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Docket Management Facility
U.S. Department of Transportation
Room W12-140
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Via Electronic Filing: www.regulations.gov

Re: Comments on Application for Exemption – Flatbed Carrier Safety Group
Docket No. FMCSA-2010-0177

To Whom It May Concern:

The American Trucking Associations, Inc.¹ (“ATA”) is writing to comment on the Federal Motor Carrier Safety Administration’s request for comments on an application for exemption from the Flatbed Carrier Safety Group (“FCSG”) regarding the securement of metal coils on a flatbed vehicle, in a sided vehicle, or in an intermodal container loaded with eyes crosswise, grouped in rows, in which the coils are loaded to contact each other in the longitudinal direction.² As the national representative of the trucking industry, ATA is interested in matters affecting the safe transportation of cargo, including modifications to the regulations governing proper cargo securement.

ATA supports the FCSG application for an exemption that would allow motor carriers to comply with the pre-January 1, 2004 cargo securement regulations for the transportation of metal coils with eyes crosswise. These regulations contained a provision for the securement of metal coils in a group (“unitized”).³ While the current securement regulations set forth provisions for coils transported with eyes vertical and eyes lengthwise in a unitized configuration, no such provision is made for the transportation of unitized coils with eyes crosswise.⁴ Notably, the preamble to the final rule revising the

¹ ATA is a united federation of motor carriers, state trucking associations, and national trucking conferences created to promote and protect the interests of the trucking industry. Directly and through its affiliated organizations, ATA encompasses over 37,000 companies and every type and class of motor carrier operation.

² See 75 *Federal Register* 33667 (June 14, 2010).

³ See 49 CFR § 393.100(c)(ii)(d) (pre-January 2004).

⁴ See 49 CFR § 393.120.

Standard for Protection Against Shifting and Falling Cargo, did not contain a discussion as to why the provision governing the transportation of unitized coils with eyes crosswise was omitted.⁵

ATA agrees with the FCSG's assertion that there is no additional safety benefit from securing groups of metal coils with eyes crosswise as individual coils according to the current FMCSR 393.120(c). Furthermore, by reducing the number of coil bunks and timbers required, there is the potential for reduction in workplace injuries among drivers and employees who load and unload such coils.

FMCSA's granting of this temporary exemption will afford interested parties additional time in which to work in conjunction with the North American Cargo Securement Harmonization Forum to revise the model regulation.

* * * * *

The granting of this exemption will not compromise highway safety, will improve worker safety by reducing loading and unloading risks, and will improve the efficient transportation of this type of cargo.

If you have any questions concerning these comments, please contact the undersigned at (703) 838-1910.

Respectfully submitted,



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⁵ See 67 *Federal Register* 61230 (September 27, 2002)