

EXECUTIVE DIRECTOR'S CORNER

Summer has arrived and hot weather is here. Take time to remind everyone to drink plenty of water and stay hydrated. On May 20, 2015 several members of the Carolina Loggers Association attended Forestry Day in the Legislature, which was sponsored by The North Carolina Forestry Association. I want to personally thank those that were present. It is important that we as the logging industry voice our opinion and give technical, financial, and experienced advice to those that write laws and regulations that will affect the profitability of your businesses. I commend those who took time from their busy schedules to attend and challenge those who were not there to be there next year.



Jack Swanner, CLA Executive Director

I had the pleasure of attending a Micro Chipper demo on April 28, 2015. Gregory Poole, Peterson and Caterpillar were the sponsors. Canal Wood provided the tract and Kelly Fuel was the logger at this event that showcased a new Peterson 4300b Micro Chipper, 525D Cat Skidder, and 559C Cat Loader. Lunch was provided by Adams BBQ and the demo was well attended. Thank you for allowing me and my daughter to take part in the event - it was a great experience.

The annual Western North Carolina Timber Conference was held on April 30, 2015. This event is now sponsored by Tree Farm and Evergreen Packaging. It is always a pleasure to be included as a speaker at this event; as a large crowd is always in attendance and it's good to return to Haywood County. One of the biggest problems that loggers expressed to me is the lack of safe truck drivers or the lack of available capable contract drivers. A Log/Chip Trucking Awareness & Training Conference has been scheduled for July 28, 2015. A diverse group has been assembled to look at truck driver safety and capabilities. This group includes insurance representatives, truck manufacturers, loggers, industry associations, trucking firms and forest products companies. This group will work towards a goal of greater truck safety.

Mark your calendar for September 18-19, 2015. The Mid Atlantic Logging Expo is set for those dates. Please plan to attend a BBQ sponsored by the Carolina Loggers Association on Friday night the 18th at the Smithfield Chamber of Commerce office, located in Smithfield next to the Tangier Outlet Mall.

July 2015 Volume 8, No. 2

The Carolina Logging Association is a non-profit corporation organized to promote logging professionalism and business opportunities for the entire forest products network that logging supports by:

- being a specific and unified voice for timber harvesters in NC,
- increasing the professionalism of the timber harvesting industry by networking information and using business contacts,
- educating others about how the logging industry harvests and transports products safely and with sound environmental practices,
- maintaining professionalism by promoting and aiding in state certified logger education programs and continuing education components, and by continuously promoting worker safety and professionalism in the logging industry by creating and maintaining relationships with other industry associations, government agencies, and allied industry partners.

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Loader Safety

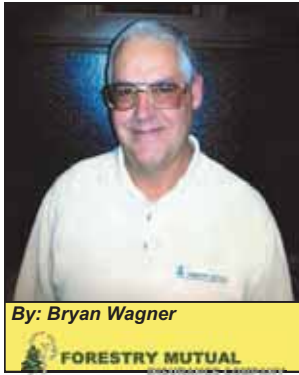
Each logging site has inherent hazards due to the nature of the work you do. Logging equipment contributes to the hazards if not operated safely. The knuckleboom loader is our topic for this safety meeting.

PROPER SET UP: Consider location before setting up the deck.

- Make sure there are no hung or lodged trees near the landing.
- Consider the terrain. Make sure you can have the loader be level.
 - ◊ The stabilizer legs should be properly grounded.
 - ◊ Access to the ladder is needed to keep the operator does not have to walk on log piles to get on the loader.
- The operator needs a clear line of site in all directions.
 - ◊ Remove trees to provide adequate turn/swing for the boom.
 - ◊ Place service trucks and fuels trailers a safe distance from the loader.
- Do not set up and operate the loader within 100 feet of power transmission lines.
 - ◊ Most loaders have a 30 foot boom and load between a 40 – 80 foot stem.
 - ◊ Contact with the line or being within 10 feet of high voltage lines can cause arcing in and around power lines.
- Make sure there is adequate access for log trucks to back in to the loader.

PROPER OPERATION:

- Follow owner's manual for safe operating procedures.
 - ◊ Only trained operators should run the loader.
 - ◊ Mount the loader from the designated area.
 - ◊ Properly maintain the ladder, steps and walk platform.
 - ◊ Build-up of mud, grease, and oil create a slip, trip and fall hazard.
 - ◊ Proper guardrails should be around the walk platform.
 - ◊ The loader should be equipped with a protected front window area.
- Operator must be aware of ground personnel and is responsible for checking the log deck area to insure no one is in the area.
 - ◊ Have a safe area for a visitor, (insurance, landowners, vendors, drivers, etc. to stay until you give them a signal that it is ok to



approach.

- ◊ Make eye contact before allowing anyone to come near the loader.
- Do not swing the grapple, whether loaded or unloaded over ground personnel or the cab of a truck.
- Never load a truck when the truck driver is in or standing near the truck.
- Make sure log piles are placed to prevent rolling so no one is injured.
 - ◊ Folding log racks are a best practice to keep piles from shifting.
- The grapple should go completely around the log, not pinch the log, to keep the logs from falling.
- The truck should be loaded properly and not extended past the truck standards.
- Portable scales should be used to prevent overloading a truck.
- Ground the grapple on the ground or placed in the resting cradle when the loader is not in use.

Loader safety is keeping the log deck in good working order. While these steps may not be all inclusive, you should always follow the owner's manual for safe operating procedures.

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Action Alert: Support the Resilient Federal Forests Act



There is positive news out of Congress in our effort to restore the health of our forests and rural communities!

The U.S. House of Representatives has introduced the bipartisan **Resilient Federal Forests Act of 2015** (HR 2647) to give the U.S. Forest Service and Bureau of Land Management (BLM) policy and legal tools to make

federal forests less vulnerable to catastrophic wildfire, insects and disease through active management. In addition to improving the health of federal forests across the nation, the legislation would create thousands of jobs in forested communities while generating additional timber revenues for rural counties with large amounts of federal forest land.

The legislation will soon come up for a key committee vote before it can be voted on by the entire House of Representatives. Please take just a moment to send your U.S. Representative an email urging them to support the legislation. In consideration of your time, we have pre-drafted a letter you can send, though you can customize it to your liking. You can do this by visiting our website - www.healthyforests.org.

HR 2647 addresses many of the current obstacles to federal forest management. Highlights include:

Expediting forest management treatments: Through the use of categorical exclusions "CEs" under the National Environmental Policy Act (NEPA), the legislation gives the Forest Service and BLM the ability to quickly implement projects up to 5,000 acres in size that reduce a forest's vulnerability to wildfire, insects and disease. Size of the CE increases to 15,000 acres if the project is collaboratively developed.

Accelerating forest restoration after a wildfire: The agencies can also use a 5,000-acre CE to accelerate salvage operations after a wildfire. On large-scale wildfires, the legislation requires that all environmental analysis be completed within 90 days and that at least 75 percent of the burned area be treated and reforested within 5 years. H.R. 2627 also prevents litigants from blocking projects through preliminary injunctions.

Improving wildlife habitat: Under HR 2647 the Forest Service and BLM can also use a limited, 5,000-acre categorical exclusion to meet goals for creating more early successional forests to improve, enhance and create wildlife habitat. Today, a lack of early successional habitat is harming many species, including key game species.

Protecting local collaborative projects from litigation: The Forest Service increasingly turns to forest collaboratives - typically consisting of local officials, conservationists, forest products representatives, and others- to help develop forest projects. HR 2647 supports collaborative efforts by simplifying the planning process and making it more difficult for outside groups to obstruct these projects through litigation.

Supporting rural, forested counties: The Forest Service also increasingly utilizes stewardship contracting to implement forest health projects. Unlike traditional timber sales, counties currently do not receive a portion of these stewardship revenues, a development that has only increased the need for SRS payments that add the national deficit. HR 2647 would require 25 percent of revenues from stewardship contracts to be shared with counties where these projects are occur. To improve public safety and assure local access, HR 2647 also requires the Forest Service to consult with local governments and consider alternatives before decommissioning roads.

Providing new funding sources for timber management: HR 2647 provides several new authorities that will allow the agencies to use timber sale proceeds to hire additional foresters, plan additional projects, and accomplish needed restoration work. It will also allow states to contribute funds forest management and then be repaid through revenues from the projects they funded or direct the proceeds towards future state-supported projects.

Please take just a moment and visit our website - www.healthyforests.org to urge your U.S. Representative to support this legislation. The status quo is unacceptable for our forests and communities!

Healthy Forests, Healthy Communities (HFHC) is a non-profit, non-partisan organization supporting Congressional action on solutions to restore the health of our federal forests and rural forested communities. For more information, visit www.healthforests.org and like us on Facebook.



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New Federal Rule Re-Defines Protected "Waters of the U.S."

A change to how federally protected streams, wetlands, and other bodies of water are defined is set to go in effect later

this summer as part of the "waters of the United States" definition, abbreviated by some as *WOTUS*.

After years of court decisions, agency guidance, public comments and Congressional inquiries, the U.S. Environmental Protection Agency (USEPA) completed the rules, and they will go in effect 60 days after being published in the Federal Register, which is expected to occur sometime in July.

The direct impacts on forestry activities remains unclear. N.C. Forest Service staff have been working with other forestry advocacy groups to understand the new rules and evaluate potential management implications.

An important note is that silvicultural exemptions provided in Section 404 of the Clean Water Act for activities that occur in wetlands remain unchanged.

Best Management Practices for Water Quality & Soil Conservation

There is no federal permitting required to undertake timber harvesting, minor drainage, road work, ditch maintenance, or site prep for ongoing and normal silviculture in most wetlands, so long as that activity does not convert the wetland to a non-wetland.

The biggest potential topic of interest to forestry in the new WOTUS rule is how seasonal or ephemeral streams may be considered as protected waters, along with some ditches, if certain conditions are met.

So what is your best option, in the meantime? The solution is, of course, to use BMPs!

Forestry BMPs are intended to protect water quality from potential sources of pollution; that's for any water quality: in a stream, in a wetland, in a pond, in a lake, or as the new WOTUS rule may require...in a ditch.

At this time, the N.C. Forest Service is not intending to change our BMP recommendations or state FPG rules. But, with the new WOTUS rule going into effect soon and further clarifications, guidance, and interpretations yet to come from the USEPA, time will tell if or how we need to adapt our BMPs to make sure that forestry operations do not impact bodies of water that are now categorized as federally protected, which may not have always been so in the past.



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AS WE SEE IT.... The Time is Now!

By: **Jim Geisinger**



The forest fire season is upon us. The absence of active management on federal forest lands for the past two decades have left our public forest lands full of excessive fuel. Add to that the severe drought conditions in the western states and we have a tinder box waiting to explode as summer nears.

But help might be on the way with the introduction of the National Forest Management Improvement Act of 2015. The bill was released by the House Natural Resources Committee on May 27 and will be the subject of a hearing on June 3 in the Subcommittee on Federal Lands chaired by California Congressman Tom McClintock.

The bill is intended to change the course in how our national forests are managed. Some of the highlights include:

- Providing the Forest Service with expanded authority to use Categorical Exclusions for timber sales and other projects and reduce and streamline environmental analyses for restoration projects developed by collaborative groups.
- Give the agency authority to expedite the salvage of timber after wildfires and to reforest and recover national forest lands affected by wildfires.
- Require the posting of a bond by groups filing legal challenges of projects that are the product of collaborative planning processes.
- Adjusts the uses of Secure Rural Schools Title II funds to create self-sustaining local advisory committees by focusing 50% of the funds to timber management projects and to use the funds generated by such projects for additional work.
- Provides for sharing 25% of the revenues generated from Stewardship Contracts with local counties. Currently, the proceeds from Stewardship Contracts are not shared with local governments
- Creates a revolving fund allowing the Forest Service to use up to 25% of the revenue from Stewardship Contracts to plan additional projects and amends the Collaborative Landscape Restoration Act to allow these funds to be spent on planning efforts in addition to the implementation of projects.

The bill also requires the Forest Service to engage with state and local governments in the planning and implementation of forest management projects.

While the National Forest Management Improvement Act of 2015 is a work in process, it is certainly a step in the right direction for

reforming how the national forests of this country should be managed. The status quo is not acceptable. Our national forests should be a public asset, not a liability. When hundreds of thousands of acres are destroyed every year by wildfires and half of the Forest Service's budget is spent suppressing them, the public is not being well-served. Something must be changed.

The American Loggers Council has made the reformation of federal forest management policies one of its legislative priorities. We will spend this summer advocating for reforms like those articulated in the National Forest Management Improvement Act of 2015. The time is now. We must stop the destruction of our national treasures.

Jim Geisinger is the Executive Director for the Associated Oregon Loggers based in Salem, Oregon and is also serves as the Legislative Committee Chair for the American Loggers Council. For more information visit the AOL website at www.oregonloggers.org.

The American Loggers Council is a non-profit 501(c) (6) corporation representing professional timber harvesters in 30 states across the US. For more information, visit their web site at www.americanloggers.org or contact their office at 409-625-0206 or email americanlogger@aol.com.



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Driver Shortage Challenges Truck Lines

Not since "Smokey and the Bandit" raced across the nation's movie screens have truck drivers been so much in the mind of Americans. But the current attention is more like scrutiny than admiration.

The June 7 crash of a Walmart tractor-trailer on the N.J. Turnpike brought lurid attention to a long-simmering crisis in highway transport: a shortage of experienced and healthy drivers at a time when the demands of high-tech vehicles and tight delivery schedules are increasing. Deteriorating roads and bridges and weather extremes exacerbate the situation.

The risk management dilemma for trucking companies is how they can operate profitably and meet shippers' demands for service and transparency while meeting increasingly stringent federal and state safety regulations.

The Walmart accident killed comedian James "Jimmy Mack" McNair, and injured comedian Tracy Morgan and others in a six-vehicle crash. The National Transportation Safety Board investigation found the driver was going 65 mph in a 40 mph zone.

Fatigue was considered a factor, because the driver was just 30 minutes short of the legal limit of 14 hours in service.

Few in the industry dispute the intention of equipment safety certifications, as well as hours-of-service limits for operators. The challenge is that the demands can often be mutually exclusive in an era when drivers are leaving the business, fewer are entering, and those who remain are getting older and less healthy.

The response from operators; their trade group, the American Trucking Associations (ATA); and regulators has been to gather and analyze ever more performance and safety data. However, industry and regulators differ on what data to gather and how to use it. Congress has weighed in as well.

Most recently, on March 5, the ATA asked regulators to modify its safety and compliance system. Not surprisingly, operators and their advocates in Congress favor self-policing, while federal officials advance government regulation.

For example, the ATA has asked regulators not to make crash histories and compliance scores public until the government changes its evaluation process.

Also, regulators are reviewing whether they should increase the minimum financial responsibility of motor carriers. A notice of proposed rulemaking was issued late last year, and ATA says it is gathering input from its members.

Driver Shortage

All of these debates center on the core issue of the shortage of



drivers overall, and the quality of the ones that remain in the labor force.

In his annual report to the ATA Management Conference last October in San Diego, the organization's chief economist, Bob Costello stated, "Industry revenue and average revenue per mile are increasing nicely as capacity remains constrained. However, the industry is having a difficult time adding trucks due to the driver shortage."

Costello added that the driver shortage was "as bad as ever and is expected to get worse in the near term," as freight volumes continue to grow.

As evidence, Costello reported that turnover, a key indicator, rose 11 percentage points to an annualized rate of 103 percent in the second quarter of 2014. The increase set the rate at its highest point since the third quarter of 2012.

"These turnover rates show that the shortage is acute," Costello said, "and if the freight economy continues to grow, it will worsen very quickly."

One reason is that "some new drivers don't know what they are getting into," said Jack Scarborough, senior health, safety and environmental consultant at ESIS Inc., the risk management services division of the ACE Group.

"If they last the first few months to a year, they may last a few years, but after that they want to transfer to local work to stay closer to home."

That drain on the long-distance driver pool adds to the strains of a diminishing overall workforce.

(Continued on page 18)



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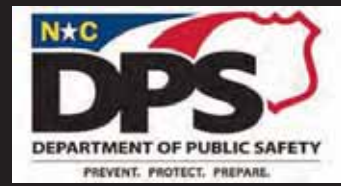
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NCSHP Memo - No Parking Enforcement I-77 Corridor

Effective Immediately NCSHP will strictly enforce no parking on all areas of the I-77 corridor from VA to SC state line.

Due to a complaint originating out of Governor's Office, the North Carolina State Highway Patrol has been instructed to begin aggressive enforcement of the law listed below. Please share this information with all that may be affected. If you have questions feel free to contact Master Trooper York.

Gregory D. York
Master Trooper
N. C. Department of Public Safety, North Carolina State Highway Patrol
Troop E District 9
1620 S Martin Luther King Ave. Suite 105
Salisbury, NC 28144-6760
(P) 704-639-7697, email: gregory.york@ncdps.gov

26 May 2015

ATTENTION ALL TRUCKERS

Effective immediately, the North Carolina State Highway Patrol will begin to strictly enforce (NO PARKING) on all areas of the



Interstate 77 Corridor from the Virginia state line to the South Carolina state line.

The areas of no parking include but are not limited to:

1. ALL on-ramps and off-ramps and the shoulders of the interstate.
2. No parking on on-ramps or off-ramps at Rest Areas. The only exceptions are emergencies and vehicle break downs.

(Continued on page 14)



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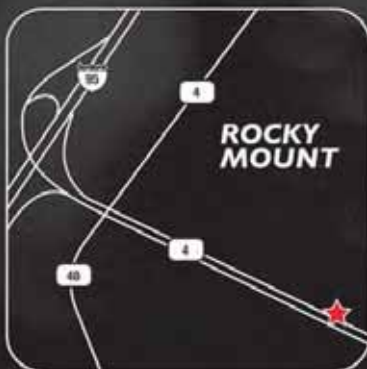
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(Continued from page 12) **NCSHP Memo No Parking Enforcement I-77 Corridor**

3. Parking at Weigh Station parking lots are also prohibited when the stations are closed.

North Carolina General Statute

§ 20-140.3. Unlawful use of National System of Interstate and Defense Highways and other controlled-access highways.

On those sections of highways which are or become a part of the National System of Interstate and Defense Highways and other controlled-access highways, it shall be unlawful for any person:

- (1) To drive a vehicle over, upon, or across any curb, central dividing section or other separation or dividing line on said highways;
- (2) To make a left turn or a semicircular or U-turn except through an opening provided for that purpose in the dividing curb, separation section, or line on said highways.
- (3) To drive any vehicle except in the proper lane provided for that purpose and in the proper direction and to the right of the central dividing curb, separation section, or line on said highways.
- (4) To drive a vehicle onto or from any controlled-access highway except at such entrances and exits as are established by public

authority.

(5) To stop, park, or leave standing any vehicle, whether attended or unattended, on any part or portion of the right-of-way of said highways, except in the case of an emergency or as directed by a peace officer, or at designated parking areas.

(6) To fail to yield the right-of-way when entering the highway to any vehicle already travelling on the highway.

(7) Notwithstanding any other subdivision of this section, a law enforcement officer may cross the median of a divided highway when the officer has reasonable grounds to believe that a felony is being or has been committed, has personal knowledge that a vehicle is being operated at a speed or in a manner which is likely to endanger persons or property, or the officer has reasonable grounds to believe that the officer's presence is immediately required at a location which would necessitate crossing a median of a divided highway for this purpose. Fire department vehicles and public or private ambulances and rescue squad emergency service vehicles traveling in response to a fire alarm or other emergency call may cross the median of a divided highway when assistance is immediately required at a location which would necessitate the vehicle crossing a median of a divided highway for this purpose. (1973, c. 1330, s. 5; 1977, c. 731, s. 1; 1999-330, s. 5.)



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Getting To Know the Timber Financing Experts Farm Credit - Best in the Woods

In 2016, AgCarolina Farm Credit will turn the clock on financing Rural America for 100 years. As we prepare for the next century of service to the agricultural community, we also are taking the opportunity to look back on the industries that we have served for the past 100 years. The timber industry has stood as one of the most important sectors of financing for AgCarolina over the last century and we believe it will continue to be a bountiful partnership over the next 100 years. The timber industry, in some form or fashion, represents approximately 10% of our overall loan portfolio and contributes to the financial stability of AgCarolina Farm Credit.

AgCarolina Farm Credit is the perfect place for anyone involved in the timber industry to find customized financing to meet their financial needs. Proudly, a part of the nationwide Farm Credit Cooperative System, we are the timber experts. With assets totaling \$1.2 billion, we are large enough to serve all of your financial needs but small enough to recognize the importance of forging customer relationships and providing personal service to our clients. Our loan officers not only understand the timber industry but take the time to understand your unique individual businesses. Our timber expertise and understanding of relationship lending is what sets us apart from other lending institutions.

We offer a variety of loan products with varying terms that can help you in your diverse industry:

Loan & Leasing Products

Equipment & Vehicle Purchases

Equipment Lines of Credit

Operating Lines of Credit

Timber Lines of Credit

Timberland Purchases

Timber Management/Maintenance

These are just a few of the financing options available that will promote the viability of your timber operations. As our loan officers learn your business, these loan products are adjusted to meet your particular financial needs.

While we believe our timber expertise sets us apart from other lenders, another pillar of our business structure is our "Cooperative Principles." AgCarolina's cooperative structure is guided by our customers owning stock in their lender; therefore, reaping the benefits of our profits through our "Patronage Program." Our board of directors comprised of AgCarolina customers, are elected to their positions by you, AgCarolina stockholders. The board, after carefully studying the financial position of AgCarolina, determines an

appropriate level of patronage to return to our member borrowers each year. For the past 27 years, AgCarolina has returned more than \$203 million in patronage refunds to customers throughout eastern North Carolina. Simply put, "We put our Profits in Your Pockets."

Many of you in the timber industry are already customers of AgCarolina and we sincerely thank you for your patronage. Those of you who are not, please consider what we can do for you over the next century. We are the timber experts and stand ready to meet your financial needs. Please stop in to see us in one of our convenient 12 branch locations across Eastern North Carolina or call us at 1-800-951-3276. If you find yourself too busy to stop in one of our offices, our timber experts all have their hard hats readily available to meet you in the woods.



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(Continued from page 8) **Driver Shortage Challenges Truck Lines**

"Drivers are in very high demand, and not a lot of people are going into the industry; we have got the challenge of an aged workforce," said Justin Russo, senior vice president of risk management for Energi, a national underwriter specializing in the energy sector.

"Out of necessity, trucking firms have to hire drivers just out of school. Schooling can help prospective drivers pass the test," said Russo, "but does not necessarily teach them how to drive the truck.

"It takes time to accumulate experience. Our prospects, even our insureds go through strict underwriting that includes their hiring and training practices, as well as operations, maintenance, and regulatory compliance."

Energi has also taken a direct hand in training. It has a fleet of seven simulators built by L3, the same firm that makes them for military training.

"We bring the simulator to the insured's site," Russo said, "and based on their loss history, we build driving scenarios around the situations their drivers are most likely to face."

Technological Changes

Russo detailed other technology, including cab-mounted cameras that look outward, "to help determine liability in case of accidents," as well as more prosaic tools, such as devices to block cell-phone calls.

"Technology in the cab can certainly help, but it can hurt if it leads to distracted driving," he said.

The best support for safe operations and high standards for drivers is often underwriting. "Clean operators with few incidents and all their paperwork in order are likely to pay less for insurance than ones with more losses," said Russo.

Steven Rodriguez, president of third-party P&C claims for York Risk Services, an underwriter, reinsurer, and claims administrator, has more than two decades of experience in trucking.

"Truck technology is great these days; the transponders report location, speed, route, but at the end of the day what matters is the driver," said Rodriguez.

"The better companies are thinking ahead on training, records, medical screening. They have a discipline around hiring. But the million-dollar question is that if you have to get a piece of business out the door, what do you do?"

He stressed the risk management aspects of driver quality and availability.

"In the claims we are seeing, the planning is just not there. Good companies and good drivers are in sync with the road, with each other, with the dispatchers on route and road conditions and weather. That is important because even good drivers can be put in bad

situations."

Rodriguez noted that technical data, planning, and driver performance will be used one way or another. It can be used for advance planning, risk management and training, or even in litigation.

"It starts with hiring and keeping the best people," said Rodriguez, "but if you can't find enough of them, what do you do? At the very least, you have to have the basic tools of business practice. Not just mission statements and standards, but working business practices.

"I know small operators who use very granular details from their trucks' transponders to plan their operations and as the basis of retraining on the basics for drivers."

The segment of the trucking industry that handles energy, chemicals and hazardous materials is already subject to much more stringent regulation than other segments. In general, it is able to charge higher rates because drivers must be highly trained in materials handling and emergency procedures.

Given the specialization of the energy and chemicals sector, opportunities for transfer of best practices to the broader general-freight operations are limited, but do exist.

An April 2014 report by Jeff Melo and Mike Billingsley, risk managers on the group's health, safety, and environmental team at ESIS, addressed the entire energy sector, from large complex drilling equipment being moved over the road, to local and long-haul transport of oil, chemicals, and wastewater.

It noted that the energy sector is more dependent on trucking than might be commonly understood, given the prevalence of pipelines, railcars and tankers.

"Oil and gas operations continue to grow across the lower 48 states, but that growth could not occur without the fleets of trucks that carry the drilling machinery and other needed equipment and resources," according to the report.

That reliance on trucking means that "energy companies and their affiliates confront many exposures related to this high-risk activity, due to driver demand and an inexperienced driver pool across the U.S., increased state and federal regulatory burden and oversight, and drivers operating in unfamiliar rural and urban locations."

"Through a robust and proactive risk management strategy that integrates health, safety and environmental components, risk reduction is possible."

Gregory DL Morris is an independent business journalist based in New York with 25 years' experience in industry, energy, finance and transportation. He can be reached at riskletters@lrp.com.



New Weight Laws Aligning Forestry Truck Weights Make A More Competitive Virginia

The effective date for this new legislation is July 1, 2015. Permit applications will begin being accepted on July 1, 2015. The Annual Permit will cost \$130.

CHAPTER 40

An Act to amend the Code of Virginia by adding a section numbered [46.2-1148.1](#), relating to overweight permits for hauling forest products.

[S 989]

Approved March 10, 2015

Be it enacted by the General Assembly of Virginia:

1. That the Code of Virginia is amended by adding a section numbered [46.2-1148.1](#) as follows:

§ [46.2-1148.1](#). Overweight permit for hauling forest products.

A. For purposes of this section, "forest products" means raw logs to market and wood residuals, including wood chips, sawdust, mulch, and tree bark.

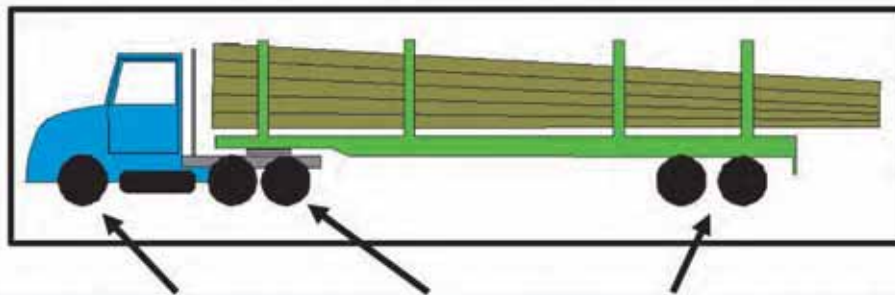
B. In addition to other permits provided for in this article, the Commissioner, upon written application by the owner or operator of any vehicle hauling forest products transported from the place where they are first produced, cut, harvested, or felled to the location where they are first processed, shall issue permits for overweight operation of such vehicles as provided in this section. Such permits shall allow

the vehicles to have a single-axle weight of no more than 24,000 pounds, a tandem-axle weight of no more than 40,000 pounds, and a tri-axle grouping weight of no more than 50,000 pounds. Additionally, any five-axle combination having a minimum of 48 feet between the first and last axle may have a gross weight of no more than 90,000 pounds, any four-axle combination may have a gross weight of no more than 70,000 pounds, any three-axle combination may have a gross weight of no more than 60,000 pounds, and any two-axle combination may have a gross weight of no more than 40,000 pounds.

C. No permit issued under this section shall designate the route to be traversed or contain restrictions or conditions not applicable to other vehicles in their general use of the highways. However, no such permit shall authorize violation of the length limitations in § [46.2-1149.2](#) or any weight limitation applicable to bridges or culverts, as promulgated and posted in accordance with § [46.2-1130](#). Nothing contained in this section shall authorize any extension of weight limits provided in § [46.2-1127](#) for operation on interstate highways.

D. The fee for a permit issued under this section shall be as provided in § [46.2-1140.1](#). Only the Commissioner may issue a permit under this section.

E. Each vehicle when loaded according to the provisions of a permit issued under this section shall be operated at a reduced speed as provided in § [46.2-872](#).



	Single Axle	Tandem Axle 1	Tandem Axle 2	Max Gross Weight*
VA Prior to July 1, 2015	22,000	37,400	37,400	84,000
VA EFFECTIVE July 1, 2015	24,000	40,000	40,000	90,000
NC Current	26,000	44,000	44,000	90,000

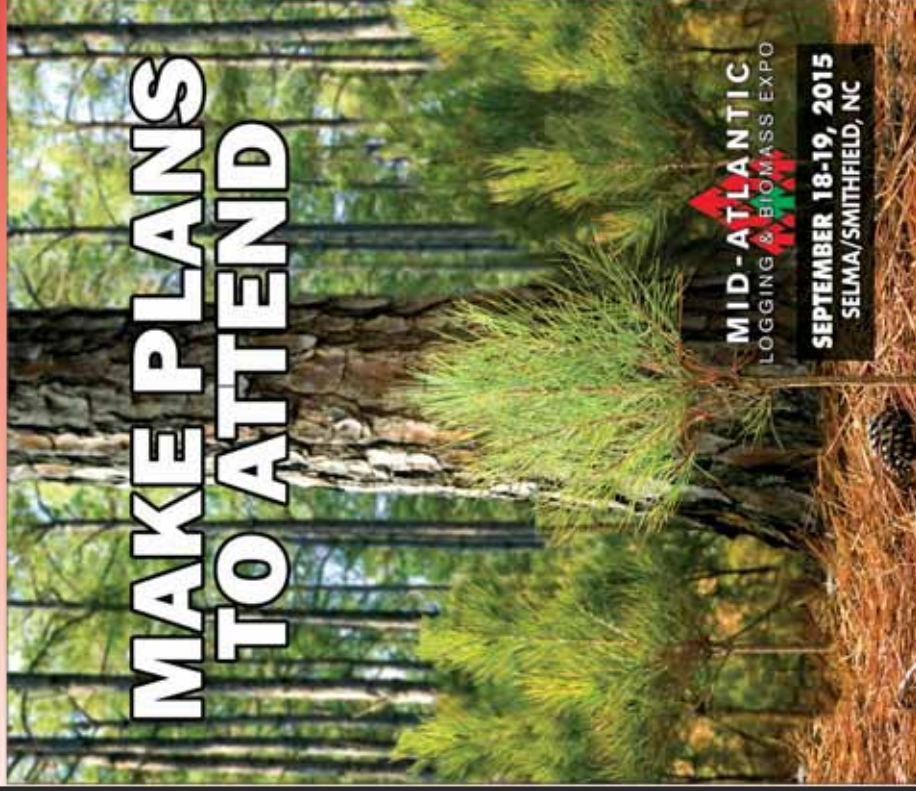
Note: VA Current includes the 5% + 5% allowances.



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JULY 2015
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