



MASTER LOGGER NEWSLETTER

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Tennessee Master Logger

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*Tennessee
Master Logger Partners:*



Preliminary Information from the 2011 BMP Implantation Survey

Provided By: Wayne Clatterbuck, University of Tennessee, Forestry, Wildlife & Fisheries

The Tennessee Division of Forestry (TDF) and the University of Tennessee have conducted statewide BMP implementation surveys in 2004, 2007 and 2011. More than 200 harvest sites are visited and evaluated during each survey. The Best Management Practices (BMP) implementation rates were 82 percent in 2004 and 89 percent in 2007. Although the 2011 survey data are being analyzed and still are preliminary, a few trends are evident.

1. Of the harvest sites evaluated to date, approximately 70 percent did not have stream crossings or were not near water bodies (streams, ponds, etc.). Although logger training/education probably contributed to this total, i.e., avoid stream crossings if possible, this percentage may be more reflective of the poor timber economy. Loggers are harvesting the most easily accessible and less costly to log areas and not venturing into drains and stream valleys where water control structures are required. Loggers can get in and out of areas on ridges and upper slopes quickly and without additional expenses. Many part-time loggers (and probably untrained loggers) are not logging in this poor economy.
2. SMZs were present and implemented correctly on most sites because loggers were making conscious efforts to stay away from streams.

Usually streams served as a boundary of the logging tract such that streams were not crossed and SMZs were left as equipment free areas. Many sites had different access points so streams were not crossed, i.e., timber removed from both sides of stream without crossing the stream.

3. Preliminary results indicate that water control structures on skid roads continue to be an area for logger improvement. Although few were water quality risks and away from water bodies, evaluators noted that more structures were needed on some sites or the structures in place were inadequate or constructed poorly. Several sites had instances of abnormal storm events with heavy rains that caused erosion problems after the harvest was completed.

The purpose of the survey is to periodically ascertain and document the extent that BMPs are being applied in harvested areas. BMP guidelines for forestry practices allow normal forestry activities to be conducted while protecting water quality. The results from the 2011 BMP implementation survey will be presented to the Tennessee legislature by TDF during February or March, 2012.

Truck Drivers and Cell Phone Use/Text Messaging

Provided By: Jimmy McCraney, Forestry Mutual Insurance Company

In November, the Forestry Mutual Insurance Safety Committee met and discussed safety issues, concerns, solutions, and new initiatives to improve safety awareness in the wood industry. There are always concerns that each attendee share with the committee but during this meeting there was a serious concern that is equally shared among everyone and there is no clear-cut solution on how to resolve it. The problem is truck drivers using cell phones or text messaging while driving. This creates a serious road hazard and is quickly becoming a leading cause of accidents.

Cell phone use/text messaging takes a driver's eyes away from the road ahead of them and significantly increasing the operators risk of an accident. The Transportation Department prohibits truck drivers from sending text messages on hand-held devices while operating commercial vehicles. The prohibition states the truckers who text while driving commercial vehicles may be subject to civil or criminal penalties of up to \$2,750.

Research by the Federal Motor Carrier Safety Administration shows that drivers who send and receive text messages take their eyes off the road for an average of 4.6 seconds out of every 6 seconds while texting. At 55 miles per hour, this means that the driver is traveling the length of a football field, including the end zones, without looking at the road.

The fact is that some irresponsible drivers are turning 80,000 pound machines hurtling down the highway at 65 mph into on-road offices. Coordinating loads and personal calls and/or text messaging while driving causes a 400 percent increase in time spent with eyes off the road. And the South is leading the way with the highest percentage of truckers using cell phone/text messaging while driving.

A Virginia Tech Transportation Institute study found that truck drivers were:

- 23 times more likely than a non-distracted driver to have a truck accident while texting

- 6 times more likely to crash while reaching for, or using an electronic device
- 5 times as likely to have an accident while dialing on a cell phone
- For every 6 seconds of drive time, a driver sending or receiving a text message spends 4.6 of those seconds with their eyes off the road. This makes texting the most distracting of all cell phone related tasks.

Truck drivers are cautioned not to drive while distracted, but driver distraction is causing some fatal accidents. The truth is that there are many distractions out there—we are probably all distracted at some point when we really should be focusing—but it is vital that truck drivers pay attention to the road and to traffic so that they can avoid causing an accidents. **Need proof?**

A teenager was killed when a tractor trailer crashed into her school bus. Although investigators do not believe speed was a factor in the accident, they say the driver of the tractor trailer was talking or texting on his cell phone and did not see that the bus in front of him had stopped. The truck crashed into the bus without the driver ever hitting the brakes. Eight other students and the driver were critically injured.

The truck driver faced negligent homicide charges and a civil lawsuit has been filed. But worse, the truck driver will live with the memory of having caused an accident that resulted in the loss of a life, forever. A mother who pulled her children from the burning bus filed a lawsuit against the truck driver, alleging negligence on the truck driver. The woman had 3 children on the bus and pulled them out but was unable to save the girl who died. Following the crash, the bus caught on fire and then exploded.

Unfortunately, it only takes one accident to end a life. So, while the truck drivers involved in accidents may have learned a lesson about paying more attention while driving, those killed in the accidents are gone forever and their families are left to deal with their grief. The message is clear; **"trucking and cell phone use or text messaging are a deadly combination"**.

Emergency Job Site

Provided By: Robert Ploetz, RockTenn

Everyone knows that logging is dangerous. Most injuries are minor, requiring only first aid. A more seriously injured hand can usually be loaded into the crew truck and carried to medical aid. However, there are times when you are unable or unwilling to move an employee and you must be able to get medical aid to your job site.

Most everyone has a phone and calling 911 is usually the first step. Unless you are lucky enough to be at a job site that has an address you will have to give directions. They will need specific directions. The ambulance driver might not know the same landmarks you do. You might just have moved onto the tract and not really know the directions yourself. So, you must be prepared and that includes a few basic actions.

1. Write down the directions from the nearest ambulance service to your job site. When someone is hurt it is better to read off directions rather than have to think of them.
2. Make sure your cell phone reaches "out". If not, find out how far you have to go before the phone works.
3. Find out where the closest land line is in case there is no reasonable cell coverage.

4. Make sure your crew knows the directions the first day they are on a new job. An accident can happen any time and the beginning of a harvest unit is when your crew is less likely to know how to get there.
5. If necessary arrange for a crew member to go out and meet the ambulance to lead them in.

There is a chance that you may need a helicopter evacuation. In that case if would be very helpful if you had GPS coordinates. There are many hand held units which can give you the latitude and longitude coordinates which will bring a helicopter evacuation right to the site.

If you do not have a GPS unit you should ask the forester where you sell your products if they have one you could use. Many forest product companies now require GPS coordinates and they would be willing to share them with you.

All of these precautions should be done at the beginning of every "new job". The directions should be kept with the first aid kit which should be kept on the job at all times. It would help if you reviewed the directions with all the crew members. It is not enough for you to know how to give directions. What if you are the one who is hurt?

Knowing how to get an ambulance to your job site is an important part of every safety program for working in the woods. It could save a life, maybe yours.

From Lieutenant John Harmon, Tennessee Highway Patrol

Lieutenant Harmon asked that TFA remind loggers that red flags in good condition must be attached on the rear of loads. Also, Tennessee log trucks with at least a 4 ft. overhang must have the following also attached to the rear of the load when lights are required:

- Steady Burning Red Lamp
- Amber Flashing Lamp

Harmon also asked that loggers be thoughtful that the legal weight limit is 80,000 lbs. The 10% weight tolerance is extended on county and state roads per state law. He also requested that loggers check the Federal Highway Safety Website and Federal Motor Carrier Safety Administration Website for updates and information on the CSA (Compliance, Safety, Accountability) and other programs. The websites are:

- Federal Highway Safety: www.fhwa.gov
- Federal Motor Carrier Safety Administration: <http://csa.fmcsa.gov>.

Lieutenant Harmon can be contacted at: 423-290-7375.

TFA Thanks Our Loggers for Your Support

Note of Thanks to our Master Loggers

TFA would like to extend a Very Special Note of Thanks to our Master Loggers for your support for our association. We especially appreciate your efforts to contact your legislators on both the State and Federal levels to ensure that our elected officials understand our industry's value to our economy and our environment. The TFA Tree Day at the State Capitol is scheduled for Wednesday, March 14. During the day, all State House and Senate Members, the Governor and staff members are presented a seedling, coffee mug and other materials. During the evening, TFA hosts a legislative reception at the Nashville Downtown Sheraton that is extremely well attended. We invite our loggers and your guest to attend if possible. The TFA PAC can also accept corporate as well as personal contributions now. These funds help us keep friendly legislators in position to vote on our issues. PAC contributions should be sent to: TFA PAC, P.O. Box 290693, Nashville, TN 37229. For more information, contact Candace at TFA.

TFA Current Events

Please call or email TFA your email address for important and timely communications, Lisa Lynn at llynn@tnforestry.com

SFI and Continuing Education

Provided By: Mark Palmer, International Paper, Tennessee SFI Chair

The 2010-2014 SFI Standard highlights the need for training and education to foster improvement in the professionalism of wood producers. Currently in Tennessee, wood producers can attain Master Logger status by successfully completing a five day training session. To maintain Master Logger status, wood producers then need to complete eight hours of continuing education every two years. TFA, TDF and UT sponsor logger training workshops throughout the year to provide opportunities for wood producers to obtain the education hours needed to meet this requirement. As forestry changes and interaction with a more urban public increases, the need to stay current with a changing world is critical to our continued success in the management of our forest resources. The Tennessee SIC is currently making changes to the curriculum of the logger training workshops to allow a broader look at issues that impact the forestry community. Some of these issues include invasive exotic plant and animals, legislative issues concerning employment laws, safety, transportation issues, and public policy and outreach. The logger workshops beginning in 2012 will incorporate these changes and will help wood producers gain a better understanding how some of these broader issues impact forestry in Tennessee.



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