



To: Michigan House of Representatives

RE: Support for SB 396

Date: December 10, 2018

The Michigan Association of Timbermen are asking for your support of Senate Bill 396 S(6) Draft 5, introduced by sponsor Senator Tom Casperson. This bill has changes that will make working in counties throughout Michigan easier with uniformity of road use by the Timber Industry statewide. The key changes to this bill are as follows:

What SB 396 does;

Allows log trucks designated route loading on all county roads including maximum lengths as allowed in MCLA 257.719, maximum widths allowed in MCLA 257.717 and maximum weights as specified in MCLA 257.722 including the bridge formula.

Designated routes will be the norm state wide (will also be consistent with M roads) for log hauling which is a modernization effort updating an old standard. The language in SB 396 S (6) for this provision came from resolutions used to enact Designated Routes in both Marquette and Dickinson Counties several years ago where there have been no issues.

Allows for the bonding of dirt and gravel roads that intersect all season routes during weight restrictions at a maximum rate of \$5,000.00 per mile. Regardless the amount of bond per mile, the bond holder is responsible for damage caused to the road during forestry operations. Dirt and gravel roads with no residents must be restored to their original or better than original condition when the management project is completed. For gravel roads with 1 full-time residence or more, the owner of a vehicle transporting forest products or forest equipment shall cease hauling immediately, notify the county road commission and repair the road immediately if any portion of the road becomes impassible for 2-wheel traffic.

When a bond permit is issued with the County Road Commission, that county will know the exact location and route of the road to be bonded and will have the ability to monitor and flag issues of concern immediately. This will allow the Logger/Trucker the ability to haul during Spring Weight Restrictions on unpaved roads intersecting All Season Roads when freezing temperatures or dry conditions enable hauling without damaging the roads.

Allows for the operation of a pneumatic tired forestry or special mobile equipment used in silvicultural operations on county roads if the vehicle has a slow-moving vehicle emblem and a flashing, rotating or oscillating amber light and if the vehicle is unladen. Unladen means the vehicle is not carrying any materials other than attachments used in daily operations, (No Logs) including tire chains, tracks and road drags.

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No permit or notification will be needed for moves 20 miles or less. A road commission may issue a permit for equipment to drive farther than 20 miles if a route is requested and agreed to by both parties. Failure to notify and request a route for distances longer than 20 miles from a road commission will result in a fine. The road authority may recover damages from the owner of the vehicle which are caused during the move. CRA members will be held harmless if an accident occurs.

Additional points:

Forestry equipment by comparison has a lighter or equal weight per inch of tire footprint when compared to construction equipment and is much smaller in size compared to modern farm equipment. It is typically better lighted and moves slower with a top speed of 12.5 MPH. Forestry uses a roadway one time in a 14 to 60-day period on a limited basis as compared to farm or construction equipment which often uses the same the roadway several times daily. Unlike other industries forestry is required by SB 396 to give notice of movement over 20 miles by penalty of fine.

Note-Ag is not required to give notice or obtain any type of OSOW permit as long as the equipment is driven or towed regardless of day, time, or number of movements.

What SB 396 S (6) does not do;

It does not include bonding provisions for paved roads.

It does not give loggers free rein to haul product including equipment during spring thaw. (This is not an exemption)

It does not allow the operation of pneumatic tire forestry equipment limitless distances.