



For the week of September 24th-28th, 2007

UCRA—Nevada Based Interstate Carriers must choose new base state

The Unified Carrier Registration Agreement is running and States will be sending out information notices and UCRA registration materials to carriers nationwide. Since Nevada is not a participating state in the UCRA carriers must choose a base state. If you have an office or operating facility in one of the following states: AL AR, CO, CT, GA, IA, ID, IL, IN, KS, KY, LA, MA, ME, MI, MS, MT, ND, NE, NH, NM, NY, OH, OK, RI, SC, SD, TN, TX, UT, VA, WA, WI, or WV; **you must use that state as your base state.** Nevada carriers without operating locations in participating states must select a base state from one of these following states: CO, ID, MT, ND, NM, SD, UT, or WA.

UCRA fees are self reported by carriers according to fleet size and carriers will not receive a bill from the states. UCRA replaces the Single State Registration System, but there is no credential for the UCRA and nothing showing that the payment of fee has been made is required to be carried in the vehicle. The states have agreed they will not issue tickets for nonpayment of UCRA fees before November 15, however they may not feel bound by that date, and the penalties could be high in some states. For more information visit: www.ucr.in.gov.

Legislative Commission Appoints Members for Interim Study on Transportation Issues

The Legislative Commission has appointed six members to the Interim Study Commission on Transportation Issues. The committee is comprised of three members from the Senate and three from the Assembly. The members are: Senator Dennis Nolan, Chair; Senator Randolph Townsend; Senator Dina Titus; Assemblyman Kelvin Atkinson; Assemblyman Pete Goicoechea; and Assemblyman John Ocegüera. The NMTA will keep you apprised of the developments surrounding this study.

New Commissioner Appointed to the Nevada Transportation Authority

Monica Metz the Administrative Attorney for the Nevada Transportation Authority has been appointed to the NTA to replacing outgoing Commissioner Leslie Miller. Mrs. Miller has left the NTA to go back the private sector. The NMTA wishes both Ms. Metz and Ms. Miller the best in their new positions.

FMCSA Issues Memo on Load Securement of Baled Hay and Straw

The FMCSA released a memo today regarding the load securement of baled hay and straw. The FMCSA concluded that many of the longstanding industry practices concerning the securement of square bales of hay and straw should be considered as satisfying the performance criteria under 49 CFR 393.102. The FMCSA is requesting that the States refrain from penalizing motor carriers that use the "equivalent means of load securement which includes the use of ropes or tiedown assemblies. The NMTA will contact the Nevada Highway Patrol and ask for an interpretation of this memorandum. This is a huge victory for the industry as well as the NMTA as this has been an issue we have been working on for numerous years. We would like to thank Taylor Stack for his work on this issue. See the memo under the [Technical Review/ Cargo Securement Memo](#) link.



U.S. Department
Of Transportation
Federal Motor Carrier
Safety Administration

Memorandum

Subject: **ACTION:** Technical Review of Industry Cargo Securement
Practices for Square Bales of Hay and Straw

Date: SEP 28 2007

From: F. Daniel Hartman
Associate Administrator for
Field Operations

Reply to: MC-PSV
Attn of: Mike Huntley

To: Field Administrators
Division Administrators
National Enforcement Team
National Training Center

BACKGROUND

Baled hay and straw are not currently covered by a separate commodity-specific rule under the Federal Motor Carrier Safety Regulations (FMCSR), and as such, must be secured in accordance with the general cargo securement requirements outlined in 49 CFR 393.100-114.

Concerns have been raised with respect to the proper securement of loads of square bales of hay and straw. Industry representatives contend that square bales of hay and straw can be secured in a manner that satisfies the current performance requirements under 49 CFR 393.102, although the securement methods may not necessarily satisfy the prescriptive requirements under 49 CFR 393.114. The current industry practices – which in some cases have been formally adopted into State law – employ longitudinal ropes or tiedown assemblies, in conjunction with a loading pattern which interlocks adjacent square bales together, to “unitize” the load such that the individual bales effectively act as a single unit.

The Office of Bus and Truck Standards’ Vehicle and Roadside Operations Division has reviewed the results of a series of tests that were conducted to gather data concerning

(1) friction coefficients for typical loads of square bales of hay and straw, (2) strap tension, and (3) the performance of these securement systems under simulated accelerations. The results demonstrate conclusively that the combination of longitudinal tiedown assemblies and a loading pattern that effectively unitizes the bales of hay and straw, along with the addition of one or two lateral cargo securement devices depending on vehicle length, provides a securement system that meets or exceeds the performance criteria established by the FMCSRs and does not result in any degradation in the level of safety during transport. Therefore, the adequacy of many of the

longstanding industry practices concerning the securement of square bales of hay and straw should be considered as satisfying the performance criteria under 49 CFR 393.102.

TECHNICAL FINDING

In consideration of the Agency's review of the testing performed by the industry, loads of square bales of hay and straw satisfy the "equivalent means of securement" requirements in 49 CFR 393.102(c) under the following conditions:

1. For square bales of hay or straw that are unitized using longitudinal ropes or tiedown assemblies:
 - a. Trucks or trailers 32 feet or less in length require the use of a minimum of one lateral tiedown placed in the approximate center of the length of the truck or trailer.
 - b. Trucks or trailers greater than 32 feet in length require the use of a minimum of two lateral tiedowns which must be positioned at approximately one-third and two-thirds of the length of the truck or trailer.
 - c. In both cases above, the aggregate working load limit requirements of 49 CFR 393.106(d) still apply.
2. For loads of square bales of hay or straw that are NOT unitized using longitudinal ropes or tiedown assemblies:
 - a. These loads must conform to the general cargo securement requirements of 49 CFR 393.100-114.

COMMUNICATION OF FMCSA POLICY WITH STATE AGENCIES

Division Administrators and State Directors are to contact the lead Motor Carrier Safety Assistance Program agency in their States and advise them of the Agency's technical finding concerning the securement of loads of square bales of hay and straw. Please request that the States refrain from penalizing motor carriers that use the "equivalent means" of cargo securement which includes the use of longitudinal ropes or tiedown assemblies – as outlined in the above guidance – instead of applying 49 CFR 393.110 concerning the minimum number of tiedowns based on the length of the articles of cargo.

cc: Associate Administrator for Enforcement and Program Delivery
Associate Administrator for Policy and Program Development