Log Truck Safety – The TEAM approach
Transportation of Forest Products

What’s the problem?
How do we fix it?
“Moving Forward...Sustainable and Profitable”

Jimmie Locklear – Forestry Mutual

NCFA Annual Meeting
Oct. 7 - 8, 2015
Myrtle Beach, SC
Jimmie’s Experienced Driven Understanding

The Good Old days!
My Last Load to the mill December 1988
shut down family logging operation after 46 years
The Challenges

- Markets
- Weather
- Workforce
- Equipment
- Compliance
- Financial
- Insurance
- Trucking

Loggers face stress from all directions
Transportation of Forest Products
“Moving Forward...Sustainable and Profitable”

Let me be clear:
There are a lot of great well run logging and log/chip hauling operations!!!

So what’s the problem?
All loggers and log/chip hauling operations are part of a “community”. Maybe it’s better said to say we are all in the same “boat” and when the “boat” takes on water all occupants are affected...more to come on this subject...
Transportation of Forest Products
Challenges and Concerns

FINDING GOOD DRIVERS?

FINDING GOOD EQUIPMENT?
Transportation of Forest Products
Challenges and Concerns

ACCIDENTS?

INSURANCE CONCERNS?
Transportation of Forest Products
Challenges and Concerns

DRIVER SAFETY?

FINANCIAL LOSS?
Transportation of Forest Products
Challenges and Concerns

PUBLIC PERCEPTION

GOVERNMENT REGULATIONS
If I’m doing all the right things...why should I be concerned?

Insurance Rates are based on logging industry performance

Public Perception based logging industry image

Government Regulations based on logging industry specific concerns

Sure glad the hole isn’t at our end.
CAUTION !!!

YOU ARE ABOUT TO ENTER THE MOST DANGEROUS WORK AREA IN THE UNITED STATES "THE HIGHWAY"
If you come across a log truck an accident
what questions come into your mind?

IS THAT MY TRUCK?

IS THE DRIVER OK?
Questions...Questions...Questions

DO I NEED TO CALL THE FAMILY?

WHO’S AT FAULT?
What do I do???

HOW AM I GOING GETTING THIS MESS PICKED UP?

WHAT IS IT GOING TO COST ME TO GET THIS MESS CLEANED UP?
How does this effect me?!!

IS MY TRUCK TOTALED?

WHERE AM I GOING TO GET ANOTHER TRUCK AND DRIVER?
Is the driver compliant?

I HOPE HE HAS A CURRENT DRIVER LICENSE!

I HOPE HE HAS A CURRENT MEDICAL CARD!
DMV and OSHA compliance?

I HOPE THE TRACTOR AND TRAILER PASSES DMV INSPECTIONS

DO I HAVE TO CALL OSHA?
How does this affect my company’s reputation?

I HOPE THIS DON’T SHOW UP ON THE 6 O’CLOCK NEWS!!

CAN YOU SEE MY COMPANY LOGO AND NAME ON THE TRUCK?
How will this affect me financially?

HOW AM I GOING TO MOVE MY WOOD TOMORROW?

I CAN’T AFFORD THIS RIGHT NOW!!!
How much will my insurance cost increase?

HOW IS THIS GOING TO EFFECTIVE MY AUTO INSURANCE?

HOW IS THIS GOING TO EFFECTIVE MY WORKERS COMP INSURANCE?
I knew this was going to happen one day... just not today...
Transportation of Forest Products
A major **PROBLEM** for the logging industry

"IF I HAD AN HOUR TO SOLVE A PROBLEM I'D SPEND 55 MINUTES THINKING ABOUT THE PROBLEM AND 5 MINUTES THINKING ABOUT SOLUTIONS." ALBERT EINSTEIN

The **Problem** is to Know what the **Problem** is
Transportation of Forest Products
What’s Involved?

- Loads
- Mills
- Trailers
- Drivers
- Weather
- Trucks
- Roads
The most important element
of the problem
LOOKING FOR DRIVERS?

1) The American Trucking Associations (ATA) estimates that the U.S. is short 30,000 truck drivers. Factors driving the shortfall include regulations, relatively low pay, and the fact that fewer young people are interested in getting into the profession.

2) Ninety percent of carriers said they couldn't find enough drivers who met department of transportation (DOT) criteria, according to a study cited by the ATA.

3) A driver’s job is tough – the job is conducive to becoming overweight, stress and physical inactivity increases the risk of health problems... very little opportunity for advancement.

4) The truck driver shortage is expected to surge to 239,000 by 2022. And the ATA estimates that the industry needs on average 100,000 new drivers each year over the next decade.
This chart from the ATA shows the projected shortfall:

- Trend-Line for Number of Tractor-Trailer Drivers Demanded
- Trend-line for Number of Tractor-Trailer Drivers Supplied
- 239,000 potential shortfall
Transportation of Forest Products
Driver concerns specific to hauling raw forest products

1) Generally lower pay
2) Very little if any benefits such as health insurance
3) Older less comfortable trucks
4) Road conditions more difficult to drive
5) Weather conditions can shorten work week
6) Mill turnaround times often reduce earnings potential
7) Mill facility/rules make prolonged experience more difficult
8) Low freight rates
9) Aging work force...younger generation not interested
Transportation of Forest Products
Transportation of Forest Products
beyond the truck, trailer and load

Insurance

Legal

Drivers

Public Perception

Government Compliance
Transportation of Forest Products
beyond the truck, trailer and load
Insuring log/chip trucks
concerns & considerations

1) Due to the potential for traffic accidents, tractor-trailer truck drivers have one of the highest rates of injury and illnesses of all occupations.

2) Drivers employed less than 6 months with company...have more accidents

3) Payment methods may encourage speed

4) Commercial vehicle fatal crashes – speed (too fast for conditions) is the largest contributing factor, followed by distraction or inattention and then impairment

5) Approximately two-thirds of all heavy truck occupant fatalities occur in rollover crashes

6) Over 78% of commercial truck rollovers involve driver error

7) Distracted driving is a factor in 25 to 30 percent of all traffic crashes

8) Drivers with lane change, improper turn, too fast for conditions or reckless driving violations more probably to have accident
Forestry Mutual’s concerns
The numbers tell the story

Claims by job

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<tr>
<td>Truck Driver</td>
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</table>
Insuring the Logging Industry
other factors to consider

• Loggers pressured to get more loads to make financial ends meet
• Good drivers harder and harder to find
• Insurance carriers getting hit with the “big ones”
• Contract truckers exposure a major concern
• Attorneys seeking all options for “Big $$” settlements
• Logger’s financial strain contributes to difficulties with transportation of wood
Insuring the Logging Industry
Even more things to consider

• CSA - SMS scores becoming a major factor in quoting and pricing
• Loggers must do all they can to keep good CSA score
• Physical Damage losses are unacceptable for log/chip trucks
• Some programs going to surplus lines or declining PD coverage
• Some programs declining writing loggers with contract haulers
Why are MVRs important???

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**FMCSA: SAFETY MANAGEMENT SYSTEM (SMS) LIKELIHOOD OF CRASHES**

Government statistical data always lags at least two to three years behind. Such is the case with the “Summary of Crash Likelihood” for data accumulated based on the SMS violation results from 2009 to 2010 showing a correlation between SMS violations and crash probability.

Firstly, if a driver has had a previous crash: the likelihood of another crash is increased by 88%.

Further, if a driver had a violation of:

- 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 lane/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%
- Following too closely violation: crash probability is increased by 36%
- Issued an Out of Service violation: crash probability is increased by 26%

**Lesson:** The DOT SMS information for your operation is more than looking at the numbers. There is a direct correlation between violations and probability of crashes.
Transportation of Forest Products
beyond the truck, trailer and load

Legal

Drivers

Government Compliance

Insurance

Public Perception
Public perception of the logging industry

IS IT THIS? OR THIS?
Public perception and the media

*Bangor Daily News*

Jackman boy killed in log truck crash

5-year-old asleep on couch when rig’s load crushes house

BY DIANA ROWLEY

Jackman — A 5-year-old boy was killed early Tuesday when a Canadian logging truck, as the vehicle flipped over and spilled its load of logs onto the house where the youngster was asleep on a couch, police said.

The boy, who died at the scene, was identified as Liam Mahaney.

Christian Cunliffe, 37, of Quebec, had rounded a slight curve at about 2:30 a.m. on U.S. Route 201 when his vehicle struck two utility poles and the vehicle flipped onto its side, according to Lt. Carl Gettard of the Somerset County Sheriff’s Department. The southbound truck ended up against the house at 5th Main St. and the boy fell out, demolishing the first floor. The impact also caused the second floor of the building to collapse on the ground floor, Gettard said.

When the accident occurred, there were six people inside the house. Jackman, Page A2
Public perception and the media
I didn’t make this up!

Naked woman with log-truck driver in 'horrific' school-bus crash, sheriff says

North Florida crash seriously injured two children
“Something was totally distracting him.”
Out-of-control log truck smashed into rear of school bus in N. Florida

The driver of a log truck that slammed into a Bradford County school bus Monday, was stopped by the Florida Highway Patrol earlier in the day.

Patrol Sgt. Dylan Bryan said Tuesday morning he did not know details of the stop in Nassau County but was gathering that information.

He said he did not know if a woman who was naked and with the driver at the time of the accident was in the truck at the time of the initial stop.

The names of the driver and passenger have not been released.
A man was killed Tuesday when the driver of a log truck traveling south on ran a red light and struck a van traveling east, according to witnesses. The driver of the van was killed...

“I just happened to look up and saw a yellow truck coming past my store window,” said a witness “I heard a big boom and my niece screamed. She looked up and said, ‘Oh my God, somebody’s dead.’ “We ran out the back door of our business… all we could see was the truck and logs headed our way”...
7 year old student struck, killed by logging truck
Investigators: Victim was getting off school bus

Mother, aunt say they saw log truck kill Sampson County girl

“I was screaming for her to stop, don’t come, please, stop,” Martinez said.

“He didn’t stop. He just didn’t slow down.”

Family of girl killed by logging truck copes with tragedy

The Driver and the truck were located several hours later near Autryville, about 30 miles away.

UPDATE: Driver charged with DWI in deadly log truck hit and run

According to court records, the driver has multiple drug convictions dating back a decade, along with a DWI conviction in 2008. He has also been arrested for possession of marijuana and drug paraphernalia, along with ingredients for methamphetamine.

In the past 24 months, three trucks were placed out of service following inspections. The company’s 23 percent out-of-service rate is above the national average. It’s unclear how, with the violations, the company has been able to continue to operate.
Transportation of Forest Products
beyond the truck, trailer and load
Transportation of Forest Products
Complainants, Attorneys and the Court System

Attorney’s Advertisement

LOGGING TRUCK ACCIDENT
Overweight / Excessive Loads & Speeding of Log Trucks Cause Most Accidents

Everyday thousands of logging trucks loaded with logs are traveling on the highways and roads throughout the United States. One major problem is that logging truck operators often haul more logs than is legally permitted in the roads in order to make more money, cover their overhead expenses and pay their drivers. Overweight log trucks pose a serious hazard on the highways and to all of the motoring public. The excessive weighted trucks also severely damage the roads and are harder to control at highway speeds, harder to stop in emergency braking and poise a rollover problem as well.

Trucking of the logs is the most visible and often the most expensive phase of a timber harvesting operation, accounting for as much as 40 percent to 60 percent of the total logging cost. Besides overloaded trucks of logs, another most serious problem involves these same drivers speeding with these trailers of logs. Speeding by these log trucks operators cause the most deadly logging accidents, not only to the traveling public, but to the log truck drivers themselves.

Have You Been In a Truck Accident? Get Free Help Today!!!
August, 2015

Via Certified Mail, Return Receipt Requested

XYZ Logging
P.O. Box 000
Your Town, US 765432

Dear Sir:

Our firm has been retained as legal counsel to represent and advise Protect Your Butt Insurance Company as to insurance coverage issues in the above-referenced lawsuit, and the statements below represent the position of Essex.

The purpose of this letter is to advise you that, after fully considering all of the allegations in the above-referenced claim and reviewing the policy, additional information, and documents, PYBIC has determined that because there is a possibility of coverage...

History & Material Facts 1

The instant case involves allegations arising out of an automobile accident that occurred

1 Essex has no independent knowledge as to the merits of these claims and base our opinion solely on the information gathered from the Amended Complaint and the insurance policy. Nothing herein shall be an admission or adoption of Plaintiff's allegations.
The timber on the tractor trailer had allegedly been logged and loaded by XYZ Logging. The Plaintiff asserts that the company that owned the tractor trailer involved, Haul Wood Trucking, was an agent and/or joint venture partner of the other defendants, including XYZ, by way of an agreement for the sale and transportation of freight. Plaintiff alleges that XYZ and other defendants failed to investigate the safety rating, driving history, fitness and/or qualifications of the driver and/or motor carrier involved in the accident.

The Complaint alleges that Defendant Haul Wood Trucking, through its employees and agents, was negligent and grossly negligent and/or reckless by:

- Failing to stop at a red light in violation of SC Code 56-5-950(A)
- Failing to see the decedent's vehicle entering the intersection before him
- Failing to reduce his speed before entering the intersection
- Failing to ensure that he had adequate line-of-sight of other vehicles, travel lanes, and/or traffic signals
- Failing to keep a proper lookout for warnings
- Driving at an unsafe or excessive and dangerous rate of speed in violation of SC Code 56-5-1520(A)
- Failing to take action which could have avoided the collision or minimized the impact
- Operating the tractor trailer without adequate training and experience
- Operating the tractor trailer without being qualified to do so
- Operating the tractor trailer without proper supervision
- Operating the tractor trailer when the vehicle was not mechanically safe and sound to drive on the highway
- Failing to properly maintain the tractor trailer in a safe mechanical condition
- Failing to have the tractor trailer under proper control
- Failing to stop prior to the subject intersection and within his proper lane on the roadway
- Failing to properly load the vehicle
- Failing to properly inspect the vehicle
- Failing to properly investigate the driver's background, driving history, and/or qualifications to operate a commercial motor vehicle before hiring the driver
- Failing to supervise the driver of the commercial motor vehicle
- Failing to properly investigate the safety rating and/or safety history of the motor carrier
- Failing to require that the driver of the commercial vehicle be qualified to operate the tractor trailer before allowing him to haul the load in question
- Operating defendant's truck over the amount of hours allowed by the Federal Motor Carrier Safety Regulations and/or Your State Code of Laws
- Violating various Federal Motor Carrier Safety Regulations

As against XYZ, the Complaint alleges that the XYZ and/or the other defendants retained control over the transportation process, including but not limited to the loading, securing, and weighing of the freight, the speed of the vehicle used to transport the freight, the route taken, the periodic inspection of the freight, among other things. As such the Plaintiff alleged causes of action against XYZ for Wrongful Death and Survival based on the allegations that XYZ was negligent. Plaintiff seeks damages in an "appropriate amount", plus the costs of suit, and for such other relief as the court deems just and proper.

G/L Policy Information

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Transportation of Forest Products
beyond the truck, trailer and load

- Insurance
- Drivers
- Legal
- Public Perception
- Government Compliance
Transportation of Forest Products

Compliance with government agencies
Transportation of Forest Products

Physical inspections
Transportation of Forest Products

Record Keeping compliance

1. General Company Information, Equipment & Driver List

- Articles of Incorporation or Organization
- Annual report (if you are a corporation)
- FMCSA Registration (if you are a transport company)
- Current Permit: Registration Report (if you have one)

PERIODIC UPDATES

- Driver Log: Update every time a new driver is hired
- Equipment Log: Update every time a piece of equipment is acquired
- Fuel Use: Update every month

REPAIR RECORD:

- Driver: 20142 11/01/2015
- Fuel: 20142 11/01/2015

LUBRICATION RECORD:

- Oil Change: 20142 11/01/2015
- Tire Rotation: 20142 11/01/2015

Monthly DOT Required Maintenance Record

- Vehicle Make: Ford F-150
- Vehicle Model: 4x4
- VIN: 1FTFW1ET0EG137604

Compliance, Service, and Sustainability Since 1973
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Transportation of Forest Products
Compliance with government agencies

CSA – Awareness...Education...Understanding

Weight limits – Confusing...inconsistent...
additional traffic...risk to local towns...
adds cost to transport products

Federal EPA requirements – added cost to purchase trucks...additional maintenance costs
Transportation of Forest Products
The driver is the most important factor
Transportation of Forest Products
where do we start?
Transportation of Forest Products
focus on training the drivers first

1) Minimum standard truck driver training program focused specifically on hauling logs/chips
2) Training program should emphasize load characteristics such as high center of gravity
3) Driving on “woods roads” from deck to public roads and highways
4) Importance of adjusting speed to road – load – weather conditions
5) Program would be designed for area and region of operation
6) All drivers present and future would be required to attend a minimum standard class
7) Could be done as part of or in conjunction with professional logger training programs
8) Continuing education on annual basis to refresh and update
Transportation of Forest Products

use TEAM concept

1) TEAM fire has had a major impact on logging equipment fire issues
2) Loggers more aware of issues
3) Manufacturers continuing to address fire issues
4) Auto fire suppression systems more affordable
5) Insurance rates much lower for loggers with good loss history
6) Overall much better situation than 20 years ago when TEAM began
The forestry industry continues to experience a high number of accidents related to the transport of materials and products. Major financial loss, personal injuries and a negative public perception of the forest industry has resulted from these accidents. Efforts to identify factors contributing to such accidents are revealing that load center of gravity, secondary road conditions and truck driver skill are major factors when accidents occurs.

TEAM Log/Chip Truck Initiative is being formed as a national cooperative effort to create an awareness, educational and training program that will be available to all who have log and chip hauling operations or exposure to such operations.

TEAM Log/Chip Truck consists of representatives from logging companies, wood products mfgs, logging/forestry association, Truck/Trailer mfgs and insurance companies.
TEAM Log/ChipTruck

where are we and what are we doing?

1) Held 1st meeting in Raleigh, NC on July 28, 2015 with 45+ attending
2) Attendees agreed to form subcommittees to develop awareness, education & training
3) Mission Statement - To reduce accidents through effective fleet management, increasing the number of safe, qualified drivers in order to deliver a sustainable and profitable supply chain.
4) TLCT presentation at the ALC annual meeting in Eureka, CA Sept. 25th
5) After TLCT presentation to ALC approximately 10 states requested presentation to their group
6) Efforts to create TLCT groups in Northeast, Midwest and West to join Southeast initiative
Logging and Trucking insurance programs

Alteris/Mattei
American Loggers Insurance
Bitco Insurance
Forest Insurance Center
Forestry Mutual Insurance Company
Safehold Special Risk
Timbersure
Victor O. Schinnerer
Loggers

Chip Capps Logging
Claybourn Walters Logging Company
Goodson All Terrain Logging
Ideal Logging
J & J Logging
Low Country Forest Products, Inc.
M.A. Rigoni Inc.
Wood products manufacturers

Domtar Corporation
Georgia-Pacific
International Paper
KapStone Paper
Resolute Forest Products
Weyerhaeuser
Logging/Forestry/Education/Media/Truck Mfg.

American Loggers Council
Carolina Loggers Association
Forest Resources Association
South Carolina Timber Producers Association
Virginia Tech Forest Resources
DK Knight
Cat Truck Division
**TLCT discussion and work sessions**
(Awareness – Education – Training)

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<th>WHERE</th>
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<td>1) <strong>Awareness</strong> – stickers, flyers, mailings, posters, slogans, etc...&lt;br&gt;2) <strong>Education</strong> – materials specific to driving trucks with high center of gravity and route road conditions, DVD using TEAM Equipment format&lt;br&gt;3) <strong>Training</strong> – ride along, simulators, skill test competition</td>
<td>1) various meeting venues, with insurance policies, various mill locations&lt;br&gt;2) pro-logger/master-logger venues, mill meetings, insurance company visits&lt;br&gt;3) pro-logger/master-logger venues, association annual meetings, EXPOs, mill sponsored events, driver training schools</td>
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## TEAM Log/Chip Truck
### Subcommittees

### AWARENESS/PROFESSIONALISM
- **Mike Macedo** (Chair)
- **Marshall Thompson**
- **Crad Jaynes**
- **Tommy Barnes**
- **John Nash**
- **J P Fontenont**
- **Tom Buckingham**
- **IP**
- **Resolute**
- **SCTPA**
- **Idea Logging**
- **C. Waters Logging**
- **Alteris/Mattei**
- **Forest Ins. Center**

### EDUCATION/TRAINING
- **Rick Quagliaroli** (Chair)
- **Bruce Hooker**
- **Greg Plumley**
- **Chris Brown**
- **Scott Barrett**
- **Jack Swanner**
- **Chuck Daniels**
- **Joanne Reese**
- **Swamp Fox**
- **Alteris/Mattei**
- **FMIC**
- **NCFA**
- **Virginia Tech**
- **CLA**
- **Domtar**
- **J & J Logging**

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TLCT
# TEAM Log/Chip Truck

## Subcommittees

### ACCOUNTABILITY

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<td>Tony Tejerina</td>
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<td>TimberSure</td>
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<tr>
<td>Danny Dructor</td>
<td>ALC</td>
</tr>
<tr>
<td>Gary Brett</td>
<td>M. A. Rigoni</td>
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<tr>
<td>Bernard Rose</td>
<td>Kapstone</td>
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### PROMOTIONS

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<tr>
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<td>FMIC</td>
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<td>Jimmie Locklear</td>
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<tr>
<td>J P Dame</td>
<td>Fire Horse Films</td>
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<td>Chris Brown</td>
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TEAM
Together Everyone Accomplishes More
how will the forest industry react?
TEAM Log/Chip Truck

seeking your support

Time for the audience to share additional comments

CONTACT Jimmie Locklear for more information:

Email - jlocklear@forestrymutual.com
Cell# 910-733-3300
TEAM Log/Chip Truck group on Facebook
Log Truck Safety – The TEAM approach
Transportation of Forest Products

Thank you for your attention to this very important matter
Jimmie Locklear – Forestry Mutual

NCFA Annual Meeting
Oct. 7 - 8, 2015
Myrtle Beach, SC