

# **Sustainable Forestry Conference**

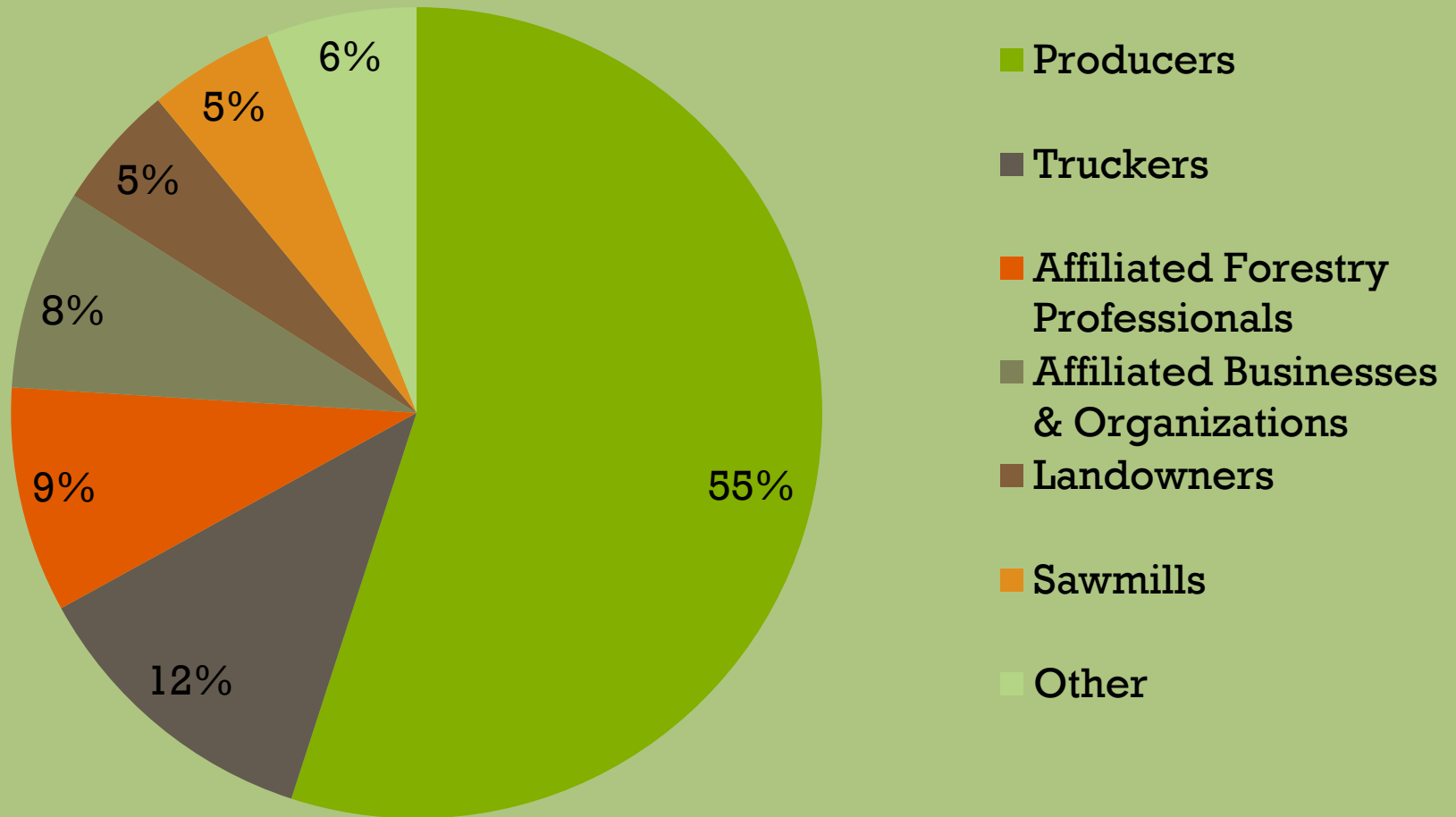
## **Florence, WI**

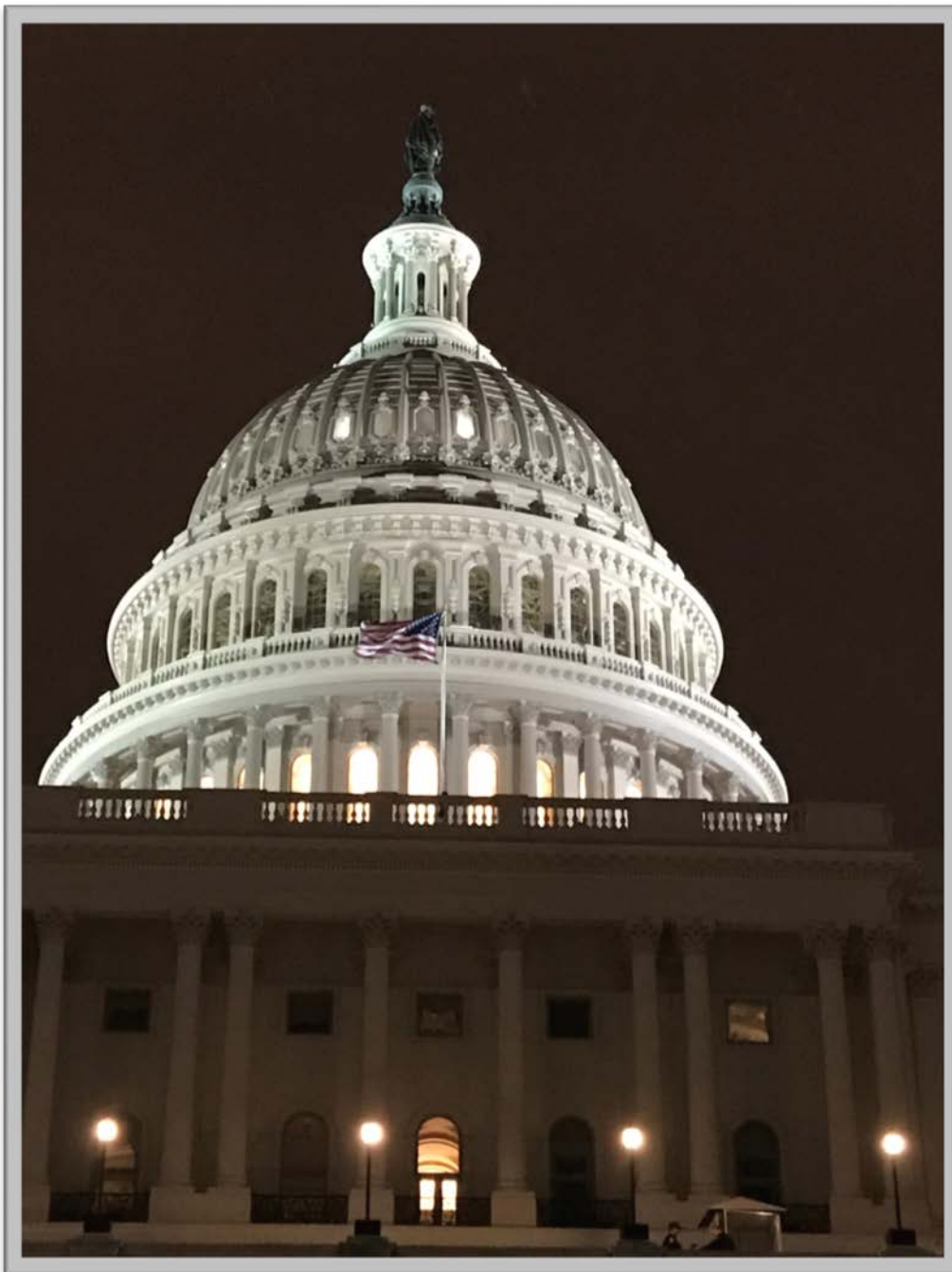


**Formerly known as Michigan & Wisconsin  
Timber Producers established July 29, 1940**

# Current GLTPA Membership

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# **United States Capitol**

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Washington DC



**AMERICAN**  
**LOGGERS**  
**COUNCIL**





## Youth Careers in Logging

The American Loggers Council (ALC) is a non-profit organization representing professional timber harvesters in 30 states. It is our goal to ensure the health of the industry and in so doing support entrance of youth into this important economic sector of our country, opening up opportunity that is already afforded to farmers and ranchers to professional timber harvesters. Like farming and ranching, the timber harvesting profession is often a family run business where the practice and techniques of harvesting and transporting forest products from the forest to receiving mills is passed down from one generation to the next.

Timber harvesting operations are labor intensive, highly mechanized and technical careers that require on-the-ground training to promote efficiencies and expertise in performing those operations. Today's current mechanical logging machines are enclosed with safety cages that protect the occupant from many of the hazards previously experienced in conventional chain saw harvesting operations. The workman's comp. claims history bears this out – logging in today's enclosed machines is as safe as many other professions where sixteen to eighteen year olds are allowed to work.

In many respects, timber harvesting operations are very similar to family farms with sophisticated and expensive harvesting equipment that requires young men and women to learn how to run the business, including equipment operation and maintenance, prior to obtaining the age of eighteen.

Currently, there are no on-the-ground programs in place to facilitate that training and ensure the sustainability of the timber harvesting industry's next generation of family members who choose to enter the profession.

Other agricultural businesses, including farmers and ranchers, enjoy exemptions to existing child labor laws that permit family members between the ages of sixteen and seventeen to participate in and learn the operations of the family businesses under the direction and supervision of their parents. However, young men and women under the age of eighteen who are members of families that own and operate timber harvesting companies are denied the opportunity to work and learn the family business because of current child labor laws.

The American Loggers Council (ALC) supports extending the agricultural exemption now enjoyed by family farmers and ranchers to train their sixteen and seventeen year old sons and daughters to carry on the family business to mechanical timber harvesters as introduced in the 114<sup>th</sup> Congress as HR. 1215 and S. 694. The exemption would ensure that the next generation of mechanical timber harvesters can gain the needed on-the-ground training and experience under the close supervision of their parents who have a vested interest in their children's safety and in passing down the profession to the next generation of timber harvesters. For more information, please contact the American Loggers Council at 409-625-0206.

# Youth Careers in Logging



## State-legal Loads On the Interstate System

### The Right to Haul Act

Individual states have long set weight limits for their roads and highways. With the advent of the Dwight D. Eisenhower System of Interstate and Defense Highways (Interstate system) the Federal Government established its own weight limits for this system. Thirteen states have received various exemptions from these limits. Transit buses and fire and other disaster response vehicles have temporary exemptions pending studies of their weight and use, and many "new" sections of the federal Interstate Highway system have been "grandfathered" in to allow the existing state legal load limits prior to the roadway becoming a portion of the Federal Interstate Highway System.

Generally, Title 23, Section 127(a), U.S. Code sets Interstate System weight limits at 20,000 pounds on a single axle; 34,000 pounds on tandems and a gross weight of 80,000 pounds on a 36 foot tandem spread. A bridge formula is used to recognize different axle spreads. These maximums include enforcement tolerances.

Based on safety considerations, the American Loggers Council (ALC) is proposing an additional exemption for agricultural (including forest) commodity loads that meet state-legal requirements and tolerances. The exemption is expected to result in a shift of a substantial amount of existing trip mileage from two-lane secondary roads and highways to the Interstate System and result in nominally fewer trips – and improves safety for the motoring public, including the trucks themselves. This proposal would also "fix" the issue with the addition of "newly" designated federal interstate highways having to receive piecemeal exemptions based on existing State weight tolerances.

Language introduced in the 113<sup>th</sup> Congress titled the "Right to Haul Act of 2014, H.R. 5201" included:

Amending Title 23, Chapter 1, Subchapter I, Section 127(a), United States Code, by adding the following final paragraph:

**"(j) State Agricultural Exemptions. –**

**"(1) IN GENERAL. – Notwithstanding subsection (a), individual State weight limitations for an agricultural commodity that are applicable to State highways shall be applicable to the Interstate System within the State's borders for vehicles carrying an agricultural commodity.**

**"(2) AGRICULTURAL COMMODITY DEFINED. – The term 'agricultural commodity' means any agricultural commodity (including horticulture, aquaculture, and floriculture), food, feed, fiber, forestry products, livestock (including elk, reindeer, bison, horses, or deer), or insects, and any other product thereof."**

For assistance regarding this proposal, please contact Danny Dructor, American Loggers Council, (409) 625-0206.

# State-Legal Loads on the Interstate System

## The Right to Haul Act

# Forest Management Reforms

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- ◉ Omnibus Wildfire Funding Reforms
- ◉ Other Provisions: SRS Extension
- ◉ Funding Levels: A Mixed Bag

**Together, hazardous fuels and fire accounts total \$3.3 billion of the \$5.9 billion total (55%) for the Forest Service**





**Madison**

# Assembly Bill 889/Senate Bill 803

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**Introduced by Representatives Vruwink, Subeck, Berceau and Sinicki, cosponsored by Senator Vinehout.**

## **Analysis by the Legislative Reference Bureau:**

This bill provides that land is eligible for designation as managed forest land (MFL) only if the land is owned by a resident of this state.

Under the MFL program administered by the Department of Natural Resources, the owner of a parcel of land designated as MFL makes an annual acreage share payment that is lower than, and in lieu of, the property taxes that normally would be payable on the land. In exchange, the owner must comply with certain forestry practices. Under the program, MFL is designated as either "open" or "closed" to public access. MFL that is designated as "open" must be kept open for hunting, fishing, hiking, sight-seeing, and cross-country skiing. For MFL that is designated as "closed," the owner must make an additional payment per acre.

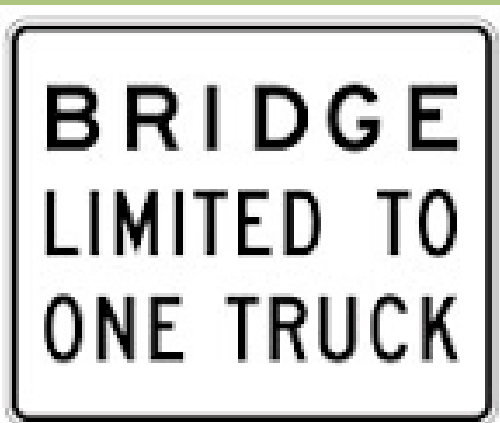
The bill provides that a parcel of land is eligible for designation as MFL only if the parcel is owned by a person whose principal dwelling is located in this state or a business entity whose principal place of business is located in this state. The bill defines "principal dwelling" to mean any dwelling that is used by the owner of the dwelling as a primary residence on January 1 of the year in which the owner claims exemption from property tax on a parcel of MFL. The bill defines "principal place of business" to mean the primary location where a business entity conducts business on January 1 of the year in which the business entity claims exemption from property tax on a parcel of MFL.




# Challenges Facing the Logging Sector

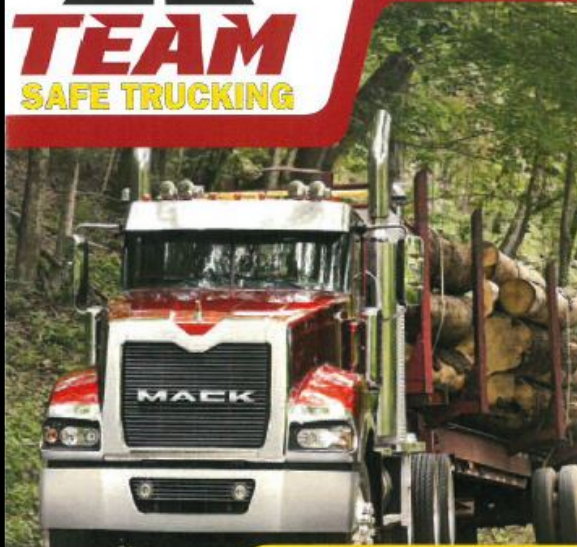
## Transportation

- Compliance • Safety • Accountability (CSA) Scores
- Electronic Log Books
- Overweight Hauling
- Lack of Rail Short-Line Service



  
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**Lansing**



**Today Governor Rick Snyder signed HB 4644 into law. The measure is now Public Act 17 of 2018. The bill allows a multiple trip permit for all commodity haulers and was tailored after Wisconsin law.**

Now that House Bill 4644 has been signed into law and the \$100,000.00 has been appropriated, Scott and his staff will begin working with DTMB to begin the necessary IT upgrades. I would be more than happy to supply you with updates as DTMB works to make those upgrades, but please keep in mind that DTMB has no later than 2 years after the effective date of Public Act 17 of 2018 to complete those IT upgrades and to make the permit active. The effective date of the act is May 14, 2018. DTMB will have until May 14, 2020 to enact the changes contained within Public Act 17 of 2018. I cannot speak for DTMB, but I know that MDOT will work diligently to enact the changes in Public Act 17 of 2018 in a timely manner, because we understand the excitement and need that exists in the business company to utilize the new permit.

# Questions

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