



CARGO SECUREMENT REGULATIONS FOR HAULING HAY

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BACKGROUND & PURPOSE

- In 2002, Department of Transportation (DOT) adopted new cargo securement rules.
 - New rules based on multi-year study of industry practices in Canada & Mexico
- Commercial motor vehicles had to adopt them by 2004 for interstate commerce.
- States had to adopt them by January 1, 2007 for intrastate commerce.




BACKGROUND & PURPOSE



- The underlying goal was to harmonize the transport of goods between Canada, U.S. & Mexico.
 - Studies investigated the safest industry methods used to move products.



BACKGROUND & PURPOSE



The new regs set minimum performance criteria for cargo securement assemblies to withstand forces associated with various movements of the truck. Those criteria are:

- 0.8 g deceleration in the forward direction;
- 0.5 g acceleration in the lateral direction;
and
- 0.5 g acceleration in the rearward direction.



BACKGROUND & PURPOSE

- During the development of the regulations, several commodity-specific rules were written, including those for automobiles, crushed vehicles, metal coils, etc.
- Anything outside of the commodity-specific rules were lumped into “General Cargo Securement Rules.”
- Agricultural products were left out of the equation.





GENERAL CARGO SECUREMENT REGS

General Cargo Securement Rules provide thresholds for the following:

- Minimum working load limit for cargo securement assemblies;
- A minimum number and location of the tiedowns.
 - Depends on the weight & the length of the cargo.



GENERAL CARGO SECUREMENT REGS



- The minimum working load limit of the cargo securement system must be at least one half of the weight of the cargo.
- Number and location of tiedowns depends on length, weight and whether or not the trailer has front end protection.



GENERAL CARGO SECUREMENT REGS

For truck trailers with no header board and cargo that exceeds 1100 lbs., there must be:

- Two lateral tiedowns for the first 10 feet in length; and
- One additional lateral tiedown for every additional 10 feet in length or fraction thereof.

For truck trailers with front-end protection, there must be at least one lateral tie down for every 10 feet of length or fraction thereof.



GENERAL CARGO SECUREMENT REGS

Longitudinal tiedown assemblies are NOT considered as part of the minimum number of tiedowns.

For a 32' trailer with no header board, using longitudinal binders could look like this:



Please note this illustration is not drawn to scale.



LOOKING FORWARD: EXPECTED CHANGES



- In 2004, an independent engineering firm tested various methods for securing square bales.
- The study demonstrated that the combination of longitudinal tie down assemblies with a loading pattern that unitizes the load, should only require one or two additional lateral straps depending on vehicle length.

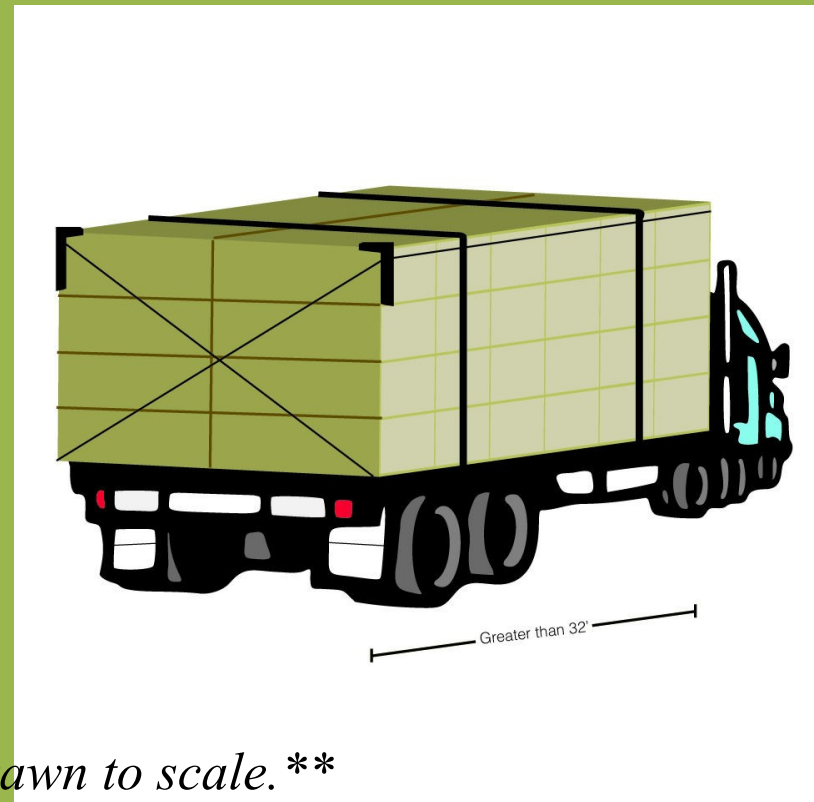


LOOKING FORWARD: EXPECTED CHANGES

- September, 2007: DOT issued MEMO stating 2004 study is adequate.
- CHP issued 11-page legal response to DOT.
- November, 2007: DOT conducted additional spot tests to answer questions for CHP.
- DOT currently analyzing data from spot tests.
- New regs for hay to be issued in early 2008.



LOOKING FORWARD: EXPECTED CHANGES



Please note illustrations are not drawn to scale.

THANK YOU



- Taylor Stack, independent hay hauler from Nevada
- Luke Loy, Chris Murray and others at DOT
- California Highway Patrol
- Hay Haulers
- Independent truckers:
 - Antonini, Panella, Cartel Transport, Mike Hendrix



Questions?

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