

## Six join our edit panel

Six new landscape managers join the LANDSCAPE MANAGEMENT Editorial Advisory Panel this month. The Editorial Advisory Panel was founded in 1993 to bring LM's veteran editorial staff news and insights from the end-user's point of view. This is the third set of panelists chosen.

**Jerry Coldiron Jr.** is grounds superintendent at Boone Links and Lassing Pointe public golf courses in Florence, Ky. Coldiron is a GCSAA-certified superintendent and graduate of Eastern Kentucky University with a degree in horticulture with turf specialization.

He is past president of the Cincinnati Golf Course Superintendents Association, and was the Kentucky Turfgrass Council's 1991 "Man of the Year." In 1994 and 1995, his courses won back-to-back GCSAA Environmental Steward Awards, and in 1994 he was E.K.U.'s Department of Agriculture Outstanding Alumnus. He and wife Susan have three boys, Josh, Jake and Jared.

**Corey Eastwood** is the golf course superintendent at Stockdale Country Club in Bakersfield, Calif. He has previously worked at Marbella Country Club in San Juan



Pat Nibler



Larry Iorri



Jerry Coldiron Jr.



Corey Eastwood



Russell Studebaker



Mike Guthrie

Capistrano, and California's Green Hills Country Club and Churn Creek Golf Course.

Eastwood earned his GCSAA certification in 1986. His wife Susi is in law school, and his son is a general sales manager for a Jacobsen/Textron distributor.

**Mike Guthrie** is vice president of Ground Control Landscaping's Maintenance Division. Ground Control is the largest landscape contractor in the Orlando, Fla., area.

Earlier in his career, he was with Johnson's Landscape in the metro Washing-

ton, D.C. area and with Landcare Industries, Tampa.

Guthrie, who attended Clemson University, was Exterior Landscape Division chairperson for the Associated Landscape Contractors of America in 1992.

**Larry Iorri** is founder and owner of Down to Earth, Inc., a small landscaping business in Wilmington, Del. He was president of the First State Branch of the Professional Grounds Management Society for 15 years, and on the Board of Directors of the Delaware Turf Grass Society for nine. He is a graduate of

the University of Delaware and holds certificates of merit in ornamental horticulture from Longwood Gardens.

Iorri's company has been featured in four industry publications, including LM. He has been a featured speaker at the Green Industry Expo. Wife Janine is the company bookkeeper and mother to Brent and Kristin.

**Patrick Nibler** is co-owner and vice president of operations for ProGrass, Inc., a chemical lawn care company in Wilsonville, Ore. He's a member of the Professional Lawn Care Association of America, the Northwest Turfgrass Association, the Oregon Golf Course Superintendents Association, the Oregon Association of Nurserymen and the Oregon Landscape Contractors Association.

Nibler was on the PLCAA Board of Directors for three years and chaired its Education Committee. He's also been on the Board of Directors of the Northwest Turfgrass Association. He and his wife Cheryl have two sons.

**Russell Studebaker** is former city horticulturist for the Tulsa Park and Recreation Dept. and curator of horticulture at the Tulsa Zoo. In semi-retirement, he remains a prolific writer (a weekly garden column for the Tulsa World) and speaker (garden clubs, plant societies, nursery and plant associations, and

civic organizations).

He is a charter member and a past president of the Oklahoma Horticultural Society and has been president and board member for the Professional Grounds Management Society and the Southwest Park and Recreation Training Institute. □

### Correction

Due to an inadvertent error in our June, 1996 issue, an incorrect reference was made to Sostram Corporation's Echo fungicides.

The advertisement should have referred to "Sostram's advanced ECHO STICK™ formulations..."

The advertiser apologizes for any inconvenience. □

## OSHA reform in the hopper

by JAMES E. GUYETTE / Contributing Editor

Recommendations aimed at gaining much-needed reforms within the Occupational Safety and Health Administration (OSHA) were introduced to the U.S. House of Representatives during April.

The bipartisan piece of legislation—H.R. 3234—is also known as the Small Business OSHA Relief Act.

"We're hoping to move this legislation quickly," says Rep. Cass Ballenger (R-N.C.), who wrote the bill. "This is not an OSHA bill that will offend anybody."

The new bill's most controversial provision would require that OSHA perform a cost-benefit analysis on any proposed legislation, and new rules could be issued only if they meet those cost-benefit standards.

Other provisions would:

- 1) Waive penalties for small businesses (less than 250 employees) that move quickly to correct certain violations.
- 2) Put an end to citation/penalty quotas placed on OSHA inspectors.
- 3) Relax enforcement of "paperwork" violations.
- 4) Urge consultation and cooperation rather than enforcement.

As of June 4, the bill was in the House Work Force Protection Committee. A hearing from the House Economic and Educational Opportunity Committee is expected.

Support is growing for a similar piece of legislation in the U.S. Senate, according to Sen. Christopher S. "Kit" Bond (R-Mo.).

"The inspectors come in like they are from the king—not from an elected government," says Bond. "Too often, regulators think their jobs are to go out and issue citations and collect fines. If we can make that change, we can go a long way." □

## Pay for the ride home an issue

by JAMES E. GUYETTE / Contributing Editor

The U.S. Congress is considering legislation to clarify the issue of paying travel-time wages to employees who take home company vehicles

Using the company truck to get to and from work is largely viewed by employees as a "perk." Landscape managers, like other small business owners, seldom pay their workers an hourly wage for drive time. Nevertheless, national union officials are opposing H.R. 1227 that would allow these arrangements to continue.

The issue is real, and H.R. 1227 needs industry support, says Sandra Boyd, assistant general counsel to the Labor Policy Association.

For instance, a Dept. of Labor audit over travel-time wages resulted in Stan Hoselton of the Union Roofing Co., Chenoa, Ill., paying additional wages for each of his 18 employees who drive his trucks home.

"They came in with their attorneys and said, 'This is the law; it doesn't matter what your collective bargaining agreement is,'" Hoselton says. "If they would have gone back more than three years, they would have wiped us out."

Under the current mishmash of conflicting regulations, the question of "at what point does the timeclock turn on?" is poorly defined, but H.R. 1227 addresses "compensable travel time" as it amends the Portal-to-Portal act. Under the proposed law, several criteria must be met for travel time to be non-compensable:

- 1) Use of company vehicle is entirely voluntary and not a condition of employment.
- 2) Vehicle is the type that would normally be used for commuting.
- 3) Employee incurs no cost for driving or parking the vehicle.
- 4) Job sites are within the normal area of the contractor's business.

At presstime, H.R. 1227 was out of committee and awaiting action on the floor of the House of Representatives. The Senate had not considered it.

Boyd and the Associated Specialty Contractors (ASC) organization urges landscape managers to join them in contacting their elected officials in support of the legislation. □

## Small trucks may get a break

A measure that would provide the green industry with some relief from confusing federal DOT regulations is working its way through Congress.

U.S. Representatives Tom DeLay (R-Tex.) and Gary Condit (D-Calif.) are sponsoring H.R. 3153 which would exempt service vehicles from DOT hazardous materials regulations if:

- ▶ the vehicle is a relatively small vehicle (5 tons or less).
- ▶ the vehicle is not carrying a highly hazardous material.
- ▶ the vehicle is not transporting a large quantity of a less hazardous material.

In introducing the proposal this spring, Rep. DeLay said that 1990 amendments to the Hazardous Materials Transportation Act created an unnecessary tangle of regulations that cost the structural pest control industry \$135 million annually. Much of that cost resulted from unnecessary paperwork and record-keeping.

"My bill simply amends the Hazardous Materials Transportation Act by providing an exemption for small commercial vehicles which are transporting common 'Raid'-like materials which do not pose a risk to public health or safety," said Rep. DeLay. □

## Lab rats lose status in U.S. EPA laboratories

The U.S. EPA says it's going to reduce its reliance on the practice of exposing rats and mice to huge doses of chemicals to determine which chemicals cause cancer. The so-called rat tests have formed the basis for EPA's carcinogen risk assessment since 1986.

Instead, the agency proposes to base its findings on "a view of the entire weight of the evidence." Testing of laboratory animals will continue but its results will be more added to those of other investigations.

The EPA believes that the new guidelines will provide better information concerning the effects of exposures at the small doses that people are typically exposed to rather than the huge doses administered to laboratory animals.

While industry has been openly critical of the EPA's practice of extrapolating the results of its lab animal tests onto people, it's been cautious in commenting on the proposed testing guidelines.

The EPA's Proposed Guidelines for Carcinogen Risk Assessment began a 120-day public review in April 1996. (Available for viewing on the Internet's World Wide Web at <http://www.epa.gov/ORD/WebPubs/carcinogen/>) □

## N.Y. City takes shot at industry

by RON HALL / Senior Editor

While a judge tossed out a Long Island law aimed at professional applicators, New York City Council is now taking a shot at the green industry.

That council is considering a measure requiring posting for all lawn/landscape chemical applications, including fertilizer. As written, the proposal mandates 3-by-3-foot notices posted at least 100 feet from each application, and no further apart than 25 feet.

"If you had a truck doing fertilizations for customers, you would need another truck right behind it just to carry the signs," says Pat Voges, government affairs specialist for the Nassau/Suffolk Landscape Gardeners Association. That association, along with other industry groups, including RISE, oppose the measure.

In a related matter, a judge disallowed a Nassau County (N.Y.) law which would have required professional applicators to mail notification postcards to all property owners abutting lawn/landscaper treatments at least five days prior to the treatments.

Although that law was to have gone into effect May 24, the judge, responding to actions filed by industry, determined that Nassau County legislators overstepped their authority. **LM**

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