

# **BOB KULP**

STATE REPRESENTATIVE • 69<sup>TH</sup> ASSEMBLY DISTRICT

May 28, 2019  
Assembly Committee on Agriculture

## **Testimony from Rep. Bob Kulp in favor of passage**

Thank you Mr. Chairman and members of the committee for holding this hearing today for AB 165.

Under current law, vehicles transporting dairy products enjoy a slightly higher maximum weight limit than most transport vehicles. This bill would extend these same weight limits to vehicles transporting maple sap or syrup, increasing their limits from 20,000 lbs per axle to 21,000 lbs or from 35,000 to 37,000 for two axles. This modest increase will allow maple sap producers to transport their product with fewer trips while continuing to comply with local weight limit restrictions that protect roadways during the spring thaw.

Maple syrup can only be harvested during the spring thaw, when warm daytime temperatures liquefy sap and cool nighttime temperatures draw water back into the trunk, replenishing sap for the next day's harvest. With the spring thaw underway, some rural roads have reduced maximum weight limits between 20-50%. To get perishable sap to a processor before it spoils, producers often have to resort to multiple trips with half-full trucks that increase costs and reduce efficiency. By matching weight limits for dairy vehicles, producers would still comply with local weight reductions that protect roadways, but would have more flexibility to maximize each trip.

Nationally, Wisconsin ranks fourth in maple syrup production and is first in the Midwest. Recently statewide production increased 9% and has grown 83% over the past five years. Industry leaders like Vermont have had special weight limits or total exemptions in place for decades, while states like Ohio (5th) and Michigan (6th), have recently passed special weight limits or total exemptions from seasonal weight limits as they work to grow their maple syrup industries.

This bill came at the request of maple syrup producers around my district. It is supported by the Wisconsin Maple Syrup Producers Association and the Wisconsin Farm Bureau who are here to testify in favor. I encourage the committee to support this bill. Thank you.

REPRESENTING WISCONSIN'S 69<sup>TH</sup> ASSEMBLY DISTRICT

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# ANDRÉ JACQUE

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*Testimony before the Assembly Committee on Agriculture  
State Senator André Jacque  
March 28<sup>th</sup>, 2019*

Chairman Tauchen, members of the committee, thank you for hearing this bill today.

Wisconsin is the fourth-largest producer of maple syrup in the U.S. Last year, according to the National Agricultural Statistics Service, Wisconsin producers made nearly a quarter million gallons of maple syrup, almost double what our closest Midwestern competitor produced.

As you already know, maple syrup is made from maple sap, which can only be collected during early Spring days when the temperature falls below freezing at night, but rises above freezing during the day. You may also already know that maple sap is perishable – it has to be boiled down to maple syrup within, at most, a week after it is collected.

This gives maple sap something in common with milk – it has to be delivered to the processors quickly to avoid becoming a total loss. We are therefore asking that maple sap producers be allowed the same flexibility on transporting their product that dairy producers have. That's what this bill does.

Other maple syrup producing states – including Ohio and Michigan, which trail Wisconsin considerably in annual production – have already made this change. We must recognize maple sap for what it is – a growing industry in our state – and give it the flexibility to grow that we already give to other industries.

Of course we are all concerned about local road conditions. Allowing even this relatively small number of trucks to haul increased loads will put more strain on the roads they are using. I'm as concerned about this as anyone, which is why I have submitted a budget motion, increasing road aids to local governments, and I would welcome any support for that motion from the committee.

That said, this is an issue of fairness and support for a growing industry, and I hope that you will give it all due consideration.



Theresa Baroun &lt;theresa.baroun@gmail.com&gt;

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**Sap hauling Bill**

1 message

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**David Kowalkowski** <lumberjacklh@gmail.com>

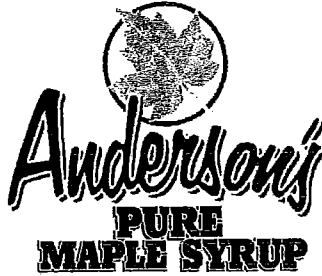
Mon, May 27, 2019 at 10:25 PM

To: theresa.baroun@gmail.com

In regards to the sap hauling Bill, my name is David Kowalkowski of Lumberjack Maple Syrup Co. Armstrong Creek, which is in Forest Co. This bill is extremely important for the maple syrup industry for the entire State of Wisconsin. Lumberjack Maple Syrup Co wants to expand our maple syrup production and the biggest obstacle/ draw back that's keeping us from expanding production is the weight restrictions that are currently in effect during the syrup season. The State of Michigan has already passed this type of legislation because they're wanting to keep up with the State of Ohio and not lose revenue. As a maple syrup producer, we need to become more efficient in our transportation in order to expand, currently the spring weight restrictions only allows us to have a maximum gross vehicle weight of 7 tons. The 7 ton limit does not take in account for axle configuration. So in other words, all 14,000 lbs can be on one axle. If the spring weight restrictions are intended to prevent damage to the roads, the current system in Armstrong Creek doesn't follow the logic in weight distribution. Lumberjack Maple Syrup Co is a family owned company in the small town of Armstrong Creek. Both of our sons are integral parts of the business. They both went to college and earned business degrees and have returned to our small community in order to pursue their dreams of expanding our maple syrup business. We have also toured and attended seminars in Vermont. After visiting four 70,000- 100,000 tap operations, we came to the conclusion that Wisconsin could support the same types of maple syrup operations. When discussing the sap hauling restrictions with the syrup equipment manufacturer's in Vermont, their are in disbelief at how Wisconsin views this industry. In conclusion, if the legislation is passed that would allow us to haul sap as is milk, we could keep expanding our business, hire more workers, and most importantly keep our young people in our community. If one recognizes how the importance of syrup industry is growing, please take note that maple syrup is now found in Cheerios and many more products as the demand keeps growing world wide. Hopefully this bill is passed and the State of Wisconsin can support this great industry. Thank you, David Kowalkowski

Quality Maple Products for Over 90 Years!

2388 40<sup>th</sup> Street Cumberland, WI 54829



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May 25, 2019

RE: Act to amend 348.15(3) of the statutes: LRB-2553/1  
Weight limits for certain vehicles transporting maple sap or syrup

To Whom it May Concern...

As one of Wisconsin's Largest users and resellers of Pure Maple Syrup, I would like to go on record as strongly supporting the changes to Statute 348.13(3) allowing the transportation of Maple Sap and Maple Syrup to be treated the same as the transportation of milk and other dairy supplies and products as identified in the proposed changes to Statute 348.15(3).

Maple Sap can only be produced during a short time in the Spring of the year. It is necessary for producers to quickly transport this sap from the woods to their production facilities and process it into Pure Maple Syrup. When weather conditions are unfavorable sap can spoil and become useless in just a few hours. When weather is favorable the producers maybe have up to 12 hours to move the sap. The need to move sap quickly and effectively is paramount to our industry.

In order to keep Wisconsin's Maple Syrup Production growing we need to make it easier for our producers to move their sap to their production facilities. Wisconsin currently rank number four (4) in the country for Pure Maple Syrup production, but we could be number three (3) with a little help.

Unfortunately, the relatively short maple sap season occurs during spring road bans, roughly February through April. If our state is to be competitive and continue to grow our maple industry it is critical that we make it economically feasible to haul maple sap/syrup during the spring road restrictions.

Very Sincerely,

A handwritten signature in black ink, appearing to read "S. Anderson", with a long horizontal line extending to the right.

Steven Anderson  
Anderson's Maple Syrup, Inc.  
715-822-8512

Pubic Hearing on SAP legislation 2553

I am a former dairyman who made syrup as a hobby in the 70's, 80's and 90's and became a commercial syrup producer in 2002 after retiring from dairying.

I know how important it is to be able to move a perishable product in a timely manner. Raw sap and raw milk need to be processed in a timely manner to insure great quality. Their issues with quality follow much the same timeline.

Having the ability to transport the sap in a timely manner is important. Our operation in southwest Wisconsin collects sap from 10 different locations. The topography causes us to have an average of about a 1000 taps per location. We do not have large tracts of maple trees to source sap from.

We use a modern and energy efficient facility at our farm to process the sap and hauling it is one of our logistic problems.

The ability to be treated with the same protection dairy has will aid us in being able to operate more efficiently.

I also feel that without this protection we are being discriminated against because we have a perishable product.

Thank for the opportunity to express my concerns.

Phillip Gudgeon

Kickapoo Gold LLC

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