

MANAGER'S GUIDE TO SAFE TRUCKING DURING AGRICULTURAL PLANTING AND HARVEST SEASON



AMERICAN
TRUCKING
ASSOCIATIONS



Manager's Guide to Safe Trucking During Agricultural Planting and Harvest Season

This guide is directed toward managers because it is incumbent upon managers to constantly impress on their employees the importance of safety in the workplace. Safety is especially critical in the case of truck driving since accidents on the road can affect not only the company but others in the public who share the road. This guide is directed toward the agricultural industry due to the unique seasonal nature of agricultural planting and harvest season which results in temporary periods of intense activity.



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HOURS OF SERVICE REGULATIONS

Generally, truck drivers are limited to a maximum of 11 driving hours per day under federal law, which are recorded in a log book that must be presented to a law enforcement officer upon request. However, in agriculture, planting and harvest is a busy and critical time during the agricultural production process and timing is paramount to achieve maximum efficiency. Flexibility is needed during agricultural planting and harvest season to get the job done.

Agricultural seasons often do not comply with exact schedules but are driven by the vagaries of the forces of nature such as weather patterns. Due to this need for flexibility, the agricultural exemption to hours of service regulations (ag HOS exemption) for truck drivers allows them to operate without complying with regulations governing maximum on duty and driving time during planting and harvesting season.

The ag HOS exemption is limited in several ways:

- It applies only to the transport of farm supplies to a farm during planting season, agricultural commodities going from a field to the first point of processing during harvest season, or livestock and livestock feed.
- Planting and harvest season is defined by each state according to local conditions.
- It is limited to a 100 air mile radius.

These qualifications mean that the exemption is not a blanket federal exemption for all agricultural operations.

The first limitation above should be carefully examined to determine whether each load of cargo qualifies to operate within the exemption. Some examples to illustrate this point are as follows:

- Bananas being transported on an interstate highway clearly would not qualify for the exemption. Such cargo would not be going from a field to the first point of processing since bananas are not grown in the U.S. They are imported. This means that they would not be in transit to a processing operation and they would likely be traveling more than 100 miles.
- Cotton modules hauled from a field to a cotton gin for processing during harvest season would qualify for the exemption. Cotton bales hauled from a warehouse to a port would not qualify.
- Livestock feed hauled from a processing plant to a warehouse for storage would not qualify for the exemption. Livestock feed hauled to a cattle feedlot for animal consumption would.
- Sugarbeets hauled from a field to a processing plant would qualify for the exemption. Sugarbeet pulp (byproduct) would not qualify since it has already been through processing.
- Raw logs hauled from a harvest site to a sawmill would qualify for the exemption (in most states). Board lumber would not qualify since it has already been through processing.
- Fertilizer hauled from a retail outlet to a field during planting season would qualify for the exemption. Bulk fertilizer hauled from a port to a retail outlet would not qualify.
- Canned, packaged, processed food would not qualify. While some products may be perishable they are not driven by the same demands of nature as raw commodities at harvest and farm supplies at planting.

*** REFER TO APPENDIX FOR STATE SPECIFIC PROVISIONS**

WORK FLEXIBILITY IS CRITICAL TO AMERICAN AGRICULTURE

This exemption is critical because it allows the agricultural transportation industry to serve farmers and ranchers efficiently to get the job done on time during the busy planting and harvest season. Such efficiencies are essential to the survival of American agriculture today as they compete in a world market against foreign producers who often operate under much different regulatory environments.

Without this exemption the operating environment in the agricultural industry would be significantly different during planting and harvest season and would require a substantially larger fleet of trucks and drivers and result in higher costs to farmers and/or missed production opportunities. The elimination of this provision would result in increased costs for whole American agricultural production supply chain! The addition of more trucks on the road and more short term drivers could also come with its own set of safety challenges.

This is clearly demonstrated by examples from several transporters hauling agricultural commodities and farm supplies:

For the first 6 months of this year we moved 35% of our fertilizer in 3 weeks in the month of June.

During a busy planting season one year you could see a corn crop on one side of the road a lot taller than the other side. This was because one crop was planted before a rain storm and the other crop had to wait several days for the ground to be dry enough to get back in the field. During a time like that you must work hard to get as much planted as possible before you're shut down by the rain.

Without the ag HOS exemption, it is foreseeable that we would have to double our driver and truck capacity to handle the same amount of business. This would be very frustrating to most drivers (you basically have to use owner/operators) because of the short time frame they are needed. You don't have work to keep them busy throughout the year. It is also hard to let those drivers know exactly when they are needed with fluctuations in weather. It is extremely hard to put a dollar value on this.

The equipment farmers use to put fertilizer in the ground keeps getting bigger while we cannot haul any more weight. The farmers put the fertilizer on and plant in about a two week period. Those who used to use 20 tons of anhydrous ammonia in a day now use that much in an hour. This makes it very hard to keep up with demand. Without this exemption we could not begin to keep up.

Changes to laws for transporting hazardous materials . . . puts a crunch on driver availability (for fertilizer haulers). One cannot use a driver if they still have to wait for fingerprinting to come back to get hazmat endorsement. They might miss the entire season.

Training for drivers in how to operate specialized equipment (MC330/331 tankers) also puts a drain on drivers, especially when you only utilize the driver for 4 - 6 weeks for the entire year.

With perishable commodities there's a short delivery window. To meet our customer requirements our operation runs 24/7 with day and night shifts. The hauling volume does not change due to the time of night, weekends or holidays. To service our customers we interview 300 seasonal drivers to work 2 to 4 months out of the year. It is like gearing up for the "Invasion of Normandy" each year because of the seasonality issues.

Without the HOS exemption we would need to hire at least another 100 drivers and purchase another 30-40 power units because the shorter hours to operate would decrease the amount or loads we could haul per driver and truck by at least 33%. The added trucks will cause us to use at least 33% more fuel as well!

The harvesting is getting to be more and more mechanical. Trucking now has become an extension of the harvest. The harvesting equipment dumps the fruit directly into the tub on the trailer – so if no trucks are available

then no harvesting occurs. Every year the farmers push more of the responsibility for harvesting containers onto the trucker.

Harvesting equipment has evolved to the point that it allows a grower to harvest more tonnage in smaller time intervals. There is no decrease in harvest output, whether day or night. This has placed a tremendous burden on the logistics movement of this raw product to move higher volumes in shorter periods of time.

SAFETY OF TRUCKING IS CRITICAL TO BUSINESS SUCCESS

Everyone in agriculture is very familiar with the mantra “SAFETY FIRST!”

Agricultural operations are accustomed to hazardous working conditions and familiar with the importance of operating dangerous machinery in a safe manner on the farm and in agricultural processing operations. Farmers are very accustomed to seeing safety signs placarded on their own harvesting machinery and on processing machinery in operations that handle their commodities.

The top priority of the trucking industry is safety. Since truckers share the road with the public, ensuring safety on our nation’s highways is essential to the long term success of the trucking industry as well as the public image of the industry. Agricultural producers and processors also understand that ensuring safety in their operations is important to the viability of their business.

Increased communication technology has made today’s society very open. It doesn’t matter if a driver working for your company is using a truck without your company name prominently marked on it. The vehicle may as well display the company name in bright neon colors since anytime an accident occurs it will not only be the driver who is held responsible. You can expect the company name to appear in a negative light in the news as well as in legal proceedings.

For the last several years many businesses and public organizations have promoted the concept of Corporate Social Responsibility – it has even often been shortened to the acronym “CSR.” The concept of CSR has been described in this way:

Corporate social responsibility (also called corporate citizenship, responsible business and corporate social opportunity) is a concept whereby organizations consider the interests of society by taking responsibility for the impact of their activities on customers, suppliers, employees, shareholders, communities and other stakeholders, as well as the environment. This obligation is seen to extend beyond the statutory obligation to comply with legislation and sees organizations voluntarily taking further steps to improve the quality of life for employees and their families as well as for the local community and society at large.

An excellent example to follow comes from a real world example of one company which has received awards to recognize their commitment to safety. The company’s management believes that the basis of an outstanding safety program begins with a total commitment to safety, starting at the highest levels of the company and carried from senior management to the driver level, where drivers are “fanatical about safety.” Drivers have monetary incentives to be safe; they are offered quarterly and annual safety bonuses that can exceed \$1,000 annually. They are told from the very first day of employment that an unsafe company does not generate a profit and that their pay will be directly affected by the company’s safety record. “Our drivers understand that the money used to pay claims from accidents could be better used to reward their hard work with pay raises and bonuses. ... Our drivers have seen their compensation package increased every six months for the past four years and know it’s due to their outstanding safety record. We expect that trend to continue. ... We are a safety driven company ... because we know that safety pays,” the company’s management states.

SAFETY PUT INTO PRACTICE

Diligent management of truck driver safety is especially critical in the agricultural industry since flexibility is allowed from hours of service regulations. Safety is assured in other industries by strict government compliance requirements. Safety must be achieved through active management in the agricultural industry.

Since most agricultural operations are seasonal the work can be intense for a temporary period during the year. In the examples listed earlier one company described it as *“like gearing up for the “Invasion of Normandy” each year because of the seasonality issues.”* Due to the nature of the business many agricultural operations use temporary workers who they might not be as familiar with as full time employees. This unique aspect of the business increases the importance of diligent management.

As the harvest or planting season approaches the manager should have the mindset of a military general or coach of an athletic team who would prepare his troops for battle or his team for competition and actively communicate with them throughout.

Practical steps that managers could take include the following:

- **KNOW YOUR DRIVERS!**

Be very careful in your hiring decisions to know if an individual is qualified to operate a very heavy and expensive piece of machinery representing your company in a public setting.

What to Look for When Hiring:

To qualify for a truck driving job with a company operating in interstate commerce, a driver must meet the minimum requirements prescribed in the Federal Motor Carrier Safety Regulations guide. While these requirements may not apply to all trucking operations, such as those operating in intrastate commerce, they are a good guide to follow. These requirements can be found at: <http://www.fmcsa.dot.gov/safety-security/eta/part391.htm>

They include:

- Be in good health and physically able to perform all duties of a driver.
- Be at least 21 years of age. (*Again, these are INTERstate requirements and listed here for guidance for all operations to consider but each state can set INTRAstare requirements and many states allow 18 year olds to drive within state borders.*)
- Speak and read English well enough to converse with the general public, understand highway traffic and signals, respond to official questions, and be able to make legible entries on reports and records.
- Be able to drive the vehicle safely.
- Know how to safely load and properly block, brace, and secure the cargo.
- Have only one valid commercial motor vehicle operator's license.
- Provide an employing motor carrier with a list of all motor vehicle violations or a signed statement that driver has not been convicted of any motor vehicle violations during the past 12 months. A disqualified driver must not be allowed to drive a commercial motor vehicle for any reason.
- Pass a driver's road test or equivalent.
- Complete an application for employment.
- Possess a valid medical certificate.

The American Trucking Associations lists several considerations that should be taken into account when hiring drivers. They can be found at: <http://gettrucking.com/moreabout.aspx#Prof>

Driver Hiring Practices and Tools:

The most frequently used and highest rated hiring practices cited by fleet safety managers and other motor carrier safety experts are: checking the applicant Motor Vehicle Record (MVR), contacting past employers, testing for alcohol and drugs (required by Federal regulation for interstate carriers), and on-road driving tests.

Personal Characteristics:

When hiring truck drivers, look beyond minimum requirements and look for the best individuals suited for work as a truck driver. Be especially mindful of personal characteristics which indicate that an individual is not suited for this line of work.

Research by the U.S. Department of Transportation examined personal characteristics of truck drivers to determine if there were parallels between personality factors and accident risk and if so which personality factors seem to contribute to accident risk.

The top five driver factors associated with risk as cited by fleet safety managers and other motor carrier safety experts were:

- **Aggressive/angry**
- **Impatient/impulsive**
- **Inattentive**
- **Inexperienced**
- **Unhappy with job/company**

- COMMUNICATE WITH YOUR DRIVERS!

Stay in contact with your drivers on a daily basis to know how issues in their personal lives could affect their alertness behind the wheel.

Study the section below regarding personal wellness and refer back to it often to be mindful of important aspects of their lifestyle choices and personal habits as you have regular conversations with your drivers.

Driver Evaluation - "Continuous tracking of driver crashes, incidents, and violations" was almost universally used by safety manager respondents and had the highest-rated effectiveness for both respondent groups in terms of the four driver evaluation practices presented.

Driver Management - While reprimands (verbal and written) and manager counseling were among the most-used methods for driver management, "monetary rewards" received the highest effectiveness rating.

- MONITOR AND MANAGE FATIGUE OF YOUR DRIVERS.

Fatigue management is of particular importance for truck drivers and they need to become experts on it just as they should be experts on the safe operation of their trucks. If a driver is operating a truck for your company while their alertness is impaired, then they are endangering themselves and others on the road. They are also a severe liability to your company.

Investigations of motor carrier accidents by the National Transportation Safety Board (NTSB) have shown that operator fatigue can have consequences. Highlighting the findings from an accident investigation, the agency reported that the truck driver involved was fatigued and had fallen asleep at the wheel because he had not used his off-duty time to obtain sufficient sleep to safely operate the vehicle. The driver was asleep at the time of the accident because of the reduced quantity of his sleep; the reduced quality of his sleep due to alcohol consumption the previous night; and the circadian desynchronization he experienced from operating the truck in the early morning hours, when the body is predisposed to sleep.

Recognition is the First Step:

Be especially mindful of drivers' alertness after several hours on the job. As an example, one trucking company has chosen to use an active program to manage truck driver fatigue. The company has a Fatigue Manager who reviews the units operating to ensure the drivers have the required rest. In addition to monitoring total hours on duty each day, if a driver is planning to drive between the hours of 11:00 PM and 5:00 AM they need to "get permission" to do so. The company has software that can detect units operating to spot those drivers that may have forgotten to call.

If a driver is on duty during critical time periods mentioned above and/or after several hours on the job it is important for his manager to be aware of his condition. Some signs of fatigue are clear, some are more subtle. In some ways, they are similar to alcohol intoxication. Signs of fatigue are listed below. As part of your communication strategy you should constantly impress upon your drivers the importance of watching for these signs. Don't just assume that your drivers are keeping these in mind but, as their manager you should remind them as often as needed and actively inquire about their situation.

- Drowsiness
- Increasing desire to go to sleep
- Frequent yawning
- Loss of concentration and wandering thoughts
- Head nodding, frequent blinking, shaking head to stay awake: The eyes may shift in and out of focus, eye movements become less coordinated.
- Slowed responses: You may not react to events as quickly as when you are alert.
- Inability to maintain attention: Focusing on driving tasks may become difficult; you may even have problems following a conversation or listening to a radio talk show.
- Loss of alertness: You may suffer not only slow responses, but troubles in recognizing events we must respond to.
- Slower decision making: You may be slow to respond to the need to apply brakes to avoid cross traffic, etc.
- More frequent mistakes: You are particularly likely to fail to do something you should have done, like leaving a turn signal on after the turn is complete.
- Failure to follow instructions on road signs: This is usually an indicator of lack of alertness.
- Reduced awareness of surroundings: For example, you may miss the presence of another vehicle until it is directly in front of you.
- Random variations in speed: You speed up and slow down and find it hard to maintain uniform speed.
- Tendency to follow other vehicles too closely
- Intermittent braking
- Erratic shifting: When fatigued, you may start to shift outside engine RPM ranges
- Lane deviations: You may drift out of lane, weave or encroach on the shoulder.

Operational Strategies

The best strategy is not to drive while fatigued, but if your driver must be behind the wheel when he is in less than ideal condition his manager should remind him of these strategies to improve alertness while driving.

- Engage in conversation (passengers or to one's self). Follow the conversation on talk radio, or listen to broadcasts of sporting events.
- Do something that involves physical action such as arm, neck and should muscle exercises in the cab.
- Open the side window to get some fresh air. This may help but there is no strong evidence that this has much effect on alertness.
- Don't smoke. Nicotine is not an effective stimulant, and smoke makes you drowsy.
- Take frequent rest stops; get out, walk around, stretch your muscles.
- Change the routine. The stimulating effect of a shift in activity can improve alertness for a while.

Rest is really the only recommended antidote to fatigue. Caffeine and the like are not the answer.

Fatigue Management Starts With Personal Wellness!

While lifestyle choices and personal habits can affect an employee's performance in any job the consequences can be extremely dire as a truck driver. Encourage drivers to make a commitment to a healthy lifestyle. Everyone deserves personal time away from work and the right to make their own lifestyle choices, but if a driver engages in activity during time away from work that affects their alertness and ability to perform behind the wheel his condition could cost the company in many ways.

At the start of each season (as a general or a coach) a manager should have a conversation with drivers covering the following issues. Managers should use good judgment to determine if this conversation should be repeated with drivers on a daily weekly basis or how often it is needed.

The top five keys to personal wellness include:

- 1) diet,
- 2) exercise,
- 3) sleep,
- 4) avoiding substance abuse (alcohol, drugs, cigarettes), and
- 5) positive relationships.

Another way to look at it is four prescriptions for personal health and wellness:

- Refuel: healthy eating habits
- Rejuvenate: exercise
- Revitalize: get adequate rest and sleep
- Relax: manage stress
- Relate: relationships with family and friends

Various organizations provide educational materials online to assist managers and drivers to improve alertness. These include:

- U.S. Department of Transportation (DOT), Federal Motor Carrier Safety Administration: www.fmcsa.dot.gov/about/outreach/wellness.
- DOT, National Highway Traffic Safety Administration: www.nhtsa.dot.gov (browse for "Drowsy and Distracted Driving")
- National Institute of Highway Safety: www.cdc.gov/niosh/topics/motorvehicle
- American Transportation Research Institute: www.atri-online.org
- National Sleep Foundation: www.sleepfoundation.org and www.drowsydriving.org
- Transportation Research Board (Health and Wellness Synthesis Study): www.trb.org/news/blurb_detail.asp?id=7920

For more information please refer to:

Safety For The Long Haul – Large Truck Crash Risk, Causation, & Prevention, by Ronald R. Knipling, Ph.D., published in February 2009 by American Trucking Associations.

PERSPECTIVE OF AN INSURANCE COMPANY:

This section was taken from a presentation by Dave Parker, Senior Legal Counsel for Great West Casualty Company, at the International Summit on Agricultural and Food Transportation which was held in Washington, D.C. on December 2-3, 2008.

While trucking companies are concerned with effectively and efficiently serving their customers, maintaining profitability and cash flow to stay in business, and meeting government compliance requirements, the good companies realize that they must always retain that primary focus on safety. For they all recognize that without safe operations, profit and all else disappears quickly.

As a result, in agricultural and food transport operations, the conversation often turns to the issue of Ag exemptions to hours-of-service regulations mandated by the Federal Motor Carrier Safety Administration.

There is a misconception out there that if I fall within the exemption that I am free to run my trucking operation free of any rules at all. Falling within the exemption frees you of maintaining logs and observing hours-of-service under Part 395 of the federal regulations.

But, falling within the exemption does not free you of conducting an operation focused on safety. It does subject you to your own company rules and policies that limit the hours drivers are on duty, hours they drive, their rest and break periods, their training, their qualification requirements, their working conditions, their equipment maintenance and inspection procedures, their shift schedules, and the management systems that ensure compliance with all of those items.

There may not be a government inspector with an hours-of-service checklist at the trucking company front door every day, nor on the roadside. But, the first time there is an event, incident, accident, or problem, there will be questions and more questions. At that time, it is too late to develop a credible and responsible set of company rules and policies, and to make available your employees and management to attest to the existence and enforcement of those rules and policies.

The cost of this experience will far outweigh the hoped-for savings of a rule-free operating environment.

For instance, it may be a law enforcement officer shutting down the truck for ten hours because that backhaul was not an exempt load. This is a direct result of there being no hours of service records of any kind for the driver that would document that the driver had not been on duty in excess of seventy hours in the past eight days.

Or, it may be a plaintiff's attorney seeking to convince the jury that those responsible for the injuries to his/her client did not really care about whether the driver was over-worked or tired because the company had no record to show, nor did they monitor, duty hours, etc.

My advice to trucking companies operating under an agricultural exemption is to have those company rules and policies in place, even though you are exempt from FMCSA regulations. And you, as the shipper, should insist on it. The implementation and perpetuation of such an essential goal as safety first, requires continuous education, enforcement, and encouragement. As our roads become more congested, pick up and delivery times more critical, and life more challenging, this is a goal that cannot and should not be placed solely on the trucker.

Shippers also have a responsibility:

Trucking and agriculture are all links of a chain, and must all work together and support each other.

First, the shipping and receiving community should not seek to shift accountability and liability for the negligent and intentional acts or inaction of themselves or others to the trucker. Increasingly, we see transportation and access agreements drafted by shippers requiring truckers to indemnify and hold harmless the shipper, not only for the trucker's negligence and intentional act which is reasonable, but also for the negligence and intentional acts of the shipper, as well as other third parties who the shipper has authorized to be on the shipper's property at the same time

as the trucker. State legislatures and courts are beginning to recognize and speak out that such a transfer of corporate responsibility is against public policy. Indeed, it is the risk of paying for injury or damage that is an incentive to conduct a safe operation. If you shift that risk to another, you no longer have an incentive to conduct a safe operation.

Due diligence in hiring a carrier – shippers should:

- Know your trucker. For your own best interests, go beyond picking just the lowest cost trucker.
- Develop long-term relationships and insist on a real commitment to safety. There is a correlation between safety and quality service.
- Do not just seek out a compliant-to-rules trucker. Seek out a trucker who is committed to safety as the core value, and goes beyond mere compliance.
- Remember, the commercial motor vehicle (CMV) regulations apply to both for hire and private truck fleets. Thus, the increasing CMV regulations you will see, apply to not only our insured truckers, but also to your own private fleets.

Protect yourself and limit your exposure as the public looks to both truckers and shippers to set and maintain high safety standards. And you, the shipper, are known by the trucking company you keep!

APPENDIX – DIRECTORY OF STATE SPECIFIC REGULATIONS

ALABAMA

CONTACT: Lieutenant Jack Clark
Alabama Department of Public Safety
1708 Congressman Dickinson Drive
Montgomery, AL 36109
Telephone: (334) 242-4395
Fax: (334) 277-3285
Website: www.state.al.us

ADOPTED

Note: Transporters of implements of husbandry and farm tractors are exempt from width restrictions. Milk transporters are exempt from weight requirements. Exemption is given to farmers operating two to eight wheel, one to four axle trailers for the purpose of transporting products relating to the operation and maintenance of a farm if the load is not in excess of 36,000 lbs., nor more than 10,000 lbs. per axle.

ALASKA

CONTACT: Rex Young, Chief
Commercial Vehicle Enforcement
AK Dept of Transportation and Public Facilities
11900 Industry Way, Bldg M
Anchorage, AK 99515
Telephone: (907) 365-1210
Fax: (907) 365-1220
<http://www.dot.state.ak.us/mscve/main.cfm?go=cve>

ADOPTED

Alaska adopts federal HOS agriculture exemption in 49CFR395.1(k). Alaska Law provides equipment move exemptions within 50 mile radius. No seasonal limits.

ARKANSAS

CONTACT:
Arkansas Highway Police
P.O. Box 2779
Little Rock, AR 72203-2779
Telephone: (501) 569-2421
Website: www.asp.state.ar.us

ADOPTED

Agricultural Commodities: Not defined.
Farm Supplies: Not defined.
Planting/harvesting dates: Year round.

ARIZONA

CONTACT: Arizona Department of Public Safety
Commercial Vehicle Enforcement Bureau
P.O. Box 6638, MD 1240
Phoenix, AZ 85005
Telephone: (602) 223-2146
Fax: (602) 223-2918
Website: www.azdps.gov

ADOPTED

Agricultural Commodities: Not defined.
 Farm Supplies: Not defined.
 Planting/harvesting dates: Year round.

CALIFORNIA

CONTACT: Captain Steve Dowling
 Department of California Highway Patrol
 Enforcement Services Division
 Commercial Vehicle Section
 P.O. Box 942898
 Sacramento, CA 94298-0001
 Telephone: (916) 445-1865
 Fax: (916) 446-4579
 Website: www.chp.ca.gov

ADOPTED

Agricultural Commodities: Every agricultural, horticultural, viticulture, or vegetable products of the soil, honey and beeswax, oilseeds, poultry, livestock, milk, and timber. Special consideration farm products: Fruit, tomatoes, sugar, beets, grains, wine, grape concentrate, cotton, or nuts.
 Farm Supplies: No official definition, but would like to see the definition limited to specific supplies absolutely necessary to plant and cultivate the agricultural commodities. Would not include any farm supply that is a hazardous material requiring the display of placards.
 *Maximum cumulative time limit of 112 hours in any consecutive 8 days for drivers transporting “farm products”, and an additional 28-consecutive day exemption from the cumulative time period for drivers transporting “special situation farm products” under certain conditions (Sec. 1212 (k), 13 CCR).
 Planting and Harvesting Dates: January 1 – December 31.

COLORADO

CONTACT: Cpt. Mark Savage / Sgt. JD Williams
 Colorado Department of Public Safety
 Colorado State Patrol
 Motor Carrier Safety Section
 15075 S. Golden Road
 Golden, CO 80401
 Telephone: (303) 273-1875
 Fax: (303) 273-1939
 Website: <http://csp.state.co.us>

ADOPTED

Agricultural Commodities: The unprocessed products of agriculture, horticulture and viticulture cultivation of the soil including, but not limited to: ensiled corn and baled, cubed or ground hay. Also includes livestock, poultry, slaughtered animals or the grain, corn, feed, hay etc. used to feed animals.
 Farm Supplies: Includes, but is not limited to: farm machinery or parts, equipment and supplies used specifically in the cultivation of an agricultural commodity. Farm supplies does not include the transportation of hazardous materials of the type or quantity that requires the vehicle to be placarded in accordance with part 177.823 of Title 49 CFR.
 Planting and Harvesting Dates: January 1 to December 31

CONNECTICUT

CONTACT: Lieutenant Donald Bridge
 Commercial Vehicle Safety Division
 Connecticut Department of Motor Vehicles
 60 State Street
 Wethersfield, CT 06161-1010
 Telephone (860) 263-5446
 Fax: (860) 263-5587
 Website: www.ct.gov/dmv

Agricultural Commodities: No official definition.
 Farm Supplies: No official definition.
 Planting and Harvesting Dates: No official definition.

DELAWARE

CONTACT:
 Delaware Department of Transportation
 Office of Public Carrier Regulations
 P.O. Drawer E
 Dover, Delaware 19903
 Telephone: (302) 760-2080
 Website: www.deldot.gov/information/business/carrier/index.shtml

Agricultural Commodities: No official definition
 Farm Supplies: No official definition
 Planting and Harvesting Dates: No official definition

FLORIDA

CONTACT:
 Florida Department of Transportation
 Motor Carrier Compliance Office
 325 John Knox Road, Building K
 Tallahassee, FL 32303
 Telephone: (850) 245-7900
<http://www.dot.state.fl.us/mcco>

ADOPTED
 Agricultural Commodities: No official definition
 Farm Supplies: No official definition
 Planting and Harvesting Dates: No official definition

GEORGIA

CONTACT:
 Georgia Department of Public Safety
 Atlanta, GA
 Telephone: 800-GEORGIA
 Website: www.dps.georgia.gov (Divisions – Motor Carrier Compliance Division)

ADOPTED
 Planting and Harvesting Dates: Year Round

HAWAII

CONTACT:
 Department of Transportation
 Aliiimoku Hale
 869 Punchbowl Street
 Honolulu, HI 96813
 Telephone: (808) 587-2150
 Fax: (808) 587-2167
 Website: www.state.hi.us

ADOPTED
 Planting and Harvesting Dates: Year Round

IDAHO

CONTACT: Captain Lamont Johnston
 Motor Carrier Safety
 Department of Law Enforcement
 P.O. Box 700
 Meridian, ID 83680-0700
 Telephone: (208) 884-7220
 Fax: (208) 881-7192
 Website: www.state.id.us

ADOPTED

Note: All intrastate transportation of agricultural products is exempt from regulation. The following applies to interstate transportation.

Agricultural Commodities: Agricultural products, including fresh fruits and vegetables, livestock, livestock feed or manure products of the forest, products of the mine, including sand, gravel and aggregates thereof, except petroleum products.

Farm Supplies: No official definition: Includes anhydrous ammonia for intrastate carriers.

Planting Dates: March 15-June 15

Harvesting Dates: September 1-November 30

ILLINOIS

CONTACT:
 Illinois Department of Transportation
 Division of Traffic Safety
 Commercial Vehicle Safety Section
 (217) 785-1181
 Website: www.dot.state.il.us

ADOPTED

Agricultural commodities: means any agricultural commodity, non-processed food, feed, fiber, or livestock, including insects. Livestock means cattle, sheep, goats, swine, poultry (including egg-producing poultry), fish used for food, and other animals designated by the Secretary of the United States Department of Transportation (at his or her sole discretion) that are part of a foundation herd (including producing dairy cattle) or offspring.

Farm supplies: means products directly related to the growing or harvesting of agricultural commodities and livestock feed at any time of the year.

Planting and Harvesting Season: Year round

INDIANA

CONTACT: First Sergeant James Addison
 Motor Carrier Division
 Indiana State Police
 5252 Decatur Boulevard, Suite R
 Indianapolis, IN 46241
 Telephone: (317) 615-7373
 Fax: (317) 821-2350
 Website: www.state.in.us

ADOPTED

Agricultural Commodities: Includes but not limited to all seed grains, tobacco, tree seedlings, logs, wood chip, bark, sawdust and bulk milk.

Farm Supplies: Includes, but not limited to, all agricultural related chemicals and fertilizers. Includes anhydrous ammonia. (8.21 – 24-18 Indiana Code Section for agricultural transporters exemptions).

Planting and Harvesting Dates: January 1- December 1.

IOWA

CONTACT: David Lorenzen - Chief
 Iowa DOT Motor Vehicle Enforcement
 6310 SE Convenience Blvd

Ankeny, Iowa 50021
 Telephone: (515) 237-3215
 Fax: (515) 237-3382
 Website: www.dot.state.ia.us

ADOPTED

FMCSR (49 CFR). Applies to the first move of the agricultural commodity from the farm to another location and the last move of farm supplies from any type of distribution point to the farm. Intrastate exemptions under IA Code Sec. 321.449 per Iowa Department of Transportation.

Agricultural Commodities: Must meet the same definition criteria as farm: refers to farm operations involved in the cultivation of land, crops, or livestock, which are owned by the farmer or under the direct control of the farmer.

Farm supplies: Any supplies used by a "farmer" for farming purposes.

Planting season: March 15-June 30

Harvesting season: October 4-December 12

* Calls or inquiries regarding agricultural exemptions for hours of service regulations for the state of Iowa may be forwarded to a state or federal officer for assistance.

KANSAS

CONTACT: Captain Dan Meyer
 Kansas Highway Patrol
 General Headquarters
 122 S.W. 7th Street
 Topeka, KS 66603
 Telephone: (785) 296-6800
 Fax: (785) 296-7908
 Website: www.kansashighwaypatrol.org

ADOPTED

Note: Is limited to an area within a 100-air-mile radius.

Agricultural commodity: the unprocessed products of agriculture, horticulture, and cultivation of the soil, including wheat, corn, hay, milo, sorghum, sunflowers, and soybeans. Agricultural commodities shall not include livestock and livestock products, milk, honey, poultry products, timber products, and nursery stock, nor shall the term include the transportation of hazardous materials of the type or quantity that requires the vehicle to be placarded.

Farm supplies: supplies or equipment for use in the planting or harvesting of agricultural commodities, but shall not include the transportation of hazardous materials of the type or quantity that requires the vehicle to be placarded. Hazardous materials of the type or quantity that requires the vehicle to be placarded, as used in 49 C.F.R. 395.1(k)(3) and (4), means materials that require placarding pursuant to 49 C.F.R. Part 172, as adopted in K.A.R. 82-4-20, but shall not include fertilizer, animal waste used as fertilizer, anhydrous ammonia, and pesticides.

Planting/Harvesting Dates: January 1 – December 31

KENTUCKY

CONTACT: David Leddy or Tristian Trusdell
 Kentucky State Police
 Commercial Vehicle Enforcement Division
 1239 Wilkinson Blvd
 Frankfort, KY 40601
 Telephone: (502) 695-6300
 Website: www.state.ky.us

ADOPTED

Agricultural Commodities: No official definition.

Farm Supplies: No official definition.

Planting Dates: March 1-November 23

Harvesting Dates: June 1-December 15

LOUISIANA

CONTACT: Capt. Mark Morrison
 Louisiana State Police
 Motor Carrier Department
 P.O. Box 66614
 Baton Rouge, LA 70896
 Telephone: (225) 925-6113 extension 235
 Fax: (225) 925-3883
 Website: www.state.la.us
 EMAIL: mark.morrison@dps.la.gov
 WEBSITE: www.lsp.org

ADOPTED

Agricultural Commodities: No official definition
 Farm Supplies: No official definition
 Planting and Harvesting Dates: January 1- December 31

MAINE

CONTACT: Lieutenant Thomas E. Kelly
 Commercial Vehicle Enforcement Unit
 Maine State Police
 36 Hospital Street, State House Station # 20
 Augusta, ME 04333-0020
 Telephone: (207) 624-8932
 Fax: (207) 287-8945
 Website: www.maine.gov

ADOPTED

Agricultural Commodities: No official definition.
 Farm Supplies: "Farming" means engaging in farming in all its branches and the cultivation and tillage of the soil as a livelihood and includes dairying; raising livestock, freshwater fish, fur-bearing animals or poultry; producing, cultivating, growing and harvesting fruit, produce or floricultural or horticultural commodities; or any practices on a farm that are incident to or in conjunction with these farming operations. Farming does not include forestry, the growing of timber or the operation of a farm for recreational activity.
 Planting and Harvesting Dates: Not defined by statute. Varies by year and location within state.

MARYLAND

CONTACT: Francis "Buzzy" France
 Administration Officer
 Commercial Vehicle Enforcement Division
 Maryland State Police
 901 Elk Ridge Landing Rd., Suite 300
 Linthicum Heights, MD 21090
 Telephone: (410) 694-6100
 Fax: (410) 694-6139
 Website: www.state.md.us

ADOPTED

Note: 150 air mile exemption for logbooks.
 Planting and Harvesting Dates: Year round
 Note: The State of Maryland has an exception for the entire Part 395, hours of service, for farmers if they stay within a 150 air mile radius in the State of Maryland. Maryland Transportation Article 25-111 (i) (1) (iv).

MASSACHUSETTS

CONTACT: Lieutenant Scott Szala
Department of State Police
470 Worcester Road
Framingham, MA 01702
Telephone: (978) 369-1004
Fax: (978) 369-5353
Website: www.state.ma.us

ADOPTED

Planting Dates: May 1-30

MICHIGAN

CONTACT:
State Police
Motor Carrier Headquarters
4000 Collins Rd.
Lansing, MI 48909
Telephone: (517) 336-6580
Fax: (517) 333-4414
Website: www.michigan.gov/msp

ADOPTED

Planting and Harvesting Dates: April 1 to November 30
Agricultural Commodities: No official definition
Farm Supplies: No official definition

MINNESOTA

CONTACT: Glen Jorgensen, Supervisor
Minnesota Department of Transportation
Office of Freight and Commercial Vehicle Operations
Telephone (651) 366-3676
Fax: (651) 366-3719
glen.jorgensen@dot.state.mn.us
Website: www.state.mn.us

ADOPTED

Agricultural Commodities: No official definition
Farm Supplies: No official definition.
Planting and Harvesting Dates: March 15-December 15

MISSISSIPPI

CONTACT: Major Sylvester Ford
Mississippi Department of Transportation
Office of Enforcement
P.O. Box 1850
Jackson, MS 39215-1850
Telephone: (601) 359-1689
Website: www.gomdot.com

ADOPTED

Agricultural Commodities: Not defined other than to say that it has to be raw, unrefined materials, nothing that has been processed in any way; farm to market, market to farm only within a 100 air miles.
Planting and Harvesting Dates: Not defined.

MISSOURI

CONTACT: Captain Londell Jamerson
 Missouri State Highway Patrol
 Commercial Vehicle Enforcement Division
 P.O. Box 568
 Jefferson City, MO 65102
 Telephone: (573) 526-6128
 Fax: (573) 526-4637
 Website: www.mshp.state.mo.us

ADOPTED

Note: Exemption is limited to an area within a one hundred air mile radius from the source of the commodities or the distribution point for the farm supplies. The motor carrier who employs the driver is required to maintain and retain for a period of six months accurate and true records showing: (1) The total number of hours the driver is on duty each day; and, (2) The time at which the driver reports for, and is released from, duty each day.

Agricultural Commodities: Agricultural commodities in bulk", commodities conforming to the meaning of "commodities in bulk," which are agricultural, horticultural, viticultural or forest products or any other products which are grown or produced on a farm or in a forest, and which have not undergone processing at any time since movement from the farm or forest, or processed or unprocessed grain, feed, feed ingredients, or forest products.

Farm Supplies: Not defined.

Planting and Harvesting Dates: January 1-December 31

MONTANA

Contact Jeff Steeger
 Montana Department of Transportation
 Motor Carrier Services
 2250 Prospect Ave.
 Helena MT 59620
 Telephone: (406)-444-4207
 Fax: (406)-444-7681
 Website: www.mdt.mt.gov

ADOPTED

Planting and harvesting Dates: January 1- December 31

Agricultural Commodities: Not defined

Farm Supplies: Not defined

NEBRASKA

CONTACT: Sgt. Dan Doggett
 Nebraska State Patrol
 Carrier Enforcement Division
 Motor Carrier Assistance Program
 P.O. Box 94907
 Lincoln, NE 68509-4907
 Telephone: (402) 471-0105
 Fax: (402) 471-3295
 Website: www.state.ne.us

ADOPTED

Agricultural Commodities: No official definition

Farm Supplies: No official definition

Planting and Harvesting Dates: February 15- December 15

NEVADA

CONTACT: Lt. Bill Bainter
 Department of Commercial Enforcement

Nevada Highway Patrol
 555 Wright Way
 Carson City, NV 89711-0525
 Telephone: (775) 684-4907
 Fax: (775) 688-2772
 Website: www.state.nv.us

ADOPTED

Agricultural Commodities: As set forth in Federal Motor Carrier Safety Regulations.
 Farm Supplies: As set forth in Federal Motor Carrier Safety Requirements. *Includes anhydrous ammonia.
 Planting and Harvesting Dates: Not officially defined.

NEW HAMPSHIRE

CONTACT: Sgt Nathan Boothby
 New Hampshire State Police
 Troop G, Commercial Vehicle Enforcement
 33 Hazen Drive
 Concord, NH 03305
 Telephone (603) 223-8780.
 Website: www.state.nh.us

ADOPTED

Agricultural Commodities: Farm to market agricultural transportation; farm vehicle driver; farmer (49 CFR 390.5)
 Farm Supplies: Farm to market agricultural transportation; farm vehicle driver; farmer (49 CFR 390.5). Includes anhydrous and other agricultural chemicals if used for agriculture and farm operations.
 Planting and Harvesting Dates: April 1- November 1

NEW JERSEY

CONTACT:
 Commercial Carrier Safety Inspection Units
 North- Lt Jeffrey McCarthy 609 452 2601 ext 5908, 5923
 South- Lt John Kratzer 609 452 2601 ext 5911, 5929
 Fax 609 452 8495
 Website: <http://www.nj.gov/agriculture/divisions/md/prog/farmermotorvehicles.html>

Note: Agricultural/Farm exceptions for Intrastate Commerce are found in NJ Administrative Code 13:60-1.2(c) (for those registered as farm trucks/vehicles). If not excepted, variances as permitted by 49 CFR 350.341(e) are allowed (12 hour driving, 16hr on duty, 70 hrs in 7 days, 80 hrs in 8 days). Agricultural/Farm exceptions for Interstate Commerce are found in 49 CFR 395.1(k) (more limited, must be during harvest or planting season, limited to 100 air mile radius).

NEW MEXICO

CONTACT: Major Ron Cordova
 Department of Public Safety
 Motor Transportation Police
 P.O. Box 1628
 Santa Fe, NM 87504
 Telephone: (505) 827-0302
 Fax: (505) 827-0324
 Website: www.nmmtdpolice.org

ADOPTED

Note: Exempt within 150 air miles radius, other than that, must be logged.
 Planting and Harvesting Dates: Year round
 Agricultural commodity: any agricultural commodity, non-processed food, feed, fiber, or livestock.
 Farm Supplies: products directly related to the growing or harvesting of agricultural commodities during the planting and harvesting seasons within each State, as determined by the State, and livestock feed at any time of the year.

NEW YORK

CONTACT: John Connolly
 Motor Carrier Safety Bureau
 New York State Department of Transportation
 50 Wolf Road POD 53
 Albany, NY 12232
 Telephone: (518) 457-3406
 Fax: (518) 457-4637
 Website: www.nysdot.gov

ADOPTED

There are no Hours of Service regulations for Intrastate farm operations. NYS CRR 820.6
 Planting and Harvesting Dates: Year round

NORTH CAROLINA

CONTACT: Major Marc Nichols
 North Carolina State Highway Patrol
 Motor Carrier Enforcement Section
 P.O. Box 27687
 Raleigh, NC 27611-7687
 Telephone (919) 715-8683
 Fax (919) 715-0007
 Website: www.state.nc.us

ADOPTED FMCSR

Agricultural Commodities: Does not include timber harvesting as an exempt commodity. No other information available.
 Farm Supplies: No official definition
 Planting and Harvesting Dates: No official definition

NORTH DAKOTA

CONTACT: Lt. Kyle Kirkmeyer
 North Dakota Highway Patrol
 600 East Boulevard
 Bismarck, ND 58501-0240
 Telephone: (701) 328-2455
 Fax: (701) 328-1717
 Website: www.nd.gov

ADOPTED

Agricultural Commodities: All crops or livestock produced by a farmer.
 Farm Supplies: All products required by the farmer to produce crops or livestock. Does not include anhydrous ammonia and other agricultural chemicals.
 Planting and harvesting dates: February 15-December 31

OHIO

CONTACT:
 The Public Utilities Commission of Ohio
 180 E. Broad St.
 Columbus, OH 43215
 (800) 686-PUCO (7826)
 Website: www.puco.ohio.gov (Click Motor Carrier link)

ADOPTED

Agricultural Commodities: No official definition
 Farm Supplies: No official definition
 Planting and Harvesting Dates: March 1 - November 30

OKLAHOMA

CONTACT: Lieutenant Lamden
 Commercial Vehicle Enforcement
 Oklahoma Highway Patrol
 32 NE 23rd Street
 Oklahoma City, OK 73105
 Telephone: (405) 521-6104
 Fax: (405) 521-6227
 Website: www.dps.state.ok.us

ADOPTED

Agricultural Commodities: Anything that is produced on a farm, field, or forest.
 Farm Supplies: Any product used to produce agricultural commodities. Includes farm machinery.
 Planting and Harvesting dates: January 1-December 31

OREGON

CONTACT: Sergeant Alan Hageman
 Patrol Services Division
 Department of State Police
 400 Public Service Building
 Salem, OR 97310
 Telephone: (503) 378-3387
 Fax: (503) 373-0754
 Website: www.state.or.us

ADOPTED

Planting and Harvesting Dates: Year round

PENNSYLVANIA

CONTACT: Sgt. Robert Krol
 Pennsylvania State Police
 Commercial Vehicle Safety Section
 1850 Arsenal Blvd.
 Harrisburg, PA 17103
 Telephone: (717) 346-7347
 Fax (717) 346-7338
 Website: www.psp.state.pa.us

ADOPTED

Agricultural Commodities: Shall include any of the following raised, grown or produced on the farm or farms owned or operated by the vehicle registrant:

- a. any field crop, including but not limited to corn, wheat, oats, rye, barley, hay, potatoes, and dry beans;
- b. any fruit, including but not limited to apples, peaches, grapes, cherries and berries;
- c. any vegetable, including but not limited to tomatoes, snap beans, cabbage, carrots, beets, onions and mushrooms;
- d. any horticultural specialty, including but not limited to nursery stock, ornamental shrubs, ornamental trees and flowers, ornamental sad and live and cut Christmas trees;
- e. any agricultural seed, vegetable seed, tree and shrub seed and flower seed;
- f. any livestock or livestock product or any poultry or poultry product which is raised or produced for human or animal consumption;
- g. any fish or other aquatic animal, plant or by product;
and
- h. any residual material resulting from the production of any commodity identified in subparagraphs (a) through (g) of this paragraph, including animal waste and crop residue.

Does not include animals raised or produced for their fur or trees raised or produced for timber, firewood and wood products (Bureau of Motor Vehicles Policy "Use of Farm Vehicle Plates," September 15, 1994)

Farm Supplies: Shall include any material that facilitates the operation of a farm or the production, storage or preservation of any agricultural product on a farm, such as feed; seed; plants; fertilizer; manure; pesticides; herbicides; fuel used for heating of any building located on a farm; fuel for operation of equipment or vehicles used by farm operation; building

materials and equipment used in the maintenance or repair of such machinery or equipment; and any waste material or residual material resulting from the maintenance, repair, construction or reconstruction of any farm building, road, machinery or equipment. The term shall also include groceries, household supplies and items for the repair and maintenance of the private dwelling of the farmer that is located on the farm. The term does not include any materials, supplies or equipment to be used in another business that may be operated on the farm premises, such as woodworking, ceramics, crafts, etc. (Bureau of Motor Vehicles Policy "Use of Farm Vehicle Plates," September 15, 1994)
Planting and Harvesting Dates: March-November

RHODE ISLAND

CONTACT: Sergeant David Medeiros
Rhode Island State Police
Commercial Enforcement Division
311 Danielson Pike
North Scituate, Rhode Island 02857
Telephone: (401) 444-1140
Fax: (401) 444-1141
Website: www.state.ri.us

ADOPTED

Agricultural Commodities: No official definition.
Farm Supplies: No official definition
Planting and Harvesting Dates: March 15-October 31

SOUTH CAROLINA

CONTACT: Duty Officer
South Carolina State Transport Police
Motor Carrier Services
100311 Wilson Blvd.
P.O. Box 1993
Blythewood, S.C. 29016
Telephone: (803) 896-5500
Fax: (803) 896-5526
Website: www.scstp.org

ADOPTED

Agricultural Commodities: No official definition.
Farm Supplies: No official definition
Planting and Harvesting Dates: Year round

SOUTH DAKOTA

CONTACT: Captain Pat Fahey
South Dakota Highway Patrol
500 East Capitol
Pierre, SD 57501
Telephone: (605) 773-3105
Fax: (605) 773-6046
Website: www.state.sd.us

ADOPTED

Planting and Harvesting Dates: March 1- December 31
Agricultural Commodities: No official definition.
Farm Supplies: No official definition.

TENNESSEE

CONTACT: Lt. Tonya Hunt
 Tennessee Highway Patrol
 Commercial Vehicle Division
 Department of Safety
 1148 Foster Avenue
 Nashville, TN 37210
 Telephone: (615) 251-5139
 Fax: (615) 253-2280
 Website: www.state.tn.us

ADOPTED

Agricultural Commodities: Commodities grown by the farmers to be sold. Anything including sod and nursery stock.
 Farm Supplies: Anything used to operate or support the farm operation. Includes anhydrous ammonia in large quantities in accordance with Haz. Mat. Reg. 49CFR.
 Planting and Harvesting Dates: No official definition.

TEXAS

CONTACT: Major David Palmer
 Traffic Law Enforcement
 Motor Carrier Division
 5805 N. Lamar Blvd.
 Austin, TX 78752
 Telephone: (512) 424-2775
 Fax: (512) 424-7788
 Website: www.txdps.state.tx.us

ADOPTED

Agricultural Commodities: An agricultural, horticultural, silviculture, viticultural, or vegetable product, bees and honey, planting seed rice, livestock or livestock product, or poultry or poultry product, produced in this state, either in its natural state or as processed by the producer. The term does not include a product which has been stored in facilities now owned by its producer.
 Farm Supplies: No official definition. Includes anhydrous ammonia/agricultural chemicals.
 Note: Exemption is for 150 air-mile radius for intrastate operations.
 Planting and Harvesting Dates: January 1 – December 31

UTAH

CONTACT: Lieutenant Bruce Pollei
 Public Safety Department
 Highway Patrol Division
 Telephone: (801) 232-6491
 Email is bpollei@utah.gov
 Website: www.state.ut.us

ADOPTED

Planting and Harvesting Dates: Year round.

VERMONT

CONTACT: Sgt William Elovirta
 Vermont Agency of Transportation
 Department of Motor Vehicles
 120 State Street
 Montpelier, VT 05603
 Telephone: (802) 828-2078
 Fax: (802) 828-2092
 Website: www.vt.gov or specific link to DMV is: www.aot.state.vt.us/dmv

ADOPTED

Agricultural Commodities: No official definition.
Farm Supplies: No official definition.
Planting and Harvesting Dates: April 1-December 15

VIRGINIA

CONTACT: Lieutenant Patrick Sedillo
Virginia State Police
Safety Division
P.O. Box 27472
Richmond, VA 23261
Telephone: (804) 674-2005
Fax: (804) 674-2916
Email address: PAT.SEDILLO@VSP.VIRGINIA.GOV
Website: www.vsp.state.va.us

ADOPTED

Agricultural Commodities: No official definition.
Farm Supplies: No official definition.
Planting and Harvesting Dates: January 1-December 31

WASHINGTON

CONTACT: William Balcom
Commercial Vehicle Enforcement Division
Washington State Patrol
P.O. Box 42614
Olympia, WA 98504-2614
Telephone: (360) 596-3807
Fax: (360) 753-0206
Website: www.wsp.wa.gov

ADOPTED

Note: Washington Administrative Code for intrastate agricultural hauling is WAC 446-65-010(3).
Agricultural Commodities: Same as CFR 390.5. Washington has adopted CFR 390.
Farm Supplies: Same as CFR 390.5. Washington has adopted CFR 390. Includes hazardous materials as exempted by CFR, if applicable.
Planting and Harvesting Dates: February 1-November 30.

WEST VIRGINIA

CONTACT: Bob Brooks
Motor Carrier Section
Public Service Commission
P.O. Box 812
Charleston, WV 25323
Telephone: (304) 340-0453
Fax: (304) 340-0394
Website: www.state.wv.us

ADOPTED

Note: Intrastate haulers are exempt. FMCRS applies to interstate haulers.
Planting and Harvesting Dates: Year round.

WISCONSIN

CONTACT: Cpt. Chuck Lorentz
Wisconsin State Patrol
P.O. Box 7912
Madison, WI 53707-7912
Telephone: (608) 266-0305
Fax: (608) 267-4495
Website: www.dot.state.wi.us

ADOPTED

Agricultural Commodities: Any plant or part of a plant, animal or animal product produced by a person primarily for sale, consumption, propagation or other use by humans or animals. Any agricultural, horticultural (excepting floricultural, viticultural, vegetables, poultry and livestock products produced in this state, including milk production, bees and honey, or any class, variety or utilization thereof, either in their natural state or as processed by a producer for the purpose of marketing such product or by a processor, but not including timber and wood products.

Farm Supplies: Not specifically defined, however, would have to be supplies related to and being transported to be used in farming as defined in Wisconsin Statutes, s. 102.4 (3). Includes anhydrous ammonia and agricultural chemicals when in direct transport to a farm.

Planting and Harvesting Dates: March 15- December 15

WYOMING

CONTACT: Lieutenant Douglas Dome
Wyoming Highway Patrol
5300 Bishop Blvd.
Cheyenne, WY 82009-3340
Telephone: (307)-777-4872
Fax: (307)-777-4282
Website: www.state.wy.us

ADOPTED

Agricultural Commodities: Crops or livestock

Farm Supplies: No official definition

Planting and Harvesting Dates: January 1 to December 31



<http://www.truckline.com/Federation/Conferences/AFTC>

950 N. Glebe Road, Suite 210
Arlington, VA 22203
(703) 838-1700