



# PLC OF THE NORTHEAST

FOUNDED IN 1995





# In 1995

A group of loggers  
created the PLC to provide

**PROFESSIONAL  
LOGGERS**

a voice in a rapidly  
changing industry.





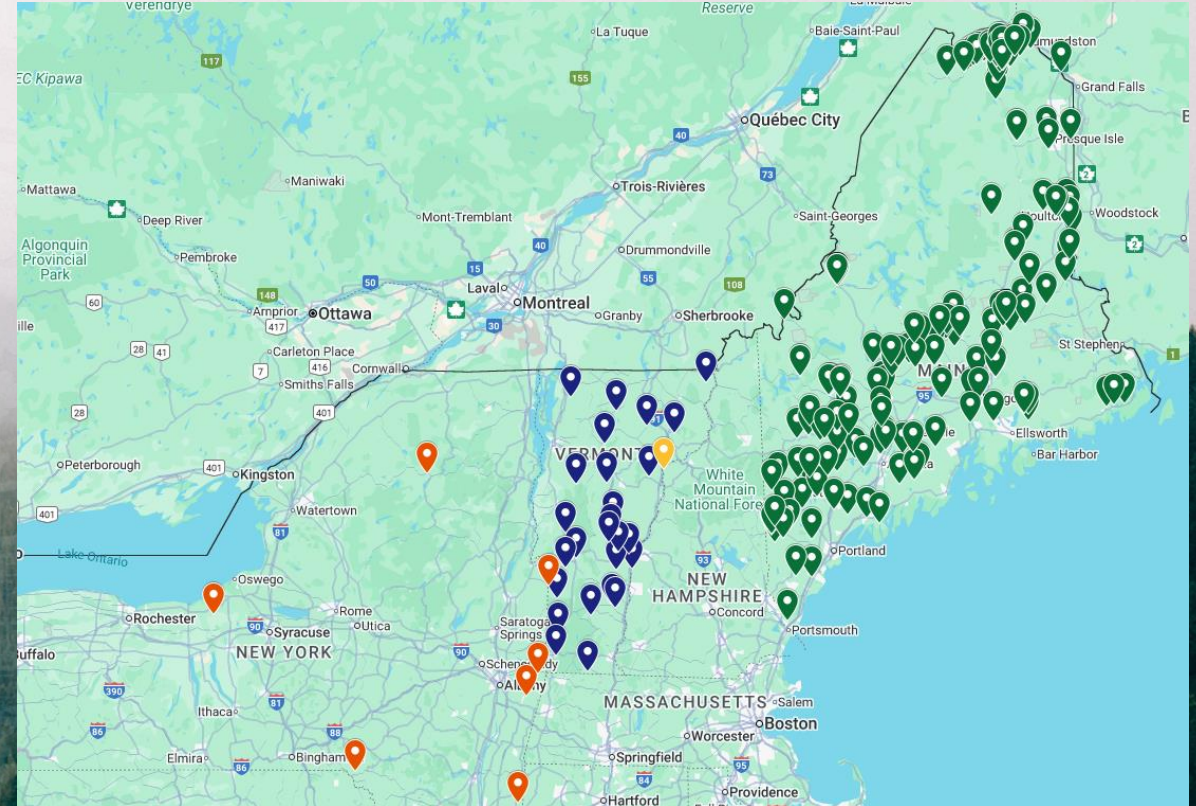
# PLC MISSION

Educate and promote logging as a profession to the public, advocate for logging professionals, cultivate responsible forest management, promote safe working practices and sustain a strong forest products industry. Innovative and creative, the PLC is always developing new ways to overcome obstacles.



# Who is the PLC?

- The **Professional Logging Contractors of the Northeast (PLC)** is an educational non-profit giving independent logging contractors and forest truckers a strong, unified voice.
- The PLC is a true “loggers for loggers” organization, focused on **advocacy, safety, quality operations, and business innovation.**
- In October 2023, the PLC expanded beyond Maine to become the **Professional Logging Contractors of the Northeast**, and today represents member companies in **Maine, New Hampshire, Vermont, and New York.**





# Act 181 Wood Products Manufacturers Report

## *PLC – Sam Lincoln, Lincoln Farm Timber Harvesting*

- The report contains dense technical information which equates to complexity for applicants
- Act 250 permitting and permit conditions affect logging and forest trucking contractors primarily in three ways:
  - Facilities that loggers and forest truckers deliver forest products to in Vermont are subject to Act 250 permitting and permit conditions – no parity with Agriculture.
  - Logging and forest trucking businesses themselves may operate equipment maintenance shops or accessory activities, including firewood, mulch, wood fuel chips, or sawmill operations that allow for off-season diversification and synergy with their equipment investments and raw material access—activities that may trigger Act 250 permitting.
  - Forest management activities on parcels over 2,500' in elevation that loggers and forest truckers harvest timber on are subject to Act 250 permitting and permit conditions.
  - The draft report acknowledges certain procedural improvements to Act 250 but does not address incentives for investment or equity with agriculture.
- Recommendations focus on clarifying or streamlining but no regulatory reduction or statutory change.
- The report mentions the development of an “Enterprise” category of land use, but no mention is made of LURB drafting new Tier 3 triggers which could further limit development.

# Act 181 Wood Products Manufacturers Report

## *PLC Recommendations*

*If VT is serious about revitalizing its forest economy, it must move beyond admin. refinements and embrace structural reforms.*

1. **\*Review and pursue update of Act 250 Rule 19 (Rec. #4)** – Current ANR permits can be streamlined and reduce duplicative review. Allow applicants to submit ancillary permits after Act 250 approval.
2. **Use of the Stonybrook precedent to limit permit jurisdiction (Rec. #1)** – Consistent application of the Stonybrook approach, which limits jurisdiction to the actual dvlp. footprint, for predictability.
3. **Support for ombudsperson or permit coordination role (Rec. #8)** - Having a knowledgeable point of contact would help with navigation and local permits.
4. **Proposed changes to Rule 34 (Rec. #5 & 6)** – Proposed amendments to Rule 34 to allow administrative amendments for minor project updates are a positive and necessary step to prevent a full permit amendment.
5. **\*Item J.** - Act 250 permits should not impact routine forestry practices on permitted parcels.
6. **\*No direct link between Act 250 reforms and Vermont Forest Future Strategic Roadmap**
7. **\*Restore clarity and exemptions for log and pulp concentration years (Rec. #10)** -Revisit how Act 250 treats log concentration yards.
8. **\*Extend Act 250 exemptions for logging and forestry, parity with farming (Rec. #9)** - Logging and Forestry should have the parity with farming below 2,500 feet.





# *SLoCAMP*

SUPPORTING LOGGERS TO COMPLY WITH  
ACCEPTABLE MANAGEMENT PRACTICES

# **SLoCAMP Pilot Success Highlights**



The Supporting Loggers to Comply with Acceptable Management Practices (SLoCAMP) Program is funded via a grant from the State of Vermont Department of Forests, Parks and Recreation and is administered by Professional Logging Contractors of the Northeast.



# PROJECT TEAM

- **PLC Role:** We are the primary manager of the program, handling marketing, promotion, application intake, and eligibility screening
- **Field Operations:** Our team is responsible for forester scheduling, site inspections, documentation, and all payment processing.
- **Strategic Collaboration:** We maintain weekly technical review meetings with FPR to ensure consistent application and technical assistance.



# STATEWIDE AWARENESS

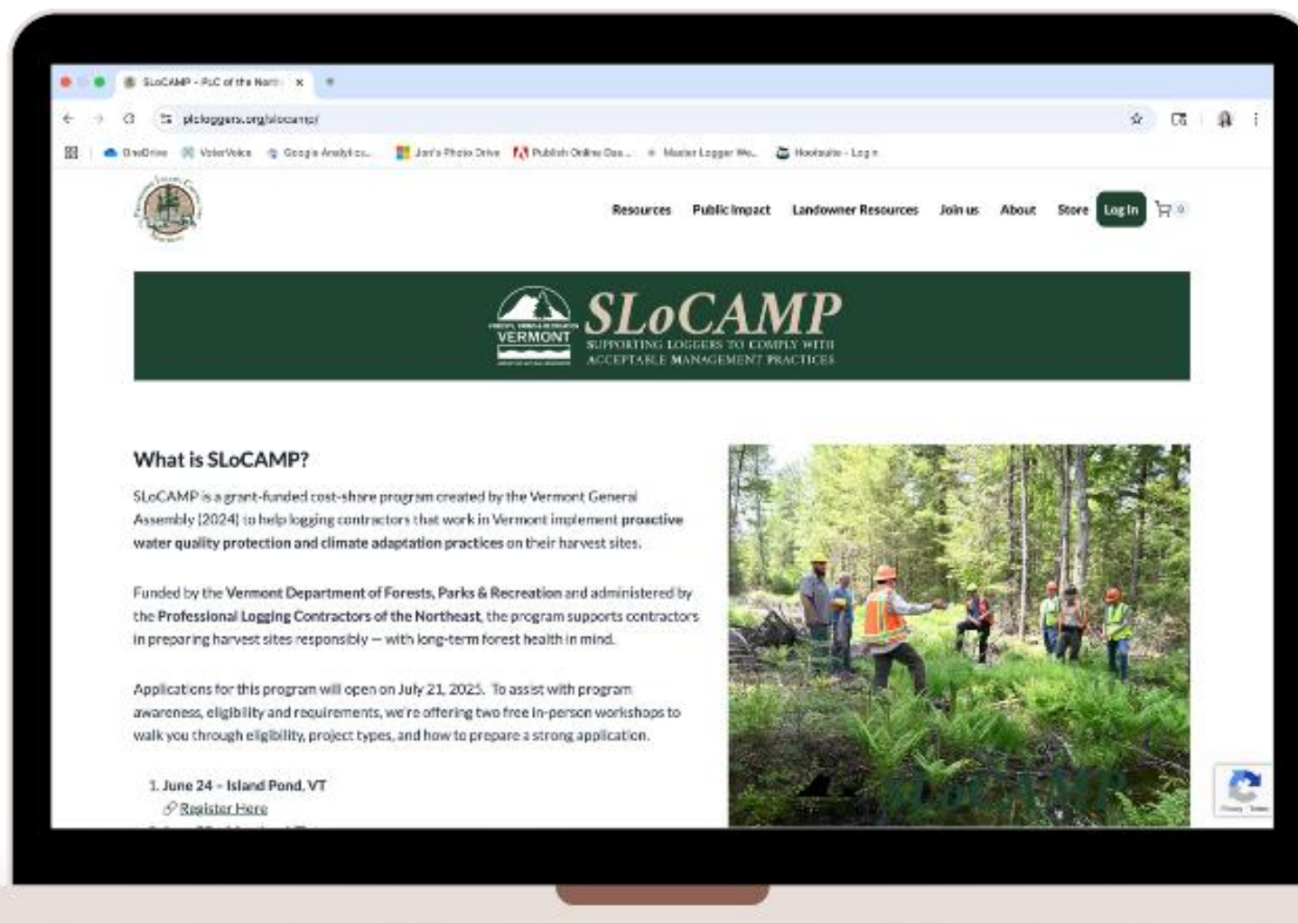
- **Digital Engagement:** Social media generated nearly 70,000 views and 870 link clicks during the program launch.
- **Direct Outreach:** Maintained consistent communication with a dedicated list of approximately 500 contractors.
- **Centralized Resources:** The SLoCAMP landing page acts as a "*one-stop hub*" for applications and practice standards, drawing hundreds of visits.



**54% of funds awarded!**  
**\$323K in SLoCAMP**  
**Grant Funding Remains!**

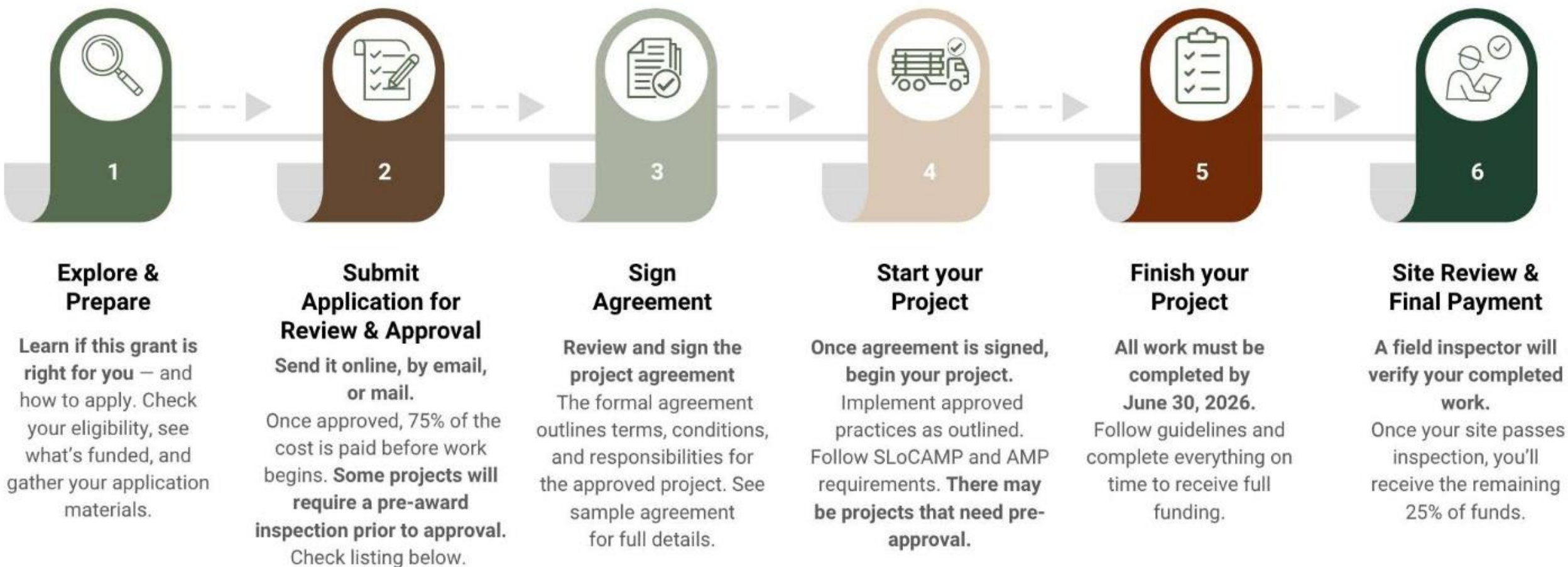


# [www.plcloggers.org/slocamp](http://www.plcloggers.org/slocamp)





# APPLICATION PROCESS





# STANDARDS BASED REIMBURSEMENT

- **Quality First:** We pay for **installed practices** that meet state standards rather than requiring contractors to track every individual receipt.
- **Rewards Performance:** This system rewards high-quality work in the woods rather than administrative capacity.
- **Environmental Alignment:** The reimbursement structure ensures the actual outcome in the forest matches water-quality goals.



# REAL OUTCOMES

- **Operational Resilience:** The program increases workable days by reducing "wet-weather" shutdowns.
- **Sediment Risk Mitigation:** We achieved tangible protection through hardened approaches, stabilized landings, and compliant stream crossings.
- **Long-Term Stability:** Building roads to higher standards ensures they last, which reduces repeated soil disturbance in the future.







# ACCOUNTABILITY

- **Accountability Win:** Holding 25% of funds until final verification is the primary reason closeout now happens consistently.
- **Forester Oversight:** Pre-award site visits by licensed foresters are required for permanent practices to avoid sensitive area conflicts.
- **Verified Results:** Final payments are only released after a forester confirms the work meets all technical standards.



# CONTRACTOR SATISFACTION

- **100% Satisfaction:** Every participant surveyed stated they would participate in the program again.
- **Financial Feasibility:** Contractors reported that without this funding, the work would not have happened, or would have been significantly reduced.
- **Staff Support:** The highest ratings in evaluations were given to PLC's responsiveness and the practical guidance provided by field foresters.



# Investing in Sustainable Logging: SLoCAMP Program Results

Summary of funding distribution and sustainable practices implemented by Vermont logging contractors.

## Program Results at a Glance



**376,291 \$** Allocated

Funding provided to 29 eligible logging projects in the first 4.5 months.



**113** Individual Practices Funded

Contractors implemented a wide range of improvements to protect water quality.



**Funding Focuses on High-Impact Areas**

Contractors directed the majority of funds to improving truck road and landing stability.

## Breakdown by Practice Type

## Allocation of Funds & Practices

### Hardening Truck Roads & Landings (75% of Funds)

**75%**

of Total Funds Spent

Top investments:

- Adding gravel (18 times)
- Installing cross-drain culverts (11 times)



**56** Practices Installed

### Temporary Stream Crossings (8% of Funds)

**8%**

of Total Funds Spent

Most frequent solutions:

- Temporary wooden skidder bridges (10 times)
- Poled crossings (5 times)

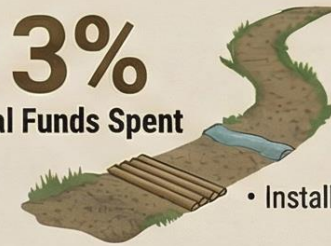


**24** Practices Installed

### Skid Trail Improvements (13% of Funds)

**13%**

of Total Funds Spent



**29** Practices Installed

Popular practices:

- Installing waterbars (14 times)
- Corduroy (6 times)

### Permanent Stream Crossings (4% of Funds)

**4** Practices Installed

of Total Funds Spent

Projects included:

- Permanent culverts (3 times)
- One laminated wooden bridge







# LESSONS LEARNED

- **Managing Variability:** Logging is highly sensitive to weather, market shifts, and landowner decisions—factors often outside a contractor's control.
- **Increased Flexibility:** Moving to a **two-year horizon** would allow contractors to line up projects in advance and adjust when conditions shift without losing funding.
- **Operational Sequence:** A multi-year window enables better sequencing of pre-harvest preparation, maintenance, and final closeout.



# LOOKING AHEAD

- **Sustainable Growth:** Pilot success warrants a transition to an ongoing program with stabilized annual funding.
- **Continuous Improvement:** Future phases should refine practice standards and expand forester capacity to meet strong contractor demand.
- **Proactive Resilience:** SLoCAMP helps loggers stay productive while meeting high environmental standards under increasing climate constraints.







# *SLoCAMP*

SUPPORTING LOGGERS TO COMPLY WITH  
ACCEPTABLE MANAGEMENT PRACTICES

# QUESTIONS?



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# H. 85 An Act relating to the taxation of vehicles used for forestry operations

*On the wall in House Ways & Means - 2025*

- Contains a purchase and use/sales tax and use exemption for log trucks and trailers and associated repair parts.
- Purchase and use tax revenue is collected from all new vehicle/trailer purchases and goes to the Transportation Fund.
- Sales and use tax revenue is collected from the purchase of repair parts and goes to the General Fund.
- The Transportation Fund is significantly strained and likely there is no option for the purchase & use tax exemption in 2026.
- Alternate plan for consideration to assist the industry would be to divide the bill and advance the sales and use exemption which would only pertain to repair parts.
- This would put logging on par with agriculture and fiscal impact would be on the General Fund, not the Transportation Fund.





# STANDING STRONG FOR LOGGERS