

2012 Tree Marking Paint Committee Meeting

May 15 – 17, 2012
Flagstaff, Arizona

Attendees

- Dave Haston, SDTDC
- Ed Messerlie, SDTDC
- Rueben Amiragov, SDTDC
- Dave Cummings, WO-FM
- Kelly Koeppe, WO-AQM
- Jacob Somerset, R2
- Kim Newbauer, R3
- Jim McRae, R4
- Dan Merritt, R5
- Mary Yonce, R8
- Ken Dinsmore, R10
- Teresa Streuli, NFFE
- Jon Nelson, R3 LEI
- Steve Niles, BLM
- Randy Terrill, NCP Coatings
- Sherman Drew, NCP Coatings
- Jennifer Moore, NCP Coatings
- Clint Cruse, LHB
- Dave Robson, LHB
- Mark Epstein, LHB

Introduction

Dave Haston of the San Dimas Technology and Development Center (SDTDC) started the meeting with a general welcome and requested an introduction of those attending. Appreciation was expressed to Kim Newbauer for coordinating the field trip to the Fort Valley Experimental Forest, forest restoration projects on the Coconino National Forest, and the Region 3 tree marking paint (TMP) test location on the Coconino National Forest.

Dave Cummings, R3-FM, represented WO-FM at the meeting. New committee members Teresa Streuli (NFFE) and Jacob Somerset (R2 regional representative) were introduced. Teresa was appointed to the committee in 2011 and Jacob previously represented R4. Jon Nelson represented WO-LE&I at the meeting.

WO-FM Update – Dave Cummings

Dave mentioned that appraised timber values are recovering faster than market prices. There is a growing concern that this may lead to an increase in “No-Bid” sales. He also relayed that some biomass markets are starting to shut down; alternative “green energy” is being promoted.

Increasing paint cost is leading to more designation by description (DxD) and designation by prescription (DxP); much of the cost savings in sale preparation are being negated by increased sale administration cost. This led to additional discussion of future paint use by the group; it was pointed out that Region 3 expects to use more paint in the future even with the use of DxD and DxP, because they plan to produce many more acres.

Dave indicated that there have been some performance issues, mainly fading, but he was not aware of any health and safety issues with the tree marking paint.

SDTDC Update – Ed Messerlie

Ed gave a brief summary of the mission of the San Dimas Technology and Development Center. He mentioned the SDTDC was originally tasked with the development of fire equipment. SDTDC and the Missoula Technology and Development Center (MTDC) are tasked with developing technology solutions to problems being encountered within the Forest Service. The two technology and development centers were established to pool expertise in developing solutions, instead of Regions and units working independently to develop their own solutions. The two facilities are currently under the direction of one center director.

The SDTDC previously developed the Beefy Backpack to provide an alternative application apparatus for those employees that suffer from carpal tunnel syndrome. The center is currently investigating surveillance cameras to track log trucks in an effort to improve load accountability. A ticket box that stacks load tickets in sequential order was also developed.

The cost of travel and employee development is becoming a major concern agency-wide. This has created a demand for additional on-line training. The center has assisted by developing on-line training modules for timber sale administration and timber sale accounting.

Company Presentations

LHB Industries – Clint Cruse

Clint shared that Lighthouse for the Blind (LHB) Industries has been in existence since 1933. The mission of LHB is to assist individuals who are legally blind in order to maintain dignity and independence by making available employment, education and support services. The LHB has 108 employees, 65 of whom are legally blind. The company has average sales of approximately \$40 million/year. Clint indicated that for every \$1.00 of materials purchased from LHB by the Government, a savings of \$3.33 is returned to the Government in the form of decreased transfer payments.

The LHB started producing aerosol paint in 1986. Tree marking paint is sold to the Forest Service under the Ability One Program (Javits-Wagner-O'Day Act). Tree marking paint provides for the equivalent of six FTE blind employees.

Clint mentioned that lower demand paint types and colors are not kept in stock. Special runs are manufactured to fill these orders, so age on delivery requirement can be met; delivery times on these products are longer. Popular products are usually kept in stock.

Delivery lead times that exceed 30 days has been an issue because purchases must be reconciled within that time frame and the purchase cannot be reconciled until after delivery. The current LHB system does not have a way of storing credit card information and retaining card information is a security issue. LHB will be implementing a new system that is compatible with the existing ordering system and will allow credit cards to be charged at the time of shipment. This system is currently under development; there are some security issues that need to be worked out.

A notification of shipment is sent to the person who ordered the paint. The delivery contact person is notified *only* if the email (for the contact) is entered by the person placing the order. Otherwise only the person ordering the paint will be notified. Incorrect email addresses are the fault of the person entering the email address at the time of order. LHB Industries cannot help with this issue; it is the responsibility of the person placing the order.

Clint indicated that LHB is working with their delivery companies to address delivery issues. These companies are instructed to not leave freight unattended, and they are required to provide 24-hour advance notice prior to delivery. Paint is delivered by both direct and joint line (secondary) shippers. The majority of the problems with lack of delivery notification are with joint line shippers. Customers should inform LHB promptly about any delivery issues.

NCP Coatings – Sherman Drew

Sherman Drew shared with the committee that NCP Coatings has been involved with tree marking paint production since the transition from lead-based tree marking paint. He added that NCP Coatings is a small veteran owned company. Their contract with the LHB was modeled after the earlier contract with GSA. Price changes are determined by changes in the producer price index. The goal is to hold current pricing for FY2013.

NCP Coatings – Randy Terrill

Randy Terrill presented an overview of NCP including paint production, paint availability, processing, testing, development, and their continued dedication to meeting the needs of their customers. The company was founded in 1948. Neil Hannewyk is the CEO.

Randy indicated that orange and blue water cleanup make up the bulk (60%) of the tree marking paint they produce. He emphasized that product success is dependent on selecting the right product for the job. NCP Coatings has been developing hybrid paint. The object in developing the hybrid paint was to provide a safe, economical paint that is more durable than Type A paint. Field testing on a hybrid paint type started in 2008. Test results have been promising.

Law Enforcement Issues (Jon Nelson, LEI)

Jon Nelson referenced an incident of a shipment to a Region 3 location with missing paint. He suggested that shipments with lost or stolen paint be accepted, but the quantities of missing paint be documented and reported to law enforcement.

Jon indicated that pictures of damaged paint orders are also helpful, but missing cans are a different issue from damaged cans. He suggested collecting as much information as possible when documenting missing paint. Such information as the driver's name, shipping company's name, where the shipment came from, and date and time of delivery are all important.

Ken Pearson has replaced Mary King as AD for Enforcement. The TMP committee roster will be updated accordingly. Security audits of LHB and NCP facilities need to be performed in 2012.

Acquisitions Management

WO – Kelly Koeppe

Kelly informed the committee that credit card and Activity Address Code (AAC) lists are updated monthly. Once you are logged in to the LHB site you cannot change the ship-to address. This is a security measure that is built into the system to prevent paint from being shipped to an unauthorized address. The person receiving the paint should be listed as the contact on the AAC list.

BLM would like to add new AAC's but so far have been unsuccessful. AAC's cannot be made up.

A price increase was effective October 1, 2011.

We received a complaint that the shipping estimator is no longer accurate due to increased shipping costs. LHB will update the estimator and SDTDC will post it on the website.

Ordering System and Shipping Issues:

Regarding the required advanced delivery notification - the 24 hour notice is still not being provided on some shipments. These instances usually involve a joint line carrier. In these instances Dave Robson needs to be contacted immediately. If notification has not been given and an authorized signer is not available the delivery can be rejected. This might be an effective way to reinforce the need for advanced notification with the carrier. District personnel need to know who is (and is not) authorized to sign for a paint shipment (receptionists should not be signing for TMP deliveries).

Delivery Issues:

All delivery issues need to be promptly reported to LHB Industries. The LHB contact information is listed on the TMP website, under "Ordering & Shipping." The committee agreed that the following procedure should be followed:

Damaged paint: Document the damage at the time of delivery and report damage to LHB Industries. Do not reject the order.

Missing paint: Document the missing paint and report the missing paint to both LHB Industries and Law Enforcement. Do not reject the order.

The TMP website needs to be updated to reflect the above information. LHB will add new information to the label directing the carrier to notify LHB immediately if there is missing paint during shipment.

Prior Year Accomplishments

- The JHA was updated effective September 2011.
- Laboratory testing of hybrid TMP was completed.
- As required by the specification, annual certification from LHB and NCP Coatings was received September 2011.
- The specification and revision are now printed on the paint cans.
- The Allegro MX project report is now listed on the TMP website.

Hybrid Paint Testing

Samples of hybrid paint exposed to 700 hour laboratory test were reviewed. Paint was applied to various species of bark, MDO plywood, and tin plate. The test was estimated to simulate 7 to 8 year weathering in the field. The results indicate that hybrid paint tested is more durable than Type A paint in high UV environments. There were some tracer failures in the lab, but tracer failure in the field has been limited to failure on hardwoods in Region 8.

The results from the Region 5 hybrid test site look good; paint on the test site is holding up well, but there has been limited production testing. Hybrid paint is expected to cost 5% to 10% (closer to 5%) more than the Type A paint it is designed to replace.

Regional Reports

Region 1 (No Attendee)

Region 2 (Jacob Somerset)

General Paint Performance

There have not been a lot issues reported with tree marking paint in R2.

Other

N/A

Region 3 (Kim Newbauer)

Paint Test Site

Paint Type C applied in 2003: This paint is holding up better than the same type paint applied in 2005. The difference may be in the quality of the application procedure.

Paint Type C applied in 2005: This paint is holding up good.

Hybrid Paint: This paint is holding up well.

Paint Type D: This paint is holding up well.

General Paint Performance

There continues to be fading issues with waterborne paint due to UV exposure. There have been some shipping issues reported involving lost or damaged paint. The region is occasionally finding old oil-based paint sitting around in some paint storage facilities.

Other

There are three years left on the 10 year White Mountain Stewardship Contract. Award of the 4 Forest Restoration Initiative Contract (CFLRP Project) is expected any day. The Southwest Jemez Mountains Project is another ongoing CFLRP project in the Region.

Region 4 (James McRae)

General Paint Performance

The only comment on paint performance received was one report of aerosol paint not spraying properly. No additional information was available, but the paint was believed to be old. Some paint shipments are being delivered without advance notification.

Other

Region 4 is a pilot region for the Integrated Resource Restoration Program. There have been some minor difficulties and there are some concerns about performance reporting, but implementation of the program seems to be going forward without any major problems.

Region 5 (Dan Merritt)

Paint Test Site

Paint Type A applied in 2007(4.5 years old): Fading on blue and orange.

Hybrid Paint applied in 2008 (3.5 years old): Yellow, orange and blue holding up well. There is an issue with pink paint fading to white.

General Paint Performance

No major issues reported.

Other

There has been a slowdown in the demand for biomass material. There is a lack of infrastructure.

Region 6 (No Attendee)

Paint Test Site

Per Steve Niles, the paint test site has been inaccessible due to snow. A test site visit will be scheduled for June with Dale Reinhart and Dave Haston.

Region 8 (Mary Yonce)

Paint Test Site

Mary Yonce reported the tracer is still not working well on hardwoods. This does not seem to be as much a problem on pine.

Paint Type A applied in 2003: Performance has been satisfactory.

Paint Type B applied in 2006: Tracer performance has been unsatisfactory on hardwoods.

Hybrid Paint: Tracer performance has been unsatisfactory on hardwoods.

General Paint Performance

Mary reported some fading with waterborne orange, and pink turning colors and fading.

Other

There is a good market for biomass in the region, and it may be growing. There is a large scale salvage effort underway in Texas in response to last year's drought. Stewardship agreements are being promoted in the region.

Region 9 (Randy Jost unable to attend but provided a regional report via email)

Paint Test Site

Information was not available at the time of the meeting.

General Paint Performance

Randy Jost reported in writing that he continues to get “distress” calls about the need to remark many sales where the paint was applied 4-5 years ago. He reported that the calls are mostly from the Lakes States but also some from the east. The main issue is, no matter the paint type, application often occurs under less than ideal field conditions (wet boles, smooth bark species) and does not last. Workload requires paint to be applied during less than ideal field conditions. Most sales in the region are 3 years in duration, but they are often prepped a year or more before being sold; contract extensions have resulted in many sales extending 5 years past the time of paint application. Tracer detection has also been difficult in the later years of a sale.

Randy also reported they have received several deliveries with damaged paint this year, where cans have been ruptured due to rough handling during shipping. He also reported approximately five complaints of delivery trucks showing up unannounced in violation of contract terms. Randy indicated that Dave Robson has been very responsive to our notifications, although he admits there is often little he can do.

Randy reported that paint has not been as durable as hoped. Paint fails sooner when applied during wet weather. He indicated that south facing paint on smooth-barked trees will not last for 5 years. Under other condition the paint hold up well. Rain resistant paint that is applied under dry conditions holds up well; and aerosol paint hold up well when applied under a variety of conditions.

Other

N/A

Region 10 (Ken Dinsmore)

General Paint Performance

There were no real paint issues to report. Rain resistant (Type C and D) paints are used exclusively in the region.

Other

Approximately 50% of the volume produced is being exported out of the state.

BLM (Steve Niles)

General Paint Performance

No major issues reported.

Other

Western Oregon is being bogged down by planning. Most harvesting is associated with plantation thinning. The BLM is currently completing an ecological forestry project. There has been a marked

decline in receipts to rural schools recently; this has been less of an issue on the east side of the Cascades.

Health and Safety

There was concern expressed by members that there was no participation at the meeting by Forest Service health and safety personnel. Tim Radtke (DOI Health and Safety) was unable to attend this year but was available by phone if a health and safety issue required his attention. Tim has been a strong supporter of the TMP program.

Members were reminded that there is a place on the TMP website to report health and safety concerns, but reports of health and safety issues will be accepted via other means.

A batch of paint A0213 (waterborne orange) used in Region 8 (Ouachita NF) was hard to use. It caused blisters and sore hands. A batch of blue paint (A0314) was clumpy and caused similar minor injuries and discomfort.

Otherwise there were no other reports regarding health and safety issues in the last year.

Equipment

SDTDC will be working on a barcoding project for TMP in FY2013. No other equipment issues were identified.

Hybrid Paint Implementation

The performance of hybrid TMP was discussed at length. Paint has been on test sites for 4-1/2 years. Although the hybrid paint is more durable it will not last eight years in high UV applications. There appears to be a 20 to 25% improvement in durability, the cost is expected to increase approximately 5%. A selection matrix is needed to assist with purchasing the correct product for particular applications (species, weather, duration, etc.).

A decision was made to implement the hybrid formulation for orange and pink which are the two colors that have not been durable in high UV environments. The hybrid formulation will replace the existing Type A formulation. In other words we are not introducing a new type of paint (the same NSN number will be used). NCP will hold prices for FY2013 to ease the transition to the new formulation for pink and orange.

Per the specification we must verify that employee exposures are below the most conservative occupational exposure limits for any new formulation. Exposure testing will be performed by Federal Occupational Health (FOH). SDTDC previously established an interagency agreement with FOH. Testing will be performed using FS tree markers during production marking and is tentatively scheduled for August on the Lassen NF using hybrid orange TMP (Dan Merritt to coordinate). Adequate quantity of hybrid orange paint needs to be ordered from LHB (the paint needs to go through the full production process from NCP through LHB).

The specification requires that the tracer element be effective for eight years minimum and has requirements for accelerated weather (laboratory) but does not have any requirements for weathering (fading) of the paint in the field. Since the specification is vague regarding fading in service and the eight year tracer life requirement was established prior to putting water cleanup (Type A) paint in service, the committee agreed that the specification should be updated to specify that Type A paint last for four years in the field and Type C and D last eight years (both tracer element and fade resistance).

Type B Paint Discussion

Type B (waterborne with citrus solvent) tree marking paint (TMP) was developed to provide an alternative paint odor for employees that might be sensitive to the smell of Type A (waterborne) TMP. At this time anecdotal information suggests that Type B paint is not currently being ordered as originally intended (to provide an alternative paint odor). Due to the low annual purchase volume of Type B TMP, the committee discussed two options: 1) discontinuing Type B paint or 2) establishing a minimum purchase quantity of 100 which represents the minimum batch size (300 gallons) for NCP Coatings.

A decision was made to send a questionnaire out through the regional representatives to get feedback on this approach. Once the feedback is received it will be reviewed and a recommendation will be made to the WO-FM Director. In all scenarios the Type B paint would stay in the specification and the NSN would be maintained.

Action Items:

- Order hybrid orange paint from LHB Industries – **SDTDC** (complete)
- Need annual certificate for paint formulation – **NCP Coatings and LHB Industries**
- Determine if the FS can assist the BLM with AACs via the Service First agreement – **Kelly Koeppe**
- Update the shipping estimator – **LHB Industries** (complete)
- Perform security audit of NCP Coatings and LHB facilities – **Coordinate with Ken Pearson (WO-LEI)**
- Develop paint selection matrix guide and post on the TMP website – **SDTDC**
- Provide pictures of shipped items – **LHB Industries**
- Provide Type B paint questionnaire to regional representatives – **SDTDC** (complete)
- Perform exposure testing for Hybrid paint prior to implementing hybrid formulation – **Federal Occupational Health via SDTDC**
- Replace current Type A orange and pink formulation with hybrid formulation starting in FY 2013 – **LHB Industries**
- Revise specifications to reflect the true durability performance – **SDTDC**
- Update the procedure on the TMP website regarding missing and/or damaged paint – **SDTDC**
- Add information to the label directing the carrier to notify LHB immediately if there is missing or damaged paint during shipment – **LHB Industries**

Next Meeting

There was discussion regarding the need for face-to-face meetings in the future. Several reasons were cited for continuing annual meetings, including the issue of holding day-long meetings over four time zones, the interaction with NCP Coatings and LHB Industries, ongoing hybrid paint development and testing, and so on. The committee recommended that future meetings continue to be co-located in the

vicinity of test sites so that the full committee can review the long term performance of the paint. Accordingly, the proposed location for the 2013 meeting is Charleston, South Carolina where we will visit the Region 8 test site. **The meeting is tentatively scheduled for the week of May 20, 2013.**