



# TIMBER TALK

*Your Voice for South Carolina Timber Harvesting*

JULY / AUGUST 2021

## SCDOT ANNOUNCES 90,000 POUND GVW PERMIT PROGRAM

**S**C Department of Transportation (SCDOT) has announced the implementation of the Bulk Agribusiness/Husbandry Annual Permit Program for hauling 90,000 pounds Gross Vehicle Weight (GVW) on state roads. Unmanufactured forest products, roundwood and wood chips, are included in the annual permit program.



SCDOT has instituted a Bulk Agricultural Permit program under their statutory authority granted for husbandry-related transportation operations. DOT

says the program “offers benefits to our state’s businesses and will keep our state competitive.”

The 90,000 Pound GVW program is as follows:

- An annual / multiple trip permit that allows for continuous travel time, 24 hours a day, 7 days a week, 365 days a year.
- Applicable for the transport of products of husbandry on all US and SC “shielded” (non-interstate) routes in the state. SC “shielded” roads are SC primary routes and designated as SC highways and roads.
- Annual permit **EXCLUDES** the Interstate System. Legal Interstate GVW is 80,000 pounds.
- Permit is for truck/tractor specific and allows transport of up to 90,000 pounds (tractor, trailer and load) with a maximum axle weight of 23,000 lbs. The 90,000 lbs. gross weight is permitted on a minimum 40’ trailer with 5 or more axles (truck unit and trailer). Maximum dimensions permissible are 8’6” wide, 13’6” high.
- **Annual permit is at no-cost.**
- While this annual 90,000 GVW permit is likely to cover the majority of the SC travel, SCDOT recognizes there will be times when haulers need to travel on the state’s Secondary Routes. In those cases, carriers will need to secure a route-specific permit for Secondary Roads. The Secondary Road permit will allow for travel from and back to a point of origin (i.e. hauling unmanufactured forest products to and back from wood receiving markets). Secondary roads are marked “SC-County Number - Road Number. The Secondary Road permit is effective for 30 days.



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- SCDOT has a map on their website of SC primary “shielded” numbered roads and secondary number roads.
- The annual and secondary road permits are per truck. The permit must be with each truck participating in the program.

SCDOT has updated their website and the annual permit program is operational. To use the permit program visit SCDOT’s website at ... [www.scdot.org/business/permits-osow.aspx](http://www.scdot.org/business/permits-osow.aspx)

A one-time account set up is required. Users will receive an email with a user ID and Password to access the system. Then, the customer will log into the website, click on the Apply for Permit button. Once logged in, the user will tab to Permit Type and choose Multi Trip; tab to Load Type and choose Bulk Agricultural.

SCTPA’s President discussed the program with SCDOT’s Oversize/Overweight Office Director Michelle Mabry to clarify some issues. For the Secondary Road Permit, this is as Michelle stated, “a Route Specific Permission Permit to allow for two way travel, to and from a point, in order to have access to the secondary road in both directions. Per Michelle, there have already been annual permits issued for wood trucks.

SCTPA’s Crad Jaynes and Forestry Association’s Cam Crawford have discussed the permit program and realize there will be issues come up and need to be answered. Both Cam and Crad agreed to let the program run for a week or two and see what questions and issues the industry has regarding the program. Both Crad and Cam see some issues. For example, what if a wood receiving mill or facility is located on a secondary road? These type issues will be addressed with SCDOT.

If an annual permit program user has any questions, issues or problems, contact the SCDOT Oversize/Overweight office. Please relay information to SCTPA and/or the Forestry Association regarding questions



## SCTPA 2022 Annual Meeting Update

By Crad Jaynes, SCTPA President

The SC Timber Producers Association 2022 Annual Meeting is scheduled for February 25 – 27 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront.

The board of directors discussed the annual meeting at the August 28<sup>th</sup> board meeting and how to proceed. At the current time, the Covid threats are still present. The SC Covid case numbers, hospitalizations and deaths are trending upward and not looking encouraging. The number of vaccinated persons versus unvaccinated persons is still lagging behind the projections for this time of the year.

SCTPA’s President Crad Jaynes met with DoubleTree Resort’s Steve Williams and Missy Durham on September 8<sup>th</sup> to discuss the different scenarios for the meeting. The association actually has until November 1<sup>st</sup> to let DoubleTree Resort know if the 2022 annual meeting will take place or be cancelled. As of the

meeting, there were no restrictions in Horry County and the Hilton protocol was for unvaccinated employees to wear a face mask and **visitors were encouraged to do so if not vaccinated and even vaccinated persons encouraged to wear a face masks and maintain social distancing.**

Plans are in place for the 2022 annual meeting with speakers and all the events scheduled. However, due to the uncertainty at this time, **the board has not made any decision as to the 2022 annual meeting taking place or being cancelled.**

The board will meet on October 20<sup>th</sup> for a strategic planning meeting and on October 28<sup>th</sup> for a regular board meeting and will discuss the 2022 annual meeting at both meetings. Because of the uncertainty, if the 2022 annual meeting does take place, then registration packages will go out November 1<sup>st</sup>.

**SCTPA would like your feedback, if you’d like to provide it, as to whether you will or will not come to the 2022 SCTPA annual meeting. This will assist the association in making the best decision regarding the 2022 annual meeting.**



## AMERICAN LOGGERS COUNCIL

Executive Office of the President  
Public Engagement

### National Priority Issues Briefing Paper

By Scott Dane, ALC Executive Director

**T**he American Loggers Council is the National Voice of Loggers representing 30 timber industry state associations.

The American Timber Industry is a key component of the Biden Administrations "Build Back Better" post pandemic economic recovery and Climate Change Initiatives.

A healthy forest is dependent on a healthy forest products industry. Based on that premise, the following priority issues are presented for support from the Biden Administration.

#### **AMERICAN LOGGERS COUNCIL NATIONAL PRIORITIES**

##### ***The Timber Industry's Role in Climate Change Mitigation***

Sustainably managed forests, based on established silvicultural science, are the most readily available source of carbon sequestration and must be a key element of mitigating climate change. This focus and practice has been supported by the World Economic Forum Trillion Tree Initiative. Forests are carbon sinks, absorbing carbon and storing it well beyond the lifecycle of the trees, if managed, harvested and converted to forest based products. However, unmanaged forests are susceptible to mortality, disease, and fire, which all contribute to the release of carbon stored in the trees and actually creates a carbon source.

Forests are a renewable resource that provides environmental, economic, recreational and habitat benefits to society.

Forest Management is the key to capitalizing on the multiple benefits of healthy forests. From carbon sequestration to reducing wildfires. These

efforts are mutually beneficial and can co-exist. The one or the other net sum zero philosophy is unsubstantiated. In fact, a recent finding that the US Forest Service participated in acknowledged that a warming climate has extended the wildfire season for obvious reasons. However, the study found that climate change accounts for just 14 percent of the influence on more destructive wildfires, while noting that live fuel was the largest factor, accounting for 53 percent. In order to address the primary contributor to extreme wildfires, fuels reduction through forest management must be practiced.

Forest restoration must be a priority of any sincere science-based climate change strategy.

Accepting the timber and forest products industry as a partner in addressing Climate Change will enable a comprehensive effort to collectively work together to accomplish this objective.

##### ***Biomass Carbon Neutrality and Renewable Energy Recognition***

The United States is the only developed country in the world that does not recognize forest based biomass as a carbon neutral renewable resource. This impedes the development and utilization of forest based biomass feedstock as a source for the production of bio-crude, bio-char, bio-fuel, and wood pellets.

As an example, the Renewable Fuel Standard (RFS), as Congressionally developed and intended, includes a number of categories. However, D-3 and D-7 categories have never been produced or recognized. The single impediment to this is the EPA misinterpretation of eligible biomass feedstock. The EPA's determination is contrary to all publicly and privately accepted biomass source standards. In fact, the USDA has advised the EPA of this contradiction and provided expertise in an effort to correct this discrepancy. Until this is resolved, hundreds of millions of dollars in investment remains sidelined and critical unmerchantable timber (hazardous fuels) markets remain undeveloped.

If and when this issue is resolved, forest based biomass feedstock can be utilized to produce renewable bio-crude / bio-fuel and reduce fossil fuel use.

##### ***Timber Industry Workforce Development***

Workforce development is an issue impacting and delaying the post-pandemic economic recovery. The situation is similar within the timber industry. It

*(Continued on page 4)*

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is further compounded by the aging workforce, projected retirements (14% over the next 8 years), lack of interest or knowledge by young entry level prospective employees, and competitiveness.

One of the traditional and historically typical workforce pipelines for the rural jobs has been generational family transitional experience. This is similar to the family farm situation. Based on this multi-generational workforce development path, family farms have been permitted to incorporate family members ages 16 and 17 in the operation (mechanized equipment) of the family farming business. The timber industry is in a similar position and has been promoting an identical allowance through the Future Logging Careers Act legislation. A copy of the legislation is attached and has bi-partisan sponsorship this year.

The American Loggers Council requests support from the White House on this legislation.

### ***Timber Industry Transportation Challenges***

The logistical transportation challenges of the economic supply chain are affecting all industry sectors. Timber transport capacity is no exception.

However, improvements in efficiency can increase capacity within the limited resources. A simple no cost opportunity to increase capacity, reduce truck trips, reduce fuel consumption, reduce carbon emissions and improve safety has been introduced in the House of Representatives "Safe Routes Act of 2021" (H.R. 2213), with bi-partisan support.

Additionally, consideration to incorporate legislation, as established by precedent in Wisconsin (attached) and other states, to grandfather local / state road systems that are being transferred into the Interstate System, to maintain access and the weight limits as previously permitted, must be authorized. Loss of these routes will increase truck trips, fuel consumption, miles transited, carbon emissions and transfer semi-truck traffic onto less safe rural routes. Maintaining and continuing the weight limits on these roadways does not change what they were subject to previously.

There is precedent for another "targeted" option of identifying and designating priority corridors within each state that will address high priority transportation routes. Attached is legislation that was passed in 2015 allowing a 23 mile corridor in Minnesota to access the federal Interstate System

with logging trucks. This authorization removed logging trucks from downtown cobblestone roads in Duluth, MN and took them out of residential / school zones.

### ***Federal Timber Availability***

Forest management is dependent upon a stable supply chain infrastructure, including timber harvesters, timber haulers and end product mills. The loss of any component compromises the entire process.

In many regions, federal timber lands are the primary source of timber for mills. A loss or reduction in federal timber availability results in the closure of mills in these areas, which consequently impacts and reduces logging capacity and therefore undermines the forest management objectives of public and private land management interests. It is a finely balanced inter-dependent system.

However, in situations where any sector of the process is not stable or lost, it becomes a self-perpetuating downward spiral of collapse. This is evident in the USFS decision to reduce timber sale volume in the Black Hills of South Dakota, which directly contributed to the closure of a mill in Hill City that had been in operation for over 50 years. Twelve logging operations supplied this mill. Now, when the USFS decides to resume timber harvesting operations at increased volume, there will not be a mill or loggers to utilize the timber, meaning the forest management objectives of the USFS will not be accomplished.

### ***Conclusion***

The American timber industry is vital to maintaining healthy forests, which need to be a key component of the Biden Administration Climate Initiatives. Increased active forest management on federal lands (it is already being conducted on other public and private lands) is necessary to ensuring the forests can contribute positively to this effort.

Forest management is dependent on a strong and stable timber and forest products industry. The issues outlined can contribute to the stabilization and post-pandemic recovery of the timber industry. Congressional inclusion of these issues, or Executive action, will provide an unmatched return on investment in the American environment and economy.





## FMCSA: Safety Management System (SMS) Likelihood of Crashes

**G**overnment statistical data always lags behind two to three years. Based on some data found, this data is the Summary of Crash "Likelihood" based on SMS violation results from past years. This data shows a correlation between SMS violations and crash probability.

- First... if a driver has had a previous crash, the likelihood of another crash is increased by 88%.
- Failure to use or improper signal – crash probability is increased by 96%.
- Improper passing – crash probability is increased by 88%.
- Improper turning – crash probability is increased by 84%.
- Erratic lane change – crash probability is increased by 80%.
- Improper land/location move – crash probability is increased by 68%.
- Failure to obey traffic sign – crash probability is increased by 68%.
- Speeding more than 15 MPH over – crash probability is increased by 67%.
- Reckless/careless/distracted driving – crash probability is increased by 64%.
- Driving too fast for conditions – crash probability is increased by 56%.
- Failure to obey traffic signal/light – crash probability is increased by 56%.
- Hours of service violation – crash probability is increased by 45%.
- Following too closely violation – crash probability is increased by 41%.
- Speeding up to 15 MPH over – crash probability is increased by 40%.
- Issued an Out of Service violation – crash probability is increased by 26%.

The lesson of the SMS data for operations is more than just looking at the numbers. There is a direct correlation between violations and probability of crashes when operating a Commercial Motor Vehicle. Use the Safety Management System for your operations to assist in driver training and operating a safe, professional trucking business.



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

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



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APPLICABLE TO UNITED STATES DEALERS ONLY

## American Loggers Program 2021

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

### Program Guidelines

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

### Contact Information

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

## **General Provisions**

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

# **REBATE PROGRAM**

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

*November 30, 2020 through October 31, 2021*

## **REBATES:**

**CV Model: \$1,000**

**MV Models with Cummins: \$2,000**

**HV Models with Cummins: \$2,000**

**HV Models with A26: \$3,000**

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



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

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

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

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

***\*Email [americanlogger@aol.com](mailto:americanlogger@aol.com) for verification or additional information.***



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# JURY HANDS DOWN BILLION-DOLLAR VERDICT IN FLORIDA AGAINST 2 TRUCKING COMPANIES

**College freshman was sitting in traffic from wreck involving 1 of the companies when 2nd truck hit him**

A new record for nuclear verdicts against a trucking company may have been set with a \$1 billion verdict handed down Tuesday by a Florida jury.

What had generally been viewed as the biggest nuclear verdict ever was the \$411 million awarded last fall against a one-truck company that offered essentially no defense at trial.

The two companies involved in the latest case, according to local press reports, are Kahkashan Carriers, a Canadian company, and AJD Business Services. It is identified in media reports as U.S.-based but its location is unclear.

According to press reports, the crash occurred in early September 2017, taking the life of Connor Dzion, who had just begun classes as a freshman at the University of North Florida. The wreck occurred in Yulee, Florida, on Interstate 95. Yulee is in Nassau County, north of Jacksonville, and it was a Nassau County jury that handed down the verdict.

Dzion was stuck in a traffic jam created by a wreck that involved the truck operated by AJD. Reports say he had been there roughly an hour when the truck driven by a driver for Kahkashan Carrier slammed into his car at 70 mph.

The billion-dollar verdict was split as a \$100 million payment to Dzion's parents, who brought the suit, and a \$900 million punitive damages verdict against AJD, according to media reports. The split on the \$100 million payment was not spelled out in the statement on the verdict released by the plaintiff's attorney.

AJD does not show up in internet searches in any way that suggests it is still in business. According to data in Carrier Lists, AJD's status with the Department of Transportation is inactive. Kahkashan Carrier is Quebec-based. Its DOT number is also listed as inactive.

The parents of Dzion were represented by the law firm of Pajcic & Pajcic. In a prepared statement released after the verdict was handed down Tuesday, it described its version of what happened on Labor Day weekend in 2017.

"The semi-driver, working for AJD Business Services Inc. was distracted by his cell phone, driving over the le-

gal limit of hours and did not even have a commercial driver's license when he caused a crash and flipped his truck, blocking the highway and causing a massive backup on the interstate," the statement from the law firm said. "More than an hour later, another distracted trucker, working for Kahkashan Carrier, Inc. of Canada, was traveling on cruise control at 70 miles an hour when he

slammed into the line of stopped traffic, killing Connor [Dzion]. That truck's data recorder showed he did not even attempt to brake until one second before the fatal crash."

Alix Miller, the president of the Florida Trucking Association, said she was not familiar with the case beyond what she had read in media reports. But she indicated that the environment for trucking companies involved in litigation in the

Sunshine State is getting tougher.

"The legal climate in Florida has been getting increasingly worse, with settlements and verdicts not reflective of evidence or the case," she said in a statement to FreightWaves. "It is becoming difficult for trucking companies to do business in Florida — major insurance companies are no longer writing policies in the state, and rates can be 3-4 times more per truck than other states. Safe and responsible trucking companies are facing moving out of Florida or going out of business as a direct result of a broken judicial system."

\*\*\*\*\*

## Georgia Supreme Court Puts Business in the Crosshairs

Georgia joins South Carolina's joint & several liability status, lawyers pick statutes to pieces.

In a major decision, *Alston & Bird vs. Hatcher Management*, the Georgia Supreme Court has put a target on businesses throughout the state.

Georgia has been an "apportionment state," meaning if a defendant was found to be 30% liable, for example, for causing damage, that defendant would have to pay 30% of whatever judgment a jury rendered. Now, in a change that delights billboard lawyers, the court has decided that if only one defendant is sued (even if many others were partially liable for the damage) that one defendant must pay the total of any judgment issued. This means Georgia is no longer a true apportionment state but is returning to joint and several liability.



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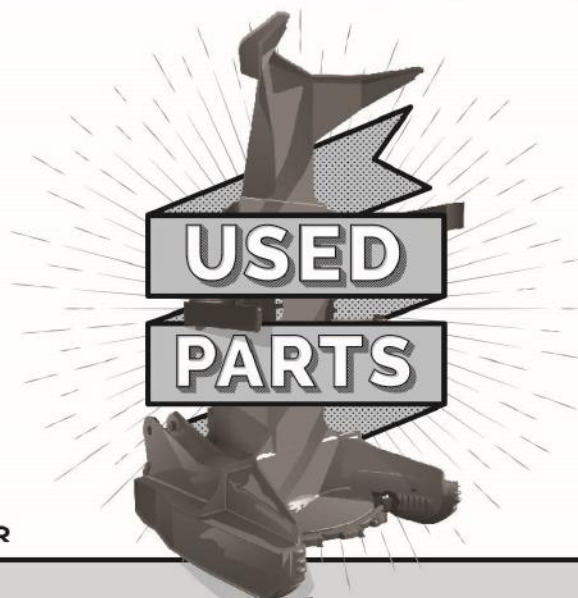


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## 2021 Western Star Association Rebate – US ALC Associations

Western Star is proud to support the American Loggers Council (ALC) and its affiliates through the extension of the association rebate program. 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 49X or 4900 logging service truck, the leading brand in the logging industry.

### Rebate amount:

- \$3,000 for 49X or 4900 model with vehicle service code of A85-012, Logging Service

### Requirements:

- **Valid only on vehicle service data code of A85-012, Logging Service.**
- **Valid only on StarQuote pricing.**
- **Not valid with stock truck concession or other program incentive claims.**
- Verification of membership or affiliation status with ALC.
- Association membership must be valid for at least **90 days prior** to retail sold date.
- Trucks must be **new** and never been retail sold regardless of model year or mileage.
- Maximum of **two (2)** trucks per customer/company in a calendar year.
- Rebate claim must be processed within **30 days** of retail sale date.
- No gliders or used trucks are eligible.
- Only one association rebate can be applied per claim per truck.

### Process:

1. Association member advises dealer they are a member of the American Loggers Council or affiliate organization, and asks dealer to verify membership with ALC.
  - To verify membership, dealer needs to contact Mr. Scott Dane, American Loggers Council via e-mail [scott.dane@amloggers.com](mailto:scott.dane@amloggers.com) at or by phone at 218.780.5927.
  - Please identify yourself as a Western Star Dealer requesting approval to offer a discount to the customer. Provide applicant name, organization, and membership number, if applicable.
  - Mr. Dane will verify and provide you with an approval. He will also send a copy of the approval to [WST-Training@Daimler.com](mailto:WST-Training@Daimler.com)
2. Association member purchases up to **two (2)** new trucks, per customer/company in a calendar year.
3. Dealer report and enter the retail sale date and warranty registers the truck(s).
4. Dealer submits a TIA using request type, Trade Association/Sales Rebate category

- *If Association does not have a membership list or number, proof of membership (i.e. Membership Card or Membership dues receipt) must be attached in TIA system.*
- 5. Dealer submits Rebate Claim Form through DTNA Portal
- 6. Association membership and truck sale are verified before TIA is processed.
- 7. Dealer can apply the credit as requested by the customer/member:
  - Dealer credits customer's parts/service account with full rebate amount.
  - Dealer pays the customer full rebate directly.

**Dealer is responsible for ensuring all conditions of this program and Association memberships are met. TIA's will not be approved if any condition or Association memberships are not in accordance with this program.**

Western Star Trucks reserves the right to terminate this program at any time without notice. Transactions submitted and approved for this offer are subject to audit at any time. Western Star reserves the right to charge back any incentives provided if it is discovered that the transaction does not fully meet the program requirements.

For questions, please contact [WST-Training@Daimler.com](mailto:WST-Training@Daimler.com)

## Government Data Shows Private Working Forests Provide 72% of Gross Annual Sequestration and More Than Half of Our Nation's Forest Carbon Storage



As policymakers consider options for reaching net zero emissions by 2050, forests will continue to play a vital role

by sequestering and storing carbon. A new data visualization released by the National Alliance of Forest Owners shows key elements of the forest carbon cycle and visualizes complex data sets to allow users to easily compare carbon sequestration, storage and emissions figures.

The new interactive data visualization – ForestCarbonDataVIZ.org was developed by the National Alliance of Forest owners (NAFO) with data analysis performed by the National Council for Air and Stream Improvement, Inc. (NCASI). The tool visualizes publicly available data from the U.S. Forest Service's Forest & Inventory Analysis (FIA) and RPPA Assessment, and the Environmental Protection Agency's Inventory of U.S. Greenhouse Gas Emissions and Sinks. The data visualization shows a comprehensive picture of how U.S. forests and forest products are fighting climate change.

"We know that U.S. forests, private working forests in particular, are already our most powerful tool for fighting climate change, but now we can see it," said Dave Tenny, founding President and CEO of NAFO. "Our intent is to provide a 'Rosetta Stone' for forest carbon. Carbon data can be incomprehensible. This new data visualization finally makes complex forest carbon data sets accessible to everyone."

Private working forests account for nearly 75 percent

of gross annual carbon sequestration by U.S. forests – more than the total annual emissions from U.S. passenger vehicles. In addition, private working forests are the largest forest carbon storage pool, accounting for 54% of the total U.S. forest carbon storage pool. The carbon stored in harvested wood products – used in houses, furniture and in wood infrastructure projects – is more than double the amount of carbon in all U.S. national parks. In total, U.S. forests currently store an equivalent of 85 years' worth of annual emissions from electricity production.

"Ninety percent of the timber harvested in the U.S. for wood products comes from privately owned working forests. These same acres are also providing three-quarters of the gross annual sequestration and more than half of the long-term carbon storage in all of our forests combined. That's a stunning realization when you look at it all together. It is a testament to the climate value of modern sustainable forestry in our country," Tenny said.

Consistently high demand for forest products provides the means for private forest owners to invest in their forests, keep them healthy, and keep them growing so they can continue to remove carbon from the atmosphere and store it long-term. The data clearly show that the continuous cycle of growing, harvesting and replanting yields enormous carbon benefits.

*Reprinted from Washington Contract Loggers Association September 2021 Newsletter.*

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# AS WE SEE IT ...

September 2021

## What's Happening? ... A Lot!

By: Scott Dane – Executive Director  
American Loggers Council

**F**irst and foremost, is the American Loggers Council Annual Meeting October 7th – 9th in Coeur d'Alene, Idaho. Aside from the Summer Board of Directors Meeting in Minneapolis this will be the first time in two years that the American Loggers Association membership has gathered. The conference promises to be a great event in beautiful Coeur d'Alene, culminating with nationally renowned keynote speaker SSG Travis Mills. Registrations have been strong, so if you haven't registered do so now.

Of course, the American Loggers Council has been very involved in the \$200 million Pandemic Assistance for Timber Harvesters and Haulers (PATHH) program. The application period is now open. To date 3000 applications have been submitted. Prior American Loggers Council surveys and estimates indicate that far more are eligible. The application is quite simple, only one and a half pages. The local Farm Service Agency (FSA) offices are prepared to assist loggers and truckers with the application and process. There is probably not a simpler federal assistance program. The deadline to apply is October 15th, 2021, but don't wait until the last minute.

"I've worked with federal grants before and this application was by far the simplest I have ever applied for. I don't know how it could have been any simpler. On a scale of 1-10, with 10 being very difficult, this program and application is a 1. The application only takes 30 minutes to complete and the FSA office was extremely responsive and helpful with any questions" -Nancy Glass, Office Manager, Rutar Logging

The American Loggers Council was hosted by the Sierra Cascade Logging Conference and toured the aftermath of the California wildfires by helicopter. Video footage of that survey was professionally edited and compiled to give a real-life perspective of the impacts, challenges, salvage and restoration opportunities created by the rampant wildfires. This video was incorporated into a Press Release advocating for a new national policy and strategy to reduce wild-

fires. A copy was shared with the White House and the Washington Office of the U.S. Forest Service. Click here for the Press Release and Video.



**Scott Dane**  
**ALC Executive Director**

The American Loggers Council participated in a Congressional Hearing, with Government Relations Chair, Henry Shienebeck testifying regarding the U.S. Wood Products Industry: Facilitating the Post COVID-19 Recovery. The American Loggers Council was also invited to represent the American logging industry in a White House Summit on the Homebuilding Supply Chain.

The American Loggers Council has been traveling extensively over the past few months. A recent trip to Washington DC to look at potential office space, incorporated meetings with the White House, FSA and USFS. Additionally, the American Loggers Council has visited members in Texas, Minnesota, South Dakota, Virginia, Missouri, Arkansas, Wisconsin and Michigan, and has trips planned to Mississippi, Maine, Alabama and Idaho in the immediate future.

The membership of the American Loggers Council, particularly Individual Logger Membership and Associate Membership, has been growing. Over the past three months approximately 10 new Individual Logger Members and 8 new Associate Members have joined, increasing membership revenue by over \$20,000.

The American Loggers Council Communications Director, Kevin Smith, has upgraded the website to allow for online Associate Member Application and payment. The communications plan has increased the American Loggers Council profile on the national level.

So, what's happening? A lot, and the American Loggers Council welcomes the opportunity to represent the members and industry whenever, wherever and however we can.



# Issue Update

## FRA Issue Update as of September 10, 2021

### Tax

The House Ways and Means Committee began a marathon markup yesterday on its portion of the \$3.5 trillion budget reconciliation package. Text of the revenue raising sections of the Chairman's mark has not been released, but we anticipate a number of problematic tax provisions to be included. FRA signed onto a letter being led by the Family Business Estate Tax Coalition opposing the inclusion of language repealing the "stepped-up basis" for calculating capital gains when assets are passed on to heirs following death. Other items under discussion are modifications to the 20% pass-through deduction enacted as part of the Tax Cuts and Jobs Act. FRA is close to the action and will provide you with details on tax proposals in the mark once specific information is available.

### Workforce Development

On September 9, the House Education and Labor Committee began marking up its piece of the \$3.5 trillion budget reconciliation package to deliver on the Administration's Build Back Better plan. In the committee's mark released prior to the proceedings, there is considerable funding proposed for career training, apprenticeships, and other workforce development initiatives. Overall, the package invests \$80 billion in this space, including:

- \$5 billion to fund apprenticeship programs.

- \$2 billion for grants on a competitive basis to eligible institutions for expanding workforce development and employment opportunities in high-skill, high-wage, or in-demand industry sectors or occupations. Funds would also be targeted at establishing, improving, or scaling high-quality, evidence-based education and training programs, such as career and technical education (CTE) programs, career pathway programs, and work-based learning programs (including programs of registered apprenticeships or pre-apprenticeships).

An additional \$3 billion for CTE under the Carl D. Perkins Career and Technical Education Act.

While these provisions are positive, the Education and Labor Committee's proposal is controversial in a number of other areas, including numerous provisions problematic for employers that would trigger more safety, anti-discrimination, and fair wage enforcement. FRA will be following developments in committee and subsequent action as this portion of the reconciliation package advances in the House.

In a related development, Representatives Raja Krishnamoorthi (D-IL-8) and Jim Langevin (D-RI-2), co-chair of the House Career and Technical Education Caucus, introduced a resolution last week calling upon Congress to enact increased spending on CTE and other workforce development initiatives as part of the budget reconciliation process. Specifically, the resolution affirms the importance of the Perkins V program for training the workforce but recognizes that the current \$1.35 billion for Perkins initiatives for FY 2021 is insufficient to address current and future employer and employee needs. The resolution requests that \$10 billion in new spending be set aside for Perkins V programs and innovative, evidence-based career and technical education over the next ten years.

### Mass Timber

Last week, the full House Armed Services Committee marked up and approved the FY 2022 National Defense Authorization Act or NDAA. The final committee product includes language authorizing a pilot program for each branch of the military to complete at least one construction project using mass timber, defined in the legislation as cross-laminated, glue-laminated, or nail laminated timber, as well as laminated strand timber and laminated veneer lumber. The language calls for a report on the actual or projected carbon footprint, resilience

*(Continued on page 17)*

*(Continued from page 16)*

to extreme weather events, construction timeliness, and cost-effectiveness of the military construction project under the pilot program using mass timber as compared to other materials.

The development is a positive one, as there was concern that advocates of the concrete industry, who strongly oppose the language, would work to strip this provision out during markup. The mass timber movement presents a potentially enormous new market for wood building materials which will deliver benefits up and down the wood building material supply chain. FRA will be following developments closely on this legislative effort and working with our champions on Capitol Hill for a successful outcome.

## **Forestry**

The House Agriculture Committee will begin marking up its piece of the budget reconciliation bill today. There are a number of forestry-related provisions in the 52-page Chairman's mark that was released yesterday. Among them are:

\$50 million for Forest Service research to carry out greenhouse gas life cycle analyses of domestic wood products.

\$50 million for the Forest Inventory and Analysis (FIA) program for technology investments in cloud computing and remote sensing.

\$50 million for the FIA program to accelerate and expand existing research efforts to improve forest carbon monitoring technologies to better predict changes in forest carbon due to climate change.

\$100 million for the FIA program to carry out recommendations from a panel of relevant experts on current priorities and future needs of the FIA program regarding climate change, forest health, sustainable wood products, and increasing carbon storage in forests.

\$250 million for competitive grants to support the participation of underserved forest landowners in emerging private markets for climate mitigation or forest resilience.

\$250 million for competitive grants to support the participation of forest landowners who own less than 2,500 acres of forest land in emerging private

markets for climate mitigation or forest resilience.

\$500 million for competitive grants to provide payments to private forestland owners for implementing forestry practices that provide measurable increases in carbon sequestration and storage beyond customary practices on comparable land.

There are also numerous provisions for reducing hazardous fuels, primarily in wildland-urban interface areas. Based on our review of the text, there does not appear to be any meaningful federal forest management reform provisions in the proposal. The FRA team continues to evaluate the measure and will be working with forestry and forest products industry allies in advocacy around this package going forward.

If you have any questions, please contact FRA's Vice President, Government Affairs Tim O'Hara, (218) 390-7965, [tohara@forestresources.org](mailto:tohara@forestresources.org) or FRA President Deb Hawkinson, (202) 296-3937, [dhawkinson@forestresources.org](mailto:dhawkinson@forestresources.org).







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# AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



M O D E L  
**567**



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 2021.
- 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, 2021** and **December 31, 2021**.  
Retail delivery is defined as the time the ownership of the truck is transferred from the Peterbilt dealer to the customer.

## Other Details:

- Request for customer rebate incentives must be **received by ALC** within 90 days of taking retail delivery.
- Allow 6 to 8 weeks for check to process.
- This program may not be combined with any other rebate offers from Peterbilt.



## VERIZON CONNECT FLEET SCTPA MEMBER PROGRAM



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

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

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

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

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

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

## American Loggers Council Wildfire Survey Concludes A New National Policy and Strategy Is Necessary To Reduce Wildfires

GILBERT, Minn. (PRWEB) September 06, 2021



**T**he United States, particularly federal forest management agencies, knows how to reduce the ever increasing, more severe and larger wildfires.

The United States, particularly federal forest management agencies, knows how to reduce the ever increasing, more severe and larger wildfires. Other public and private land managers and owners are already doing it with more positive results than the federal efforts. The only difference is their forest management approaches.

The federal land management agencies have pro-

fessional foresters that recognize the problem and know the solution. Yet their hands are tied by bureaucratic processes and overly burdensome regulations. When they do complete the entire process and attempt to implement the land treatment prescription they face regular litigation to block or stall the land management effort, which results in perpetual delays rendering the objectives unrealized.

These litigants have weaponized well intended safeguards such as the Endangered Species Act (ESA) and the National Environmental Policy Act (NEPA) as part of an obstructive and delaying strategy designed to impede forest management. These obstructionist tactics directly contribute to unhealthy forests subject to disease, invasive species, mortality and wildfire.

The results are demonstrated in the video below that highlights the aftermath of millions of acres of land and timber destroyed. The United States needs a new wildfire mitigation strategy based on scientifically supported silvicultural practices including; active forest management; salvage; and restoration.



# Verizon Connect Fleet and Asset Workforce Management

**Kevin Schwartz**  
Fleet Management Consultant

Verizon Connect  
5821 Fairview Road  
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### Help improve safety and reduce liability

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

### Streamline processes and navigation

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

## Asset management

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



### Track asset utilization and generate reports

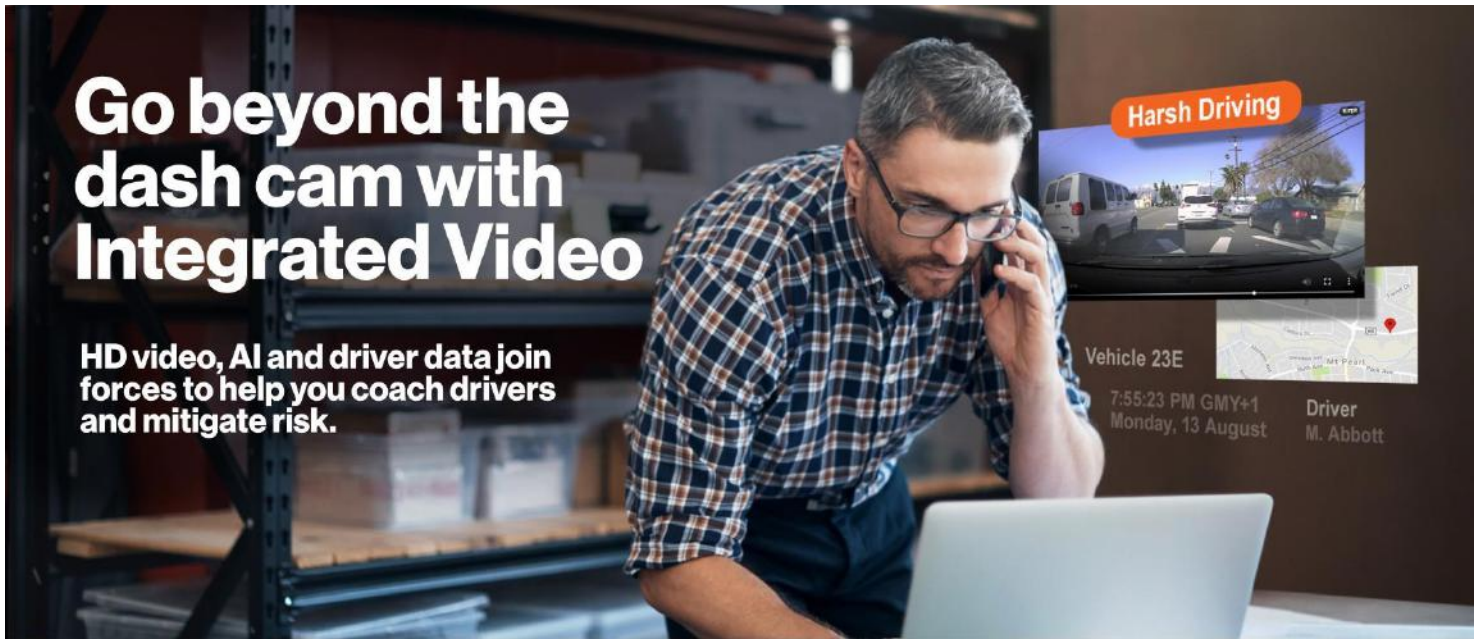
- Quickly and accurately report on asset use
- Track equipment fuel use and unproductive idling
- Collect data and report on engine hours
- Link existing OEM-installed hardware through AEMP connectors

### Provide more accurate billing and increase utilization

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

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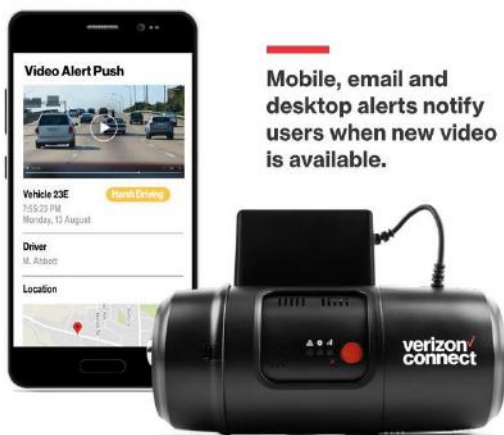
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## Opinion: **LOGGERS ARE FIREFIGHTING HEROES**

By Amanda Astor, Forest Policy Manager,  
Associated Oregon Loggers

There is nothing more disheartening than being called a hero during fire season and then slandered in the media or overregulated outside of fire emergencies. Firefighters are not just 20-person handcrews, hotshots and smokejumpers. They are also loggers, ranchers, road builders and much more.

Forest contractors are being enlisted by public firefighting agencies to help stop the blazes across the state. In fact, the Oregon Department of Forestry and its federal partners rely heavily on the skilled labor that loggers and other contracted service people provide during fire season.

In a virtual White House briefing on July 30, President Joe Biden and Vice President Kamala Harris met with western governors impacted by devastating wildfires. Gov. Gavin Newsom explained the need for more wildfire fighting assets such as dozer bosses.

But the only way for these fire assets to remain available during fire season is to ensure they can work all year. Year-round work is necessary to support the operating costs of owning and operating heavy equipment and small businesses.

The work completed by these skilled individuals outside of fire season to reduce fuels, restore landscapes, maintain forest access and deliver green building materials aids in the state's ability to successfully extinguish fires and provides natural climate change solutions. Accelerating the pace and scale of proactive forest management also provides the year-round work necessary to sustain small logging businesses and other forest contractors.

Forest management and fuels reduction is a win-win for Oregon. Any trained forester will tell you that profitable and sustainable timber harvesting

generates more funding to improve forest health and provide additional opportunities for non-commercial fuel reduction. But there have been questions about whether or not forest thinning and fuel reduction activities actually reduce fire behavior, such that fires are less intense, less severe, and less impactful in dry, frequent-fire forests.

Most recently on this year's Bootleg Fire, Pete Caligiuri, the Nature Conservancy's local forest program director, said on Grist.org that carefully developed forest restoration helped change fire behavior. Where mechanical thinning was combined with prescribed fire, Caligiuri acknowledged, "What we were hearing was that, as the fire moved out of the

denser forest into these areas that had been treated, it came down out of the canopy of the trees and dropped to the ground."

This makes sense because there is abundant published science that supports the anecdotal observation

Although emissions result from heavy equipment operations and manufacturing, the mitigated wildfire emissions, carbon stored in wood products and healthier forests that result in increased carbon sequestration potential all contribute to the positive difference the timber industry makes in the fight against climate change.

The complete and coordinated system doesn't end after the fires burn out. The partnerships and complex supply chains that allow wildfires to be aggressively fought, access to be maintained and carbon storing wood products to continually be supplied to the market does not happen by chance. Loggers and other forest contractors are proud to be a part of the firefighting team, but they need year-round work to keep their businesses viable.

Forest contractors are the firefighters you depend on during fire season and the professional stewards who provide Oregonians with healthy forests and carbon-storing wood products. Let's ensure these critical firefighting assets remain available for whatever nature throws their way by supporting loggers, being critical of overregulation and preservation mentalities, and acknowledging the work they do within and outside of fire season to

*(Continued on page 27)*





(Continued from page 26)

maintain vibrant communities and provide all Oregonians with vital wood products.

Amanda Astor is Forest Policy Manager at Associated Oregon Loggers and a monthly contributor to The Register-Guard.

**SCTPA Comments:** While we are fortunate here in SC to not have to deal with the catastrophic forest wildfires occurring the western United States, professional loggers in the west are important participants reducing the wildfire impacts. Professional loggers out west provide additional support before, during and after wildfires. Too often the western professional loggers and their businesses are not recognized enough for their contributions.

## REMINDER: SCDOT Temporary Logging Entrance Blanket Encroachment Permit in Effect

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.





## USDA Pandemic Assistance for Timber Harvesters and Haulers (PATHH)

**F**arm Service Agency (FSA) began accepting applications on July 22<sup>nd</sup>. The U.S. Department of Agriculture (USDA) is providing up to \$200 million to provide relief to timber harvesting and timber hauling businesses that have experienced losses due to COVID-19 as part of USDA's Pandemic Assistance for Producers initiative.

Loggers and truckers can apply for assistance through USDA's Farm Service Agency (FSA) July 22 through Oct. 15, 2021. The Pandemic Assistance for Timber Harvesters and Haulers program (PATHH) is administered by FSA in partnership with the U.S. Forest Service.

The Consolidated Appropriations Act, 2021, authorized this critical assistance for the timber industry. Timber harvesting and hauling businesses that have experienced a gross revenue loss of at least 10% during the period of Jan. 1 and Dec. 1, 2020, compared to the period of Jan. 1 and Dec. 1, 2019, are encouraged to apply.

### Program Details

To be eligible for payments, individuals or legal entities must be a timber harvesting or timber hauling business where 50% or more of its gross revenue is derived from one or more of the following:

- Cutting timber.
- Transporting timber.
- Processing of wood on-site on the forest land (chipping, grinding, converting to biochar, cutting to smaller lengths, etc.).

Payments will be based on the applicant's gross revenue received from Jan. 1, 2019, through Dec. 1, 2019, minus gross revenue received from Jan. 1,

2020, through Dec. 1, 2020, multiplied by 80%. FSA will issue an initial payment equal to the lesser of the calculated payment amount or \$2,000 as applications are approved. A second payment will be made after the signup period has ended based upon remaining PATHH funds. The maximum amount that a person or legal entity may receive directly is \$125,000.

Loggers and truckers can apply for PATHH beginning on July 22 by completing form FSA-1118, Pandemic Assistance for Timber Harvesters and Haulers Program application, and certifying their gross revenue for 2019 and 2020 on the application. Additional documentation may be required. Visit [farmers.gov/pathh](https://farmers.gov/pathh) for more information on how to apply.

Loggers and truckers can apply for PATHH by working with the FSA office at their local USDA Service Center during the application period up until October 15, 2021. Visit [farmers.gov/pathh](https://farmers.gov/pathh) for more information on how to apply. Applications can be submitted by mail, fax, hand delivery or via electronic means.

To find a local FSA office, loggers and truckers can visit [farmers.gov/service-locator](https://farmers.gov/service-locator). They can also call 877-508-8364 to speak directly with a USDA employee ready to offer assistance. For SC, Farm Service Agency's Sabreena Bryant is the Outreach Coordinator for PATHH and her email address is [sabreena.bryant@usda.gov](mailto:sabreena.bryant@usda.gov).



# ATTENTION LOGGERS AND TIMBER HAULERS: WAS YOUR BUSINESS IMPACTED BY THE PANDEMIC?

**USDA's Farm Service Agency may be able to help.**

Through the Pandemic Assistance for Timber Harvesters and Haulers (PATHH) program, USDA is providing financial assistance to timber loggers or truckers whose operations experienced losses in 2020 due to COVID-19. If your business experienced a gross revenue loss of at least 10% during the period of Jan. 1 and Dec. 1, 2020, compared to the period of Jan. 1 and Dec. 1, 2019, you are encouraged to apply through your local USDA Farm Service Agency.

Visit **[farmers.gov/PATHH](https://farmers.gov/PATHH)** to learn more about program eligibility and how to apply. Contact **your local Farm Service Agency office** or our call center at **877-508-8364** for one-on-one application support.

## PANDEMIC ASSISTANCE FOR TIMBER HARVESTERS AND HAULERS



Accepting Applications  
July 22 to October 15, 2021  
[www.farmers.gov/PATHH](https://www.farmers.gov/PATHH) or 877-508-8364



USDA is an equal opportunity provider, employer, and lender.



## Summerville sawmill expands operations with \$30 million investment

By Teri Errico Griffis [tgriffis@scbiznews.com](mailto:tgriffis@scbiznews.com) / Aug 18, 2021 / SCBIZ Daily

**A** forest producing company is branching out with a \$30 million investment that will expand operations at its Summerville sawmill.

Interfor's investment is anticipated to increase production capacity to meet growing demand for its products, improve manufacturing productivity and enhance its product mix, the company said in a news release.

The Dorchester County expansion is expected to be completed by the end of 2022.

"This significant follow-on investment will help position the Summerville mill for the future and ensure it remains competitive throughout all market conditions for many years to come," said Interfor Senior Vice President of Southern Operations Bruce Luxmoore in the release.

In addition to Dorchester County operations, Interfor has 20 other sawmills throughout the U.S. and Canada, allowing the company to offer a diverse line of lumber products to customers worldwide.

Annual lumber production capacity is approximately 3.9 billion board feet, according to the company.

"Interfor's expansion continues the trend of investment flowing into South Carolina," Gov. Henry McMaster said in the release. "Their \$30 million investment will build upon their previous success and allow Interfor to prosper in Dorchester County for years to come."



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



## 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](https://southcarolinatimberassociation-teamsafe.talentlms.com) - (31 courses) Driver Refresher Training Program Courses

Group Key: SCTP Association

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

#### At the Mill

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

#### Before You Drive

**Accountability** (accountability)  
**Alcohol & Drugs Part 1** (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**

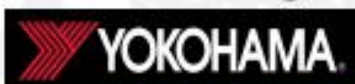
S C Timber Producers Association  
Crad Jaynes  
President & CEO  
SCTPA  
P.O. Box 811, Lexington, SC 29071  
601 Carola Ln, Lexington, SC 29072  
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# \$100 NEVER TOOK YOU SO FAR.

## ...BREAKING NEWS...

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



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Pineville, LA  
Port Hudson, LA  
Winnfield, LA  
Zwolle, LA  
Monticello, MS  
Redwood, MS  
Chillicothe, OH  
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Please contact our  
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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!

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We create a customized professional benefit booklets for you. They run the full gamut of all the benefits that your group offers their employees.

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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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## Medicare Supplement Plans from BlueCross BlueShield of South Carolina



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

# NEW SCTPA MEMBER BENEFIT & SERVICE



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

## **NEW Michelin & B. F. Goodrich Tire Discount Program**

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

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

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

### **Member Process for SCTPA Michelin & BFG Tire Program**

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

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





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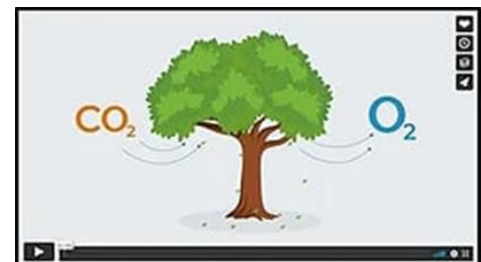


## The Role of Forests and Forest Products in Mitigating Climate Change

By Clay Altizer | Southwide Region Manager

**T**he carbon debate seems to be everywhere these days. Whether it is carbon storage, carbon sequestration, or even carbon offset markets, carbon-related terminology is becoming more prevalent and part of our everyday vernacular. The impacts of carbon dioxide (CO<sub>2</sub>) on our environment and how greenhouse gas emissions exacerbate climate change are daily topics in today's society. An already grim 2021 wildfire season, extreme drought conditions and excessive temperatures in the Western U.S., flooding conditions across much of the globe, and an early start to the Atlantic hurricane season are prime examples of current media headlines. And it is no surprise that climate change is quickly mentioned as the most probable cause for each phenomenon. However, as forest managers, we also know that forest management decisions can influence the severity and extent of wildfire.

As natural resource professionals, we all have the responsibility to better educate society on the important role that forests, and forest products play in the carbon cycle process. The Forest Resources Association (FRA) has embraced this challenge and opportunity by producing several valuable tools to assist stakeholders and policymakers in making informed decisions. This is done by highlighting the critical role that the forest products sector will play in helping to reverse the adverse impacts of climate change. Last week, FRA launched a video featuring the role that forests and forest products play in sequestering and storing carbon.



Did you know:

- Since 1990, the amount of carbon stored in our forests has increased by 11%.
- Forestlands and harvested wood products store an equivalent of 33 years of all CO<sub>2</sub> emissions produced across the U.S.
- Manufactured wood products, such as paper and lumber, continue to store carbon for many years and play an integral role in the complete life cycle of sustainable forest management.



And speaking of sustainable forest management, one crucial feature of the video is the discussion of timber harvesting as a necessary and acceptable component of the complete forest carbon cycle. Natural resource professionals understand this dynamic very well; however, many people do not. The video explains the importance of a well-timed harvest, especially concen-

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trating on the potential dangers that over-mature stands pose for overall forest health.

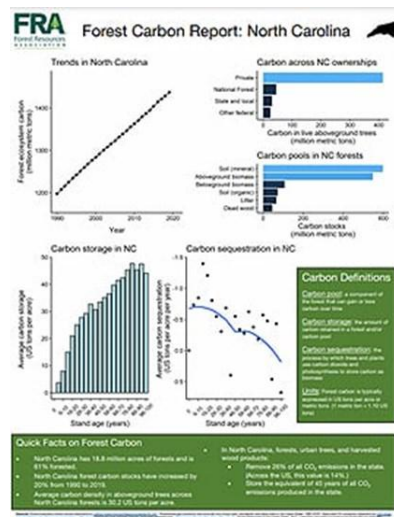
Other great tools in FRA's carbon toolbox, highlighted in the video, are the state-specific Carbon Fact Sheets available under the "Policy" heading on the FRA website. USDA Forest Service - Forest Inventory and Analysis (FIA) Program statistics are condensed into informative and convenient one-page fact sheets for state and regional advocacy efforts. A lot of vital carbon-related statistics can be found on these fact sheets. One helpful feature is a glossary for several carbon-related terms that are commonly encountered in our profession:



- Carbon Pool – a component of the forest that can gain or lose carbon over time.
- Carbon Storage – the amount of carbon retained in a forest and/or carbon pool.
- Carbon Sequestration – the process by which trees and plants use carbon dioxide and photosynthesis to store carbon as biomass.

Let's take a closer look at some numbers for North Carolina:

- The state contains 18.8 million acres of forestland and is 61% forested.
- Existing carbon stocks have increased by 20% from 1990 to 2019.
- Average carbon density in aboveground trees is 30.2 tons per acre.



Forest resources, urban trees, and harvested wood products remove 26% of all CO<sub>2</sub> emissions in the state and store the equivalent of 45 years of all CO<sub>2</sub> emissions produced statewide.

As trees become older, they become less efficient at sequestering carbon.

Furthermore, land ownership is categorized to better understand the role of carbon storage on private forestland, National Forests, other federal lands, and state or public lands. The factsheets also report carbon storage in the following categories: above-ground biomass (both live and dead stems), below-ground biomass, the soil, and the litter layer.

I encourage everyone to become more familiar with FRA's carbon resources and help spread the word that sustainably managed forests are very much part of the climate solution. We all must play an active yet positive role in the climate change debate.



# Senate-Passed Infrastructure Legislation Includes Trucking Provisions



August 10, 2021 • by Deborah Lockridge  
Heavy Duty Trucking

After months of negotiation, the U.S. Senate Aug. 10 passed a bipartisan, \$1 trillion infrastructure bill, the Infrastructure Investment and Jobs Act of 2021. The legislation contains several measures related to trucking — and leaves out some that were previously considered.

The legislation reauthorizes spending on existing federal public-works programs and provides \$550 billion in new spending. Of those new funds, \$110 billion would go toward roads and bridges, \$66 billion to rail and nearly \$40 billion to transit. Some \$65 billion is designated for improving the electrical grid and energy production, and nearly \$50 billion for making infrastructure more resilient to cyberattacks and natural disasters. Approximately \$7.5 billion is dedicated to building charging stations for electric vehicles.

Instead of raising the fuel tax or imposing new types of user fees, or Biden's plan to raise corporate taxes to cover the cost, the money will come from repurposing Covid-19 funds, delaying a Trump-era rule on Medicare rebates, and auction sales of wireless-spectrum space.

The Congressional Budget Office, however, said it won't be enough, and that the package would add \$256 billion to the federal deficit in the next 10 years.

The legislation would "establish a program to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms" — in other words, a vehicle-miles-traveled pilot program — "to help maintain the long-term solvency of the Highway Trust Fund."

## What Happens Next?

Getting a final bill to President Biden's desk, through the House of Representatives, will be anything but easy.

In the House, the fate of the bill is tied to a \$3.5 trillion budget reconciliation package that includes

many of the progressive priorities that didn't make it into the Senate bill, such as climate change and housing. Politico.com notes that House Speaker Nancy Pelosi has said she won't bring the infrastructure bill to a floor vote until the Senate also passes the reconciliation bill.

The current transportation programs expire at the end of September. It's quite possible lawmakers will have to pass another short-term extension.

## Trucking Provisions in the Infrastructure Legislation

As is always the case with highway bills, there are also many non-infrastructure provisions affecting motor carriers. Here's a look at some of them.

**Women in the trucking workforce:** The bill notes that while women make up 47% of the workforce in the U.S., they hold only 24% of transportation and warehousing jobs, 6.6% of truck drivers, 12.5% of all workers in truck transportation, and 8% of freight firm owners. It calls for the Federal Motor Carrier Safety Administration to set up a Women of Trucking Advisory Board.

**Younger drivers:** The legislation would set up an apprenticeship pilot program for commercial driver's license holders under the age of 21 to operate in interstate commerce. It calls for specific probationary periods, for apprentices to be accompanied in the passenger seat by an experienced driver, and for the trucks driven by these apprentices to be equipped with an active braking collision mitigation system, automated or automatic transmission, forward-facing video event capture system, and a governed speed of 65 mph.

**Leased owner-operators:** The legislation calls for the DOT and the Labor Department to set up a Truck Leasing Task Force to take a close look at truck leasing arrangements between motor carriers and owner-operators, including lease-purchase agreements, and how those affect things such as vehicle maintenance, emissions from drayage vehicles at ports, driver compensation, etc.

**Automatic emergency braking:** The legislation directs the DOT to study and potentially mandate au-

*(Continued on page 39)*



tomatic emergency braking on new commercial motor vehicles.

**Underride protection:** The bill calls for strengthening rear trailer underride guard standards and for more research on side underride guards, as well as for the establishment of an Advisory Committee on Underride Protection.

**Driver compensation:** The Federal Motor Carrier Safety Administration is directed to work with the Transportation Research Board on a driver compensation study, looking at the impacts on various methods of compensation on safety and on driver retention.

**Crash causation:** It directs the Department of Transportation to carry out a comprehensive study on the causes of, and contributing factors to, crashes involving commercial vehicles.

### **Smart, Connected, Electric**

Commercial motor vehicles are also included in a number of sections related to climate change, emissions, and new technologies.

For instance, the “Strengthening Mobility and Revolutionizing Transportation Grant Program,” (or SMART Program), which will provide grants for demonstration projects focused on advanced smart city or community technologies and systems, would include projects on connected vehicles, autonomous vehicles, smart grids, intelligent infrastructure, and data and solutions “supporting efficient goods movement.”

The bill sets up an Electric Vehicle Working Group, which would include, among many other stakeholders, representatives of the trucking industry and a manufacturer of medium- and heavy-duty vehicles or the relevant components of medium- and heavy-duty electric vehicles. That group is charged with digging into the barriers and opportunities to scaling up electric vehicle adoption throughout the United States.

There’s a section setting up grants for charging and fueling infrastructure, including electric, hydrogen, propane, and natural gas, along designated alternative fuel corridors. Medium- and heavy-duty vehicles are included, including along the National Highway Freight Network and near intermodal transfer stations.

### **Industry Reaction**

American Trucking Associations: “For nearly three decades, our nation and industry have been held hostage by empty promises—all talk, no action. Today, the Senate put America ahead of itself,” said ATA President and CEO Chris Spear in a statement. “Passage of this bipartisan infrastructure bill is a groundbreaking step toward revitalizing America’s decaying roads and bridges, supporting our supply chain and economy with the foundation they need to grow, compete globally and lead the world. The bill also contains significant measures to grow and strengthen trucking’s essential workforce.”

International Foodservice Distributors Association: Mark S. Allen, IFDA president and CEO of the (IFDA), said in a statement, “Investing in America’s future is critical for the foodservice distribution industry, and modernizing our infrastructure for 21st-century commerce would help the supply chain more efficiently move goods and materials to America’s foodservice operators and restaurants across the country.”

IFDA singled out the pilot program for younger drivers, calling it “a good first step in helping to address our nation’s growing truck driver shortage.” An estimated 15,000+ driver positions are currently open in the foodservice distribution industry, according to an IFDA member survey released this summer.

Owner-Operator Independent Drivers Association: Todd Spencer, president and CEO of OOIDA, expressed frustration with lawmakers who “treat truckers as an afterthought.” OOIDA had pushed for an amendment that would have helped increase truck parking capacity, which did not make it into the final bill.

“Years of inaction on addressing the lack of truck parking has created a nationwide crisis that threatens the safety of millions of professional drivers, and increasingly the motoring public,” Spencer said. “The Senate has missed yet another opportunity to enact meaningful policies that would immediately improve drivers’ lives and highway safety.”

OOIDA was pleased, however, that the legislation did not include previously discussed measures to increase minimum insurance levels.

Women in Trucking: Ellen Voie, president and CEO of the Women In Trucking Association, praised the inclusion of the Women of Trucking Advisory Board,

(Continued on page 40)

(Continued from page 39)

which it has advocated for. "The inclusion of this legislation in the larger infrastructure bill is a significant step toward not only growing the number of women in the industry, but also helping ensure they are able to grow within it."

"We have long worked with leaders on both sides of the aisle to promote gender diversity in the trucking industry and are thankful to the members of Congress and their staffs who have listened to the needs of women in the industry."

Transportation Intermediaries Association: TIA applauded the bill and noted that there are three provisions it's especially pleased with. First, a provision that clarifies the role of a dispatch service in the supply chain. Second, language which asks for a full review of the Federal Motor Carrier Safety Administration National Consumer Complaint Database and the subsequent action taken by the federal government. Included in this review is a mandate to include brokers in the process.

And it praised the apprenticeship pilot program for under 21-year-old drivers to help increase the carrier selection pool. "This is a huge issue in the supply chain as the driver shortage continues to hamper transportation," the association said in a statement.



## South Carolina Trucking Association worried as fewer young people enter profession

By Katherine Phillips / August 2, 2021

MYRTLE BEACH, S.C. (WMBF) - The South Carolina Trucking Association wants people to know truckers are essential workers too.

As more drivers age out of the profession, experts are expressing concern as there's not enough young workers signing on.

"It's other professions too in the trucking industry. It's not just drivers - it's technicians, it's operators, it's the dispatch. It's every part of our supply chain. And the concern is that if we don't find enough people interested in these positions, it will impact every bit of our quality of life," said Jill McCain, the communications and outreach director for the South Carolina Trucking Association.

The association said 48% of South Carolina CDL holders are older than 52 years old, and more than

53% of skilled construction workers across the country are age 45 or older.

"There has been a growing stigma against skilled trades and skilled professions and going into a technical training program. You know the movement in our culture has been shifting more and more to four year colleges," McCain said.

To combat that, there is an event as part of the "Be Pro Be Proud" campaign on Monday outside of Top Golf in Myrtle Beach from 1 p.m. to 4 p.m.

McCain said there will be interactive and hands-on opportunities to learn about eight high-wage and highly-skilled professions. These include heavy equipment operators, forklift operators, diesel technicians, commercial truck drivers, carpenters, utility bucket linemen, welder and computer numerical control (CNC) operators.

*Article reported by Katherine Phillips of WMBF television station in Myrtle Beach.*





## URNS AND CURVES

### THE STATISTICS

- STAT 1: Between 2011-2015, 25.3% of fatal rollover accidents were log trucks.
- STAT 2: The average age of a log truck involved in an accident is 13 years old.
- STAT 3: Most log truck accidents occur in June and July.
- STAT 4: Most log truck accidents occur between 10 and 11AM.
- STAT 5: Between 2007-2015, there were 576 fatal log truck accidents reported.
- STAT 6: Between 2007-2016, 11,014 injury causing property damage accidents caused by log trucks.

### SPEED CAUSES ROLLOVERS

#### Tips on preventing accidents:

Make sure You...

- Reduce speed when turning or on curves to reduce rollover risk.
- Make turns from the appropriate lane.
- Avoid shoulders, tires may sink into shoulder and cause a rollover.
- Use your turn signal 500 ft. prior to the turn on the open road, 100 ft. in the city, turn the signal OFF when the turn is complete.
- Be careful that your tracking path does not cause the vehicle or trailer to interfere with pedestrians, other vehicles, or stationary objects.

#### Additional Reminders:

- Be aware that log trucks have a high center of gravity and turning too quickly can cause rollovers!
- Ensure the fifth wheel is adequately lubricated on tractor-trailers.
- Only start turning when there is enough time for the rear of your vehicle to clear the intersection without forcing opposing drivers to slow down or swerve.
- Maintain the speeds below the advisory speed, these speeds are for automobiles.

### NEGOTIATING TURNS AND CURVES

#### Fluid Motion:

Speed and steering must be fluid to successfully handle a turn or curve.

#### Reduce Speed:

The way to best take a corner is to greatly reduce speed, prior to entering a cornering situation.

#### While Straight:

The vehicle must be slowed down while it is straight before entering the curve.

#### Double Back:

If you are on the highway and suddenly realize your turn off is coming up sooner than expected, do not swing to catch the exit. Slow the vehicle down and prepare to take the next exit ramp. Then double back to your desired destination.

*(Continued on page 42)*



*(Continued from page 41)*

**Ensure Clearance:**

If you are driving a load with overhang ensure it is not going to strike, cars, pedestrians, or other objects.

**Trailer Tracking:**

Ensure the trailer is tracking safely, staying on the road and in the appropriate lane.

**Off-Tracking – Compensate More:**

For a left turn, don't cut your wheel until you're over halfway through the intersection.

**Watch your Mirrors:**

While you complete your turns if you have doubts, stop, get out and look. Don't be too proud to check things out.

## **TURNING LEFT AND RIGHT**

**Turning Right:**

Drivers should – Move to the right lane well in advance, so they are positioned to make a safe turn. Remember when turning right – Keep the rear of the vehicle to the right to block other vehicles from passing on the right.

Wait when turning right – If moving into other lanes, you may have to wait for other vehicles to clear, and then turn slowly.

**Turning Left:**

Left hand turns – Only start turning when there is enough time for the rear of your vehicle to clear the intersection without forcing opposing drivers to slow down or swerve.

They may or may not see you – Do not assume opposing drivers will see you.

After making the turn – Once you made a left hand turn into a two-lane road put your blinker on to merge back into the right lane.

## **COMMON DRIVER FAULTS**

Avoid these common driving errors when steering to prevent turn and curve accidents!

1. Gripping the steering too tightly.
2. Removing both hands from the steering wheel.
3. Removing either hand from the steering wheel for an unnecessarily long time (changing gears).
4. Allowing hands to drop to the lower half of the steering wheel.
5. Turning the steering wheel too much or too little or maintaining a turn too long.





# Mark Your Calendar

## September 2021

28 Timber Operations Professional (TOP) 1-Day Initial Training Class, Saluda Shoals Park Conference Center, 8 a.m. Columbia

## October 2021

7 – 9 American Loggers Council 2021 Annual Meeting, The Coeur d'Alene Resort, Coeur d'Alene, Idaho. Registration information available [www.amloggers.com](http://www.amloggers.com)

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 was the deadline for viewing the 2021 TOP Update. A limited extension is available for those who did not meet the June 30<sup>th</sup> deadline. 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](http://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.

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### Need SFI Trained DVD Class or other training?

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

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

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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.