest management as part of any federal infrastructure package that moves forward."





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.

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- **Valid only on StarQuote pricing.**
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FATAL, NON-FATAL LOG TRUCK ACCIDENTS ROSE SIGNIFICANTLY FROM 2011-2015

March 10, 2021 | Staff | Serious Injuries, Trucking

Safely transporting products from woods to mills is an essential part of the forest product supply chain and often the most expensive, with roughly half of the total logging costs going toward trucking. But both fatal and non-fatal log truck accidents have increased significantly in recent years, which begs for further research to understand causation better, Virginia Polytechnic Institute and State University analysis found.

The regional analysis used data from two federally mandated crash databases involving 383 log truck accidents over a five-year period, from 2011 to 2015. Researchers found that log tractor-trailer accidents increased 33% during that time frame compared to 16% among all tractor-trailer accidents.

During that time, fatal log truck accidents increased by 41%, and 78% of those deadly log truck accidents involved rollovers. In just more than half (53.2%) of log truck accidents involving at least one other vehicle, the other vehicle directly contributed to the crash, researchers found.

Log trucks were also the oldest vehicles involved in fatal truck accidents, with an average of 13 years, compared to the overall average for all 7.6 years.

Researchers calculated crash rates by state and region, comparing fatal truck accidents to the amount of wood harvested. The Southeast registered the highest fatality rate with 0.9 fatalities per 100 million cubic feet of wood harvested. The national average crash rate was 0.7 fatal log truck accidents per 100 million cubic feet.

The safety issues have driven up the cost of insurance for logging companies and severely limited the number of insurers willing to issue these companies' policies. As a result, both safety and cost threaten the industry's sustainability, researchers write, which "justifies additional research regarding causation of crashes."

Beasley Allen truck accident attorney LaBarron Boone identified a serious technical problem in the cab guard of logging trucks while representing the family of Larry Albritton. On Oct. 7, 2013, Albritton was killed when the load on the log truck he was driving shifted

forward, breaching the truck's cab and causing the log truck to roll over and crash, killing Albritton.

Boone commissioned studies on the aluminum guard on heavy trucks and discovered that they were too weak to save drivers' lives. The guards attach to the backs of 18-wheelers pulling flat beds, trailers and log trailers and are supposed to prevent shifting cargo from hitting the cab of large trucks. However, many were not strong enough to withstand the movement of even one log on a log truck, much less the scores that are usually placed on them.

In a quest to increase profits, cab guard manufacturers often chose to use aluminum—rather than something stronger like steel, which would not sacrifice safety—without accurately testing the consequences of the decision.

Albritton's case resulted in a \$16.8 million verdict from a Lowndes County, Alabama, jury in January 2017. The verdict led to cab guard manufacturer Merritt Equipment Co., being forced to explicitly warn the public that its cab guard, marketed as a safety device, would not protect a truck driver in the cab from being injured or killed by forward shifting cargo.



Truck accident injury lawyers

Truck accidents are complicated scenes often involving several factors. When investigating a claim related to an 18-wheeler or other heavy truck accident, it is imperative to know the Federal Motor Carrier Safety Regulations, technology, business practices, insurance coverages, and the ability to discover written and electronic records. Expert testimony is of utmost importance. Semi-trucks accidents involving passenger vehicles often result in serious injuries and wrongful death. Trucking companies and their insurance companies almost always quickly send investigators to a truck accident scene to begin working to limit their liability in these situations. Our lawyers, staff, and in-house truck accident investigators immediately begin the important task of documenting and preserving the evidence.

Truck accident lawyers in Beasley Allen's Montgomery and Atlanta offices have experience in handling these types of claims. For more information, contact Chris Glover, Mike Crow, Donovan Potter or Parker Miller. They would be happy to provide more information or work with you on a truck accident claim.

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.

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5821 Fairview Road, Suite 401
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Mobile – 419-356-7529 Office – 704-967-8401
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The Moby Dick of NEPA? Seven Years, Thousands of Pages of Analysis Go into Idaho Project

April 23, 2021, Federal Forest Resource Coalition

The Hungry Ridge Restoration project on the Nez-Perce Clearwater National Forest proposes 7,144 acres of harvest, including over 5,000 acres of regeneration harvest, conducted over 10 years. No activities are proposed in roadless areas or (obviously) Wilderness areas.

The project record of decision was signed recently, a mere 7 years from the initial scoping letter. Meaning this project was being analyzed for most of the second term of the Obama Administration and the entirety of the Trump Administration. Ironically, Secretary of Agriculture Tom Vilsack oversaw both the initiation and the decision on this project, even after spending 4 years out of government.

The Project NEPA file is truly astounding. The Draft and Final EIS's and accompanying specialists reports total over 1,800 pages, with the final EIS totaling 340 pages (recall the Obama CEQ said that EIS's should be a maximum of 300 pages for "projects of unusual

scope or intensity"). The project file itself contains almost 1,350 separate documents, not counting objection letters and responses thereto.

These background and supporting documents range from just a few pages to nearly 600 pages. Some are Forest Service research papers which are more than 30 years old. If we conservatively estimate that they average 10 pages, that's an additional 13,480 pages of documentation for a 7,000 acre project, on a 2.4 million acre National Forest, which is 62 percent roadless and wilderness areas (which the project doesn't propose entering).

In other words, for this project, it has taken over 7 years and at least 15,000 pages of documentation to propose restoration treatments on a mere 0.008 percent of the 83 million acres of National Forests at moderate to high risk of catastrophic fire or insect outbreaks.

Of course, as this article indicates, one of our civic minded environmental groups will probably sue. So, tack on 3 to 5 years of litigation. It's likely that if the project is enjoined, a child born the day the scoping letter was sent will almost be entering middle school before anyone puts a saw against a tree. That is, if the project area doesn't burn first.



Verizon Connect Fleet and Asset Workforce Management

Kevin Schwartz
Fleet Management Consultant

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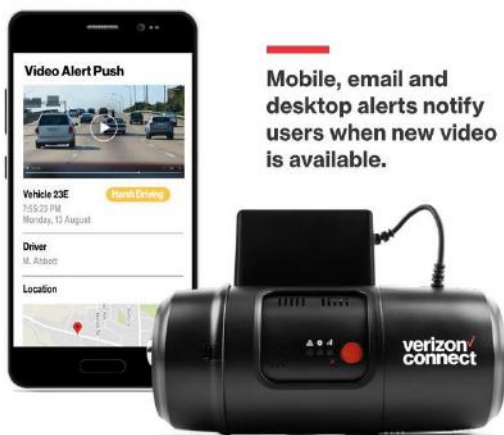
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BIPARTISAN, BICAMERAL LEADERS REINTRODUCE FUTURE LOGGING CAREERS ACT

CONGRESS.GOV

WASHINGTON, DC – April 21, 2021: U.S. Senators Jim Risch (R-Idaho) and Angus King (I-Maine) and U.S. Representatives Jared Golden (D-Maine) and Glenn ‘GT’ Thompson (R-Pa.) reintroduced the Future Logging Careers Act for the 117th Congress. This legislation would allow teenage members of logging families to gain experience in the logging trade under parental supervision so that they may carry on the family business.

Additional cosponsors of the legislation include Senators Mike Crapo (R-Idaho), Tammy Baldwin (D-Wisc.), Susan Collins (R-Maine), Tim Scott (R-S.C.), and John Cornyn (R-Texas).

“One of the surest ways to learn a family trade is under the direction and supervision of a parent. However, young men and women in logging families are denied the opportunity to work and learn the timber trade until they are legal adults,” said Senator Risch. “The Future Logging Careers Act will extend existing exemptions for the agriculture industry to families who own and operate timber companies so these young loggers can gain the knowledge and experience needed to carry on the family trade.”

“Maine’s logging industry is part of the foundation of our state, passed down from generation to generation as a way to support rural Maine families and anchor the region’s economy,” said Senator King. “Many young people across our state are planning to enter this industry, and we should give them the opportunity to begin their training early in a safe, managed way. This legislation would allow young people to get hands-on experience in the logging field alongside their parents or grandparents, helping to train the next generation of loggers. This is a bill that supports Maine families, strengthens this fundamental Maine industry, and enhances the long-term skills of Maine’s forest products workforce.”

“Many Maine logging operations are small, family businesses that had a very tough year in 2020,” said

Congressman Golden. “If we can help them carry on these important small businesses and provide good jobs in rural Maine at the same time, that’s good policy. Our bipartisan bill will allow young Mainers to start their careers as loggers earlier — as long as they’re under the supervision of family members — providing logging businesses with needed labor and young Mainers with a good start for a career in the woods.”

“I have the great privilege of representing numerous family-owned logging businesses that operate on private lands, state forests and in Pennsylvania’s only National Forest, the Allegheny. For years, younger people have had the opportunity to learn the family agri-business through the comfort and guidance of their family members,” said Congressman GT Thompson. “This commonsense legislation brings the logging industry up to the same standard as other agri-businesses by allowing the next generation the ability to learn the trade and obtain vital knowledge. I am proud to support this bill.”

The Future Logging Careers Act would amend the Fair Labor Standards Act of 1938 so that 16 and 17-year-olds would be allowed to work in mechanized logging operations under parental supervision.

Source Contacts:

Marty Cozza (Risch)

Matthew Felling (King)

Nick Zeller (Golden)

Maddison Stone (Thompson)

SCTPA Comments: SCTPA is pleased and proud SC U.S. Senator Tim Scott signed onto the bill as a co-sponsor. SCTPA sent a personal thank you to Senator Scott for stepping up and being a co-sponsor again.



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WESTERMAN REINTRODUCES TRILLION TREES, GOP MEMBERS INTRODUCE NATURAL SOLUTIONS ON CLIMATE

April 23, 2021, Federal Forest Resource Coalition

Members of Congress from both parties used Earth Day as a backdrop to submit bills that would impact management of the National Forests. In the House, the GOP members of the Agriculture and Natural Resources Committees introduced several forest management bills this week. You can find either bill language or section by section summaries of each bill by clicking on the bolded title of the bill.

The Trillion Trees Act (Natural Resources Committee Ranking Member Bruce Westerman, R-AR); encourages the use of programmatic EIS's for large scale forest management/restoration projects for wildland-urban interfaces, watersheds, critical infrastructure, and the restoration of wildlife habitat, amends Good Neighbor Authority to allow states to retain some revenue from GNA projects. Also sets goals for forest based carbon sequestration and storage while adding tree planting and reforestation as purposes of several existing Forest Service and USDA programs.

The RESTORE Act (Agriculture Conservation & Forestry Subcommittee Ranking Member Doug LaMalfa, R-CA); Authorizes the Forest Service to conduct large scale fuels reductions on landscapes requested by the Governor of up to 75,000 acres (federal land or adjacent non-federal land). Covered management activities are the installation of fuel breaks (including shaded fuel breaks) less than half of a mile across; mechanical thinning (including restoration thinning); controlled burns; and removing dead, dying trees or trees at high-risk of dying.

The Forestry Improvements to Restore the Environment Act (Rep. Dusty Johnson, R-SD) Directs the Forest Service to conduct rapid assessments in the wake of wildfires, prioritizes salvage of damaged timber already under contract, and prioritiz-

es any review of damaged lands with a timber sale or Stewardship Contract.

The Forestry Education and Workforce Development Act of 2021 (National Parks, Forests, and Public Lands Subcommittee Ranking Member Russ Fulcher, R-ID) Authorizes \$20 million in annual funding for USDA grants towards forestry education at certain higher education institutions.

The SOS for Seedlings Act (Rep. Cliff Bentz, R-OR) which directs the Secretary of Agriculture to develop a strategy to address the current shortage of seedlings requires to reforest areas damaged in 2020.

Ranking Member Westerman said "trees are still the most large-scale, cost-effective and environmentally-friendly carbon sequestration devices we have. Growing more trees to pull carbon from the atmosphere, scientifically managing our forests to mitigate catastrophic wildfires and incentivizing the use of wood products as renewable resources provides a comprehensive, practical solution to the climate issues we're facing today."

Agriculture Committee Ranking Member Thompson called the bills "Natural Solutions" for climate change, adding "These thoughtful, science-based policies will help promote a stronger agriculture economy by growing climate-friendly innovations that are already being carried out by producers.

We cannot sacrifice a healthy economy for a healthy environment, and vice versa. Natural solutions work, and we know producers are part of the solution, not part of the problem. "The timing was clearly intended to coincide with the reintroduction of the Green New Deal resolution, which was introduced today by Rep. Alexandria Ocasio-Cortez (D-NY) in the House and Sen. Ed Markey (D-MA) in the Senate. While Westerman's bill has

(Continued on page 27)



(Continued from page 26)

attracted some bipartisan support, it's unclear whether it's enough for Democratic leadership in the House to include these GOP bills as part of the infrastructure/stimulus package.

SCTPA Comments: U.S. Congressman Bruce Westerman (R-ARK) is the only forester in the U.S. House of Representatives. Congressman Westerman represents sustainable forestry and timber harvesting and forestry industries with a true passion and understanding of the entire *industry*.

Timber Hauling Platform Launches

The South Carolina Timber Producers Association (SCTPA), Carolina Loggers Association (CLA) and Virginia Loggers Association (VLA) have come together to launch a **New Platform** in Partnership with the U.S. Endowment for Forestry and Rural Communities to help loggers save money.

We know the costs for loggers aren't going down, be it insurance, fuel, supplies, equipment, tires, etc. But saving money can help to reduce the costs of operations.

Loggers, owner-operators, independent timber haulers and timber industry professionals looking to save money will benefit from our new program called Timber Hauling.

The new platform launched May 3rd for logging professionals featuring discounts from top name vendors. Discounts can be found for:

- Tires
- Legal fees to defend against fraudulent accidents
- Hoses & fittings
- Oils & lubricants
- Equipment supplies
- And we're adding fuel discounts – up to \$.42 off each gallon of diesel fuel
- More discount programs will be available

Timber Hauling is an online approach to helping loggers in South Carolina, North Carolina and Virginia save money on quality products and services. Loggers who are not association members can join their respective association on the platform to begin using the discounts programs.

After almost four years in the development, the program is a reality. SCTPA, CLA and VLA are proud

to have developed the program with the U.S. Endowment of Forestry and Rural Communities. The Endowment graciously paid for the program's development through the partnership of the three associations and The Endowment.

As an online platform, you can sign up and start saving on purchases from the participating vendors. Just go to www.timberhauling.com and see the site, sign up and begin using the available services and products for association members.

SCTPA, CLA, VLA and The Endowment are proud to make this platform available to assist loggers in saving money.

Contacts:

Crad Jaynes, SC Timber Producers Association, 803-530-5874, bcjpaw@windstream.net

Ewell Smith, Carolina Loggers Association, 504-884-4585, esmith@ncloggers.com

Ron Jenkins, Virginia Loggers Association, 804-677-4290, info@valoggers.org



Predatory Towing - Is There a Fix?

According to a survey by The American Trucking Associations, truckers in some states are experiencing a rise in excessive overages for non-consensual or “predatory” tows following the scene of a crash. These predatory practices wreak havoc on motor carriers and insurance companies who are responsible for paying these outrageous towing and storage charges. Since there is no federal law on this issue, this area is left open for state regulation; however, many states lack legislation (or have significant shortfalls) to curb these abusive towing practices.

Generally, a non-consensual tow occurs when an officer calls a tow or wrecker company after an accident to remove a disabled vehicle. Typically, the tow company will arrive at the scene, pull and tow the disabled rig, and will present the motor carrier with an inflated final bill. Many times, the final bill has excessive or miscellaneous fees (i.e., excessive base rates, charges for personnel, unused equipment, and storage fees). Additionally, it is not uncommon for tow companies to charge fees for services not rendered or to even keep the trailer as leverage until the invoice is paid. <https://www.ttnews.com/articles/ata-task-force-pursue-predatory-towing-crash-scenes>.

Predatory towing companies also target “illegally parked” rigs as well. For example, in Charlotte, NC, the owner of a Kentucky based trucking company reports that the company had one of its trailer’s “booted” in a Walmart parking lot. The towing company demanded that \$3,500 be paid within one hour or the company would increase the towing and recovery charge to \$8,000.

Another Tennessee based trucking company was hit with an excessive bill after the towing company alleges the rig was parked illegally at a gas station for four hours. The tow truck company subsequently demanded \$3,000 to have the boot re-

moved and warned the towing and recovery charge could go as high as \$10,000 if not paid within an hour.

Many trucking companies are seeking protections from these abusive towing practices. However, is there currently an adequate fix? In Virginia at least, the short answer is no. Although there are some limitations on charges for towing and storage of certain vehicles in Virginia, there are no set rates or caps in many localities. Va. Code § 46.2-1233.1. As a result, predatory towing companies have a leg up over trucking companies when it comes to negotiating these excessive bills. While it is true that Va. Code § 46.2-118(11) pro-

hibits tow companies from knowingly charging excessive fees for towing, storage, and administrative services (and prohibits companies from charging fees for services not rendered), the statute does not create a private cause of action for consumers to enforce statute viola-

tions. The statute only allows the aggrieved party to “file a complaint with the Office of the Attorney General.” Va. Code § 46.2-119. However, even then, the Attorney General has pure discretion over whether to pursue the cause of action to join the violation. This clearly leaves trucking companies in the dark. Setting rates would certainly work to ensure predictability and to curb predatory practices.

Prevention

Although there is no “adequate remedy” at law in Virginia, if your rig becomes disabled and you are presented with an excessive towing bill, we recommend the following:

- Request estimates upfront.
- Always have a relationship with and contact information for a local towing company on

(Continued on page 29)



hand. It is not uncommon for predatory towing companies to frequent high accident areas. Having a relationship with a local company minimizes the risk of an officer dispatching a random tow company after an accident.

- In the event you need a tow following a crash, and where applicable, let the officer know you will be dispatching your own tow/wrecker company.
- Always have a plan in place to deal with cargo that has the potential of spoiling.

- Consider parking alternatives when there are no open truck stops.
- Do not pay the inflated bill. Call your attorney immediately.

For questions or comments, please feel free to contact Cindy S. Foster (cfoster@setlifflaw.com) at 804-377-1275 or Steve Setliff (ssetliff@setlifflaw.com) at 804-377-1261. Setliff Law is based in Glen Allen, VA and is a trucking defense law firm.

Higher Lumber Costs Add More Than \$35K to New Home Prices, \$119 to Monthly Rent

By Paul Emrath, April 28, 2021, National Association of Home Builders (NAHB)

According to NAHB's latest estimates, rising softwood lumber prices over the last 12 months have added \$35,872 to the price of an average new single-family home, and \$12,966 to the market value of an average¹ new multifamily home. That increase in multifamily value translates to households paying \$119 a month more to rent a new apartment.



These estimates are based on the softwood lumber used directly and embodied in products that go into the average new home, as captured in the Builder Practices Survey conducted by Home Innovation Research Labs. Included is any softwood used in structural framing (including beams, joists, headers, rafters and trusses) sheathing, flooring and underlayment, interior wall and ceiling finishing, cabinets, doors, windows, roofing, siding, soffit and fascia, and exterior features such as garages, porches, decks, railing, fences and landscape walls. The softwood products considered include lumber of various dimensions (including any that may be appearance grade or pressure treated for outdoor use), plywood, OSB, particleboard, fiberboard, shakes and shingles—in short, any of the products sold by U.S. sawmills and tracked on a weekly basis by Random Lengths.

Builders do not in general buy lumber and other building products directly from sawmills, but from an intermediary like a lumber yard. For that reason, sawmill prices are marked up by gross margin as a percent of sales for the “lumber and other construction materials” industry, as reported in the U.S. Census Bureau’s Annual Wholesale Trade Tables.

Softwood lumber is also an input into certain manufactured products used in residential construction—especially cabinets, windows, doors and trusses. To account for the manufacturer’s margin, sawmill prices for the lumber embodied in these products are marked up by the percent difference between receipts and cost of goods in the “wood product manufacturing” industry, as reported in the IRS Returns of Active Corporations tables.

For the prices reported by Random Lengths on April 17, 2020, the total cost to a builder for all the lum-

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ber and manufactured lumber products described above was \$16,927 for the products in an average single-family home, and \$5,940 for the products in an average multifamily home.

A year later, based on Random Lengths prices reported on April 23, 2021, the fully phased-in costs have risen to \$48,136 for the softwood lumber products in an average single-family, and \$17,220 for the products in an average multifamily, home. These estimates represent a 184 percent (\$31,210) and 190 percent (\$11,280) increase in single-family and multifamily builders' lumber costs, respectively, during the course of the past year.

Prices to home buyers have gone up somewhat more than this, due to factors such as interest on construction loans, brokers' fees, and margins required to attract capital and get construction loans underwritten. For items such as lumber that are purchased and used throughout the construction process, NAHB estimates that the final price will increase by 14.94 percent above builder cost.

The bottom line is that the surge in lumber prices that occurred between April 2020 and April 2021 has added \$35,872 to the price of an average new single-family home and \$12,966 to the market value of an average new multifamily home.

Based on NAHB's standard priced-out calculations, the \$35,872 increase in the average new home price (taken from the latest HUD/Census Bureau new residential sales report) has priced more than 5.5 million U.S. households out of the market, meaning that these households could qualify for a mortgage to buy the average new home before the price increase, but not afterwards. These estimates reinforce the need to find ways to reduce the cost curve for adding much needed inventory to the housing market, particularly as buyers remain frustrated by a lack of available homes for-sale.

The vast majority of new multifamily homes are built-for-rent. In the most recent HUD/Census Rental Housing Finance Survey, the mean ratio of annual rental receipts to market value is 11 percent. This implies that the \$12,966 increase in value will increase annual rental receipts by \$1,426. In other words, tenants are paying \$119 more a month to rent the average new apartment due to the past year's surge in lumber prices.

Of course, affordability challenges for home buyers and renters with modest incomes are even more challenging than these lumber-driven effects imply, as prices for other building materials are also on the rise. Historically low interest rates have helped on the demand-side of the market, but reasonable prices and stable access to lumber and other building materials are needed on the supply-side.

SCTPA Comments: *Interesting article to say the least and provides explanation to the high cost of lumber being seen now. It is unfortunate that all this frenzy amid such high lumber prices, the finished product from sawmills, doesn't tickle back to the timber harvesting industry and the forest landowner. But that's the industry and that's the fact. Question is... will it ever change to allow the logger and forest landowner to benefit when the finished product prices go up? Not likely as it's supply and demand economics. As long as the supply is available and the logger can get it to the mill, and as long as the mill continues to receive the supply at their rate, there isn't much need for any drastic change. And that is shameful and sometimes down right wrong for the logger and forest landowner.*

Stabenow, Braun Introduce New Bipartisan Bill to Help Family Foresters Develop Climate Solutions, Take Advantage of Economic Benefits



WASHINGTON — April 21, 2021 — Washington, DC: U.S. Senators Debbie Stabenow (D-Mich.), Chairwoman of the U.S. Senate Committee on Agriculture, Nutrition, and Forestry, and Mike Braun (R-Ind.) introduced the bipartisan Rural Forest Markets Act to remove barriers for small-scale, family foresters and help them benefit from new economic opportunities through climate solutions like carbon markets. The bill is the latest bipartisan climate-smart forestry legislation to come out of the committee after the REPLANT Act was introduced last month.

“Big or small, our forests are an important part of addressing the climate crisis,” said Chairwoman Stabenow. “For too long, there have been barriers that prevent family foresters from being able to take advantage of the economic benefits of the carbon reduction efforts they’ve been doing. Our bipartisan bill changes that by removing those barriers and ensuring that they can tap into new markets and be rewarded for their climate-smart practices.”

“As a tree farmer myself, I know sustainable forest management represents both a win for conservationists and all Americans. I’m proud to join Chairwoman Stabenow to reintroduce the Rural Forests Markets Act because it’s a low overhead climate solution that takes advantage of private investment to notch a win for small family foresters and the environment,” said Senator Braun.

As companies increasingly express interest in offsetting their footprint through carbon and other environmental markets, foresters are tapping

into those opportunities and being financially rewarded for the voluntary, sustainable steps they’re taking in managing their land. However, small-scale and family-owned forests have faced barriers due to high upfront costs. These small, family-owned woodlands make up 36% of U.S. forests.

The bipartisan Rural Forest Markets Act provides a federal loan guarantee to support innovative projects that help small forest owners address the warming climate and other environmental challenges by adopting sustainable land management practices. Project developers are already using private capital to band together small foresters, provide expertise, and offset the upfront financial costs producers face in participating in these innovative marketplaces. By establishing a federal loan guarantee to back these private investments, new capital and forestry jobs will flow to rural communities and landowners, all while improving the environment and storing more carbon in our forests.

The Rural Forest Markets Act:

- Establishes the Rural Forest Market Investment Program that offers guaranteed loans of up to \$150 million for nonprofits and companies to help small and family foresters create and sell forest credits for storing carbon or providing other environmental benefits.
- Provides a climate solution by encouraging forestland owners to adopt voluntary land management practices that draw carbon out of the air and store it in forests.
- Creates new revenue streams for small-scale, family foresters by making it possible to generate innovative credits they can sell in established markets.

(Continued on page 32)

(Continued from page 31)

- Brings investment into rural communities by reducing the financial risk to private investors who can contribute the upfront financing that makes these projects possible.

In addition to Senators Stabenow and Braun, the bill is co-sponsored by Senators Angus King (I-Maine) and Shelley Moore Capito (R-W.Va.).

The bill is supported by over a dozen forestry, conservation, and sportsmen groups, including The Nature Conservancy, American Forest Foundation, National Wild Turkey Federation, the National Wildlife Federation, American Forest and Paper Association, American Wood Council, American Forests, and more.

“Family forest owners own the largest portion – 36 percent – of the forests in the U.S., making them a critical component to addressing climate change through natural climate solutions,” said Tom Martin, President and CEO of the American Forest Foundation. “Yet, they have thus far been misunderstood, undervalued or forgotten when it comes to how they can contribute. Carbon markets are a key mechanism that can ignite their participation in our climate fight but does so in a way that leverages private sector investment, bringing more dollars to rural America. We appreciate Senator Stabenow and Braun’s leadership on the Rural Forest Markets Act which will help catalyze more carbon projects, such as the Family Forest Carbon Program for family forest owners.”

“By ensuring forest owners are a part of national efforts to naturally sequester carbon, we can simultaneously meet our climate goals while

also improving wildlife habitat and strengthening rural economies,” said Collin O’Mara, President and CEO of the National Wildlife Federation.

“Chairwoman Stabenow and Senator Braun’s innovative, bipartisan bill is a testament to their dedication to advancing carbon markets and supporting natural climate solutions.”

“The National Wild Turkey Federation appreciates Senators Stabenow’s and Braun’s support for creating markets to benefit family forest owners,” said Becky Humphries, CEO of the National Wild Turkey Federation. “During my time as Director of the Michigan Department of Natural Resources, Senator Stabenow showed unwavering support for forestry practices that keep our forests healthy. Providing a path for family forest owners to benefit from carbon markets will continue to ensure that forests remain forests.”

“The Rural Forest Markets Act would help unlock the private capital needed to increase the amount of carbon dioxide removed from our air and stored by family-owned forests, which together represent the largest forest ownership in the U.S. That would be a major win for the environment and rural economies,” said Jad Daley, President & CEO of American Forests. “Given the immense scale of family forest ownership across America, this represents a big step forward to realize the scientifically proven and untapped potential of nearly doubling natural carbon storage in U.S. forests and forest products and making a significant contribution toward stabilizing our climate through carbon dioxide removal. Investment in our nation’s family forests will yield benefits for communities and our climate for generations to come.”



Timber Talk
*Your Voice for South Carolina
Timber Harvesting*



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

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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 (ALCDR1)
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 (rights)
Stopping & Parking (stopping & Parking)
Turns & Curves (turns)
Adverse Conditions

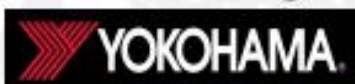
S C Timber Producers Association
Crad Jaynes
President & CEO
SCTPA
P.O. Box 811, Lexington, SC 29071
601 Carola Ln, Lexington, SC 29072
Phone: (803) 957-9919
<https://scloggers.com/>
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...BREAKING NEWS...

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



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

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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

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

Our Carriers



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NEW SCTPA MEMBER BENEFIT & SERVICE



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

NEW Michelin & B. F. Goodrich Tire Discount Program

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

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

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

Member Process for SCTPA Michelin & BFG Tire Program

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

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



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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

?????????

South Carolina
Department of Transportation
955 Park Street | P.O. Box 191
Columbia, SC 29201-3959

“ WHY CAN'T I CROSS THIS BRIDGE? ”

Understanding Bridge Weight Limits

LOGGING TRUCKS

SCDOT

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".

March 17, 2021

The Honorable Tim Scott
US Senate
104 Hart Senate Office Building
Washington, DC 20510



Dear Senator Scott:

On behalf of the members of the South Carolina Trucking Association, the thousands of small South Carolina-based fleets that may not be aware of the goings on within our nation's Capitol - and the customers for whom they serve, I write to discuss our shared goal of pursuing meaningful investments in infrastructure in the weeks and months ahead. The trucking industry is eager to work with you, Congress and the Biden Administration to end the continuous cycle of underinvestment in our nation's infrastructure. A bold investment in infrastructure will improve the safety and functionality of our nation's transportation systems while reinvigorating a pandemic-stricken economy.

As that work begins in earnest, we want to convey our strongly-held view that any infrastructure investment must be grounded in long-term, sustainable funding, based on mechanisms where all road users contribute to rebuilding and revitalizing the American transportation network. The trucking industry will aid in those efforts, and welcomes the opportunity to contribute to infrastructure development in a meaningful and efficient way.

However, we strongly caution against discriminatory funding schemes that place the burden of supporting our infrastructure solely on the back of the trucking industry. Forcing the industry to cover the entire gap between available revenue and infrastructure funding needs will jeopardize economic stability, cripple our nation's supply chain, and threaten to decimate recent economic gains. Moreover, it will irreparably fracture the broad stakeholder support that has facilitated the advancement of past highway bills. Therefore, any discriminatory funding schemes, like a truck-only vehicle miles traveled (VMT) tax, will be met with resolute opposition by the industry, and must be dismissed as a misguided and prejudiced funding gimmick.

Mandating that the trucking industry bear the brunt of our nation's infrastructure investment via a truck-only VMT tax is unfair, imbalanced, and runs counter to public interest. In terms of feasibility, there are ample reasons why a truck-only VMT is an ill-conceived and dangerous solution.

First, experts agree that proper implementation of a VMT tax will require at least five to ten years to generate revenue because the relevant technology has yet to be fully developed, large-scale field testing has not been conducted, data privacy and security issues have not been addressed, and VMT enforcement mechanisms have not been implemented to combat anticipated evasion.

Second, current review of VMT fee pilot programs estimates that collection costs could be as high as 40 cents on the dollar. While full implementation will likely bring these costs down substantially, these estimates suggest collection costs could still be as high as 15%—more than 70 times greater than the cost to collect the fuel tax.

Third, a VMT fee would require individual accounts for each taxed vehicle, which, if applied to all road users would affect approximately 270 million vehicles, creating a daunting administrative boondoggle to implement and oversee. Fourth, there is an assumption that electronic logging devices (ELDs), which are currently required in only 28% of commercial motor vehicles, can be used to track miles for the purpose of imposing a VMT fee. However, federal law prohibits government agencies from using ELDs for any purpose other than Hours of Service compliance.

The trucking industry stands ready and eager to work hand-in-glove with Congress and the White House towards stemming our deepening infrastructure crisis. As you and your colleagues work to advance meaningful infrastructure legislation, we urge you to consider funding mechanisms that are built around a system where all who benefit from the transportation system contribute fairly. And, we emphatically caution you against the pursuit of discriminatory funding mechanisms such as a truck-only VMT, which will seriously impede efforts to enact meaningful infrastructure legislation this Congress.

Thank you for your service, and your attention and thoughtful consideration of this important and timely matter.

Rick Todd

J. Richards Todd
President & CEO



S. C. Producers Association
P. O. Box 811
Lexington, SC 29071
Crad Jaynes, President
803-957-9919
Cell 803-530-5874 / bcjpaw@windstream.net

April 15, 2021

The Honorable Tom Rice
U. S. House of Representatives
460 Cannon House Office Building
Washington, DC 20515

Dear Congressman Rice,

On behalf of SC Timber Producers Association, our board of directors and our logger and log hauler members, we thank you for your previous support of the Safe Routes Act as a co-sponsor for the previous bills entered into the U.S. House of Representatives in 2019 and 2020.

On March 10, 2021 Congressman Mike Gallagher (R-WI) and Congressman Jared Golden (D-ME) re-introduced the Safe Routes Act of 2021 into the U.S House. The bill number is HR 2213.

This legislation is important to the timber harvesting and timber hauling segment of SC's and our nation's wood supply chain. This legislation would allow timber hauling trucks to utilize the interstate system at the individual state's legal gross vehicle weight (GVW). While wood trucks can now use the interstate system, our trucks are restricted to the federal legal interstate system of 80,000 pounds GVW. In SC, our trucks transporting unmanufactured forest products from timber harvesting sites to wood receiving markets can haul a legal GVW of 84,272 pounds on SC roads only.

This legislation would allow our timber trucks to haul the SC legal GVW of 84,272 pounds on the interstate system within South Carolina. SC is blessed with a good interstate system throughout the state. The Eisenhower Interstate System was constructed to move heavy military equipment expeditiously across this nation.

Further, this legislation if passed would assist in improving the safety for our drivers as well as the motoring public. Plus this would allow the opportunity to remove our trucks from rural and state roads, assist in reducing the issues of stop and go traffic, traveling through school zones and small towns and reduce the traffic congestion in areas. While interstates do not run to the forest products companies' woodyard gates, overall safety on the roads would be enhanced.

Additionally, this legislation would improve the trucking logistics issues for our industry and offer opportunities to improve fuel economies, possibly assist in reducing emissions and assist in maintaining the infrastructures of state roads.

But the largest improvement would be the enhancement of on the road safety for our drivers and

(Continued on page 41)

(Continued from page 40)

the motoring public. There have been studies already produced that indicate being able to put our timber trucks on the interstate system improves our segment's trucking efficiencies and safety.

Congressman Rice, I urge you to consider once again signing onto the Safe Routes Act of 2021, HR 2213, as a co-sponsor like you graciously have done before.

I thank you for your time and consideration. Should you or your staff member have any questions, please feel free to contact me.

Take care and thank you for your service to the Palmetto State.

Sincerely,

Crad

Crad Jaynes
President & CEO

SCTPA Comments: This letter was also sent to SC Congressman Ralph Norman (R-5) seeking his co-sponsorship again as he had done before and a similar letter was sent to the other five SC U.S. House members seeking their support of the Safe Routes Act of 2021, HR 2213.



Timber Talk

*Your Voice for South Carolina
Timber Harvesting*

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



March 8, 2021

RE: US 76/378 (Garners Ferry Road) Westbound Bridge over Wateree River
Sumter and Richland Counties; Project ID: PO30462
Project ID PO29091

Dear Stakeholder

The South Carolina Department of Transportation (SCDOT) plans to replace the US 76/378 (Garners Ferry Road) Westbound Bridge over Wateree in Richland and Sumter Counties. The bridge is structurally deficient and has been approved by the SCDOT Commission for replacement.

Following the 2016 legislative session and the passage of the 2017 Roads Bill, SCDOT developed a program that is targeted to reduce the structurally deficient bridge numbers in our state by two-thirds within a ten year time frame. The establishment of this bridge program is a major first step in addressing the years of deferred maintenance on our critical infrastructure. SCDOT recognizes the critical importance of a reliable and safe transportation network and impact that it has on our citizens and economy when there is an interruption in connectivity.

In order to minimize the construction duration, project cost, and impacts to property owners and the surrounding environment, US 76 westbound traffic will be detoured to the eastbound bridge by merging traffic immediately before and after the bridge where there is ample room in the median. While all traffic is detoured to the eastbound lanes, the existing westbound bridge will be demolished, and the new bridge will be built in the same location.

A project website has been established that contains valuable information about the project. It can be found at the following link www.scdotgis.online/US76overwateree. Postcards advertising the project website were mailed on February 26, 2021, to approximately 3000 property owners in close proximity to the project. A copy of the postcard is included for your reference.

The project is tentatively scheduled for an April 2022 letting. Construction is anticipated to last approximately three years with traffic being shifted to the existing eastbound bridge for two and half years. You will receive another update regarding the status of the project once the construction contract has been awarded and a construction schedule has been established. Other members of the legislative delegation are also being notified.

SCDOT recognizes the responsibility associated with receiving the additional funding and appreciates the opportunity to utilize those resources to rebuild our transportation system. If you have any questions or require additional information, please contact Assistant Program Manager Jacob Meetze at 803-737-1037.

Sincerely

John D. Boylston, P.E.
Director of Preconstruction



Mark Your Calendar

May 2021

26 SCTPA Board of Directors Meeting, 10:00 A.M., Hampton Inn Harbison, Columbia

June 2021

8 SFI State Implementation Committee Meeting, 10:00 a.m., Harbison Environmental Center, Harbison State Forest, Columbia.

21-25 SC Sustainable Forestry Teachers Tour, Tour Based Out of Georgetown.

No District meetings are scheduled due to the ongoing Coronavirus situation.

SCTPA is available to those that need to view the 2021 SFI Timber Operations Professional (TOP) Update video to continue to be SC SFI Trained. June 30, 2021 is the deadline for viewing the 2021 TOP Update. Contact SCTPA and a group live class or individual class can be arranged.

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.

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*"Serving the Forestry Industry
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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.