

## **Safety Management Council**

The Safety Management Council of the Nevada Trucking Association is dedicated to enhancing the safety and security of the trucking industry. This council brings together industry experts to share best practices, provide safety training, and networking with peers and partners in law enforcement and regulatory agencies. Join us today!

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## **Newsletter Highlights**

- Safety Council Meeting Notice
  - Survey – Responses Needed!
  - FMCSA News
  - Truck Driver Appreciation Events
  - HME Fingerprinting / Endorsement Applications - locations
  - Transportation Security Corner
  - Medical Certificate Update
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## **Safety Council Meeting**

We will hold our next Safety Council meeting on October 14th, 2025. This will be held on ZOOM only.

Our keynote speaker will be NTA President / CEO Paul J. Enos who will introduce the COBRA task force (Cleaning Out Bad and Rogue Actors) and discuss ongoing efforts from state associations across the country to eliminate rogue elements from the industry.

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## **Top Industry Issues Survey – RESPONSES DUE OCTOBER 10<sup>th</sup>!**

The American Transportation Research Institute, the trucking industry's not-for-profit research organization, today launched the 2025 Top Industry Issues Survey. The annual survey asks trucking industry stakeholders to rank the top issues of concern for the industry along with potential strategies for addressing each issue.

Now in its 21<sup>st</sup> year, ATRI's annual analysis not only ranks the issues overall but also provides insights into how critical topics are ranked differently by motor carriers and professional drivers. The report also allows trucking stakeholders to monitor issues over time to better understand which issues are rising, or falling, in criticality.

NTA needs YOU to respond today. We need a minimum of 35 non-driver responses in order to receive a Nevada-specific document. We use this document to help shape our advocacy and safety efforts on your behalf.

Multiple people in each company can complete the survey – please respond and pass it along to your employees.

Industry stakeholders are encouraged to complete the 2025 survey available by [clicking here](#) or using the QR code below. The survey will remain open through October 10, 2025.



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## FMCSA News

### **National Consumer Complaint Database Update**

The FMCSA announced the launch of the first phase of the National Consumer Complaint Database (NCCDB) modernization. The Federal Motor Carrier Safety Administration (FMCSA) is launching this update to improve navigation and enhance functionality of this important tool for enhanced user capabilities for commercial drivers, motor carriers, and consumers.

The NCCDB is the primary online portal for drivers and consumers to report violations of Federal Motor Carrier Safety Regulations, including issues related to safety, fraud, and household goods moves. This update will also streamline the agency's response process and expand reporting categories to include, for the first time, complaints against property brokers.

The updated database is now live at: <https://nccdb.fmcsa.dot.gov>.

### **Emergency Interim Final Rule on Non-Domiciled CDL Issuance**

The USDOT announced an emergency interim final rule to strengthen federal oversight of how states issue non-domiciled CDLs and CLPs. The rule is in response to a

nationwide review revealing widespread non-compliance among state driver licensing agencies. **The rule is effective immediately.**

This interim final rule closes gaps in how states issues CLPs and CDLs to individuals from outside of the United States. It tightens eligibility, strengthens safeguards and makes clear when these licenses must be canceled or revoked.

USDOT also announced they are requiring states to pause non-domicile CDL issuance until their practices align with new requirements and has called upon states governors to initiate voluntary audits of state non-domicile CDL issuance, invalidating any non-domicile CDL that does not align with the new standards. Existing non-domicile CDLs that do not align with new standards may also be invalidated by SDLAs at any time based on directive from FMCSA or other federal agencies. *Therefore, we recommend checking the license expiration date for any driver you employ who holds a non-domicile CDL and anticipate they may be invalidated before the expiration date or otherwise not renewed.*

A summary of the rule can be found here: [Non-Domiciled CDL Summary](#)

### **Other Rulemakings / Request for Comment**

The USDOT published a rulemaking on September 2<sup>nd</sup> that proposes amendments to its drug and alcohol testing regulations to add fentanyl and its metabolite norfentanyl to both urine and oral fluid testing panels. This will align the testing with the updated HHS Mandatory Guidelines. The rule also makes several technical updates. DOT is seeking public comment on the proposal through October 17, 2025.

FMCSA has proposed a new pilot program allowing temporary regulatory relief from the 14 hour rule within Hours of Service regulations. During the proposed pilot program, known as the “Split Duty Period Pilot Program”, participating CMV drivers would have the option to extend their 14-hour driving window by taking one off-duty, sleeper berth, or on-duty/not driving period (taken at the location of a pick-up or delivery of cargo), including what is sometimes called “detention time”, of no less than 30 minutes and no more than 3 hours. Participation would be limited to approximately 256 CDL holders who meet eligibility criteria. This pilot program would examine if such flexibility achieves a level of safety equal or greater than the current regulations. Comments are due by November 17, 2025.

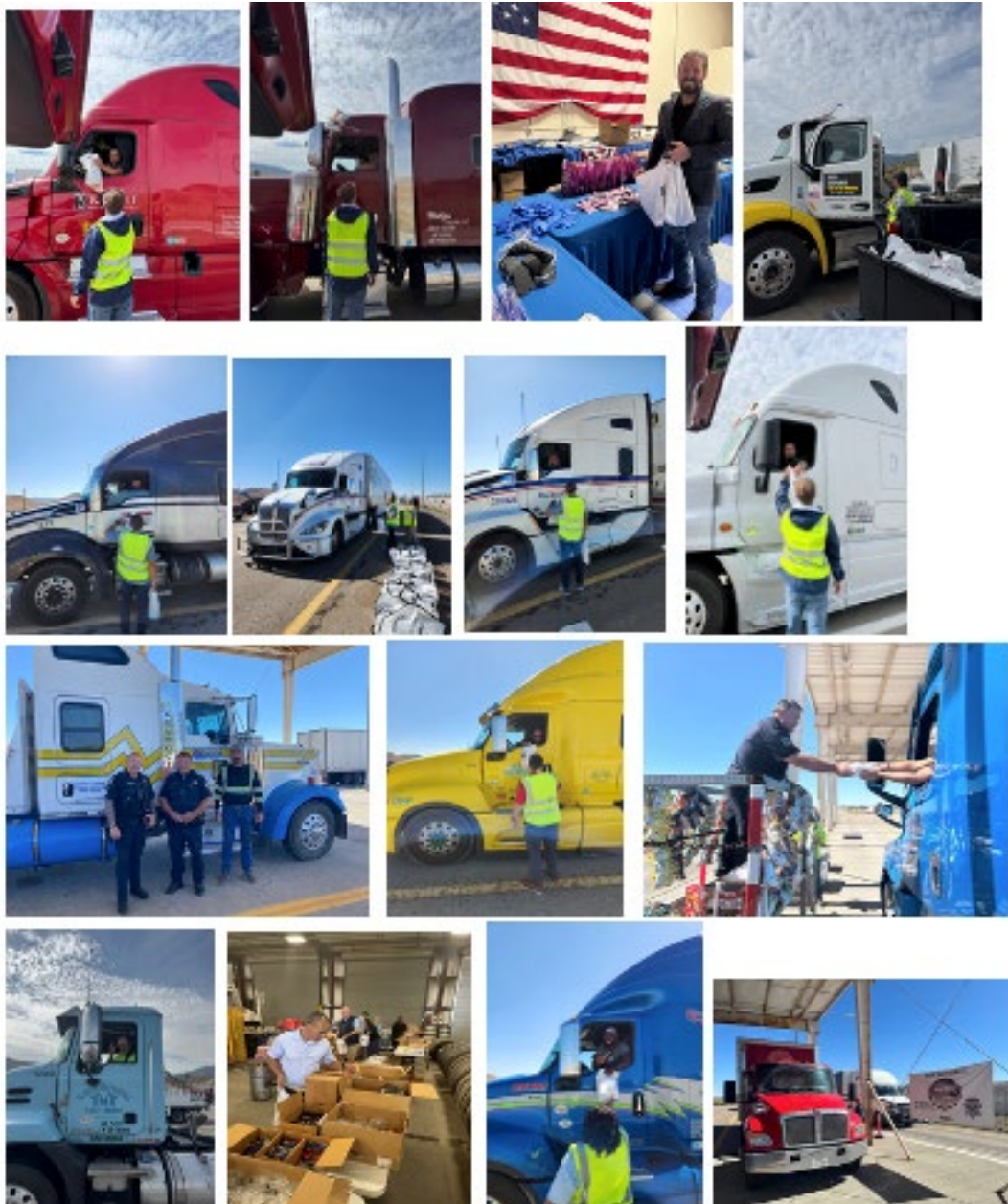
The DOT Bureau of Transportation Statistics announced the intention to request the Office of Management and Budget (OMB) to approve a new data collection: Crash Causal Factors Program Heavy-Duty Truck Study Interview Data Collection. This information collection request (ICR) pertains to data collected in the interview portion of the Heavy-Duty Truck Study, which was mandated by Congress in Section 23006 of the Infrastructure and Investment Jobs Act. Comments are due by November 3, 2025.

## 🚛 Photos from Nevada Truck Driver Appreciation Week 🚛

Thank you to all our Partners and Sponsors for helping make these wonderful events!

A special shout out to the teams at Truline Corp. and Walmart Transportation for all your help and support. Your volunteers were amazing!

Here are some photos from our Driver Appreciation Events in September.





### HazMat Endorsement TSA Locations in Northern Nevada

It has been brought to our attention that the former TSA application / fingerprint sites for HazMat endorsements in northern Nevada have been closed.

NTA reached out to Congressman Amodei's office for assistance and have been told they are working on setting up a new permanent location.



In the meantime, there are several “pop-up” locations for your drivers to utilize. These are limited by date and time, so make sure they pay attention to the various locations.

The first few are below – but you can find on-going schedules at [TSA Enrollment by Idemia](#). Search by city rather than zip code to get the most accurate locations.

<b>Reno, NV</b>	🕒 <b>Tuesday - Thursday: 08:30 AM - 12:00 PM &amp; 01:00 PM - 04:30 PM</b>
<b>Location ID: 3429</b>	
📍	
<a href="#">IdentoGO</a>	<b>The Reno, NV-Market St Universal Enrollment Center will open temporarily at the Holiday Inn Express Reno from 10/14-10/16. The hours of operation will be 8:30 AM - 12:00 PM &amp; 1:00 PM - 4:30 PM.</b>
<a href="#">2375 Market St</a>	
<a href="#">Reno, NV 89502-1500</a>	
⚠️ <a href="#">Sign Up for Alerts</a>	<b>The Reno, NV-Market St Universal Enrollment Center will open temporarily at the Holiday Inn Express Reno from 11/18-11/20. The hours of operation will be 8:30 AM - 12:00 PM &amp; 1:00 PM - 4:30 PM.</b>

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## TRANSPORTATION SECURITY CORNER

### Threat Vulnerability Assessment (TVA)

This risk-driven exercise provides industry partners with an assessment of vulnerabilities and potential attack consequences to strengthen their security posture. Enhancing planning and preparedness strategies are other benefits from the assessment.

For more information, please contact Surface Transportation Security Inspector Dave Douglas at [David.Douglas@tsa.dhs.gov](mailto:David.Douglas@tsa.dhs.gov) or Supervisory Inspector Rob Grim at [Robert.grim@tsa.dhs.gov](mailto:Robert.grim@tsa.dhs.gov)

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### Medical Card Certification Update

FMCSA has extended its waiver that allows drivers to continue carrying a paper medical examiner's certificate (MEC) for up to **60 days after issuance (previously 15 days)**. This extension responds to the nationwide challenges that have arisen since the rollout of the NR11 rule in late June. To avoid operational delays and issues, please remind your drivers to request a paper copy from their medical examiner.



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### **Safety Council Meetings**

October 14 – Safety Council Meeting – ZOOM – COBRA

November 12 – Safety Council Meeting – ZOOM - Expedited Inspections

December 9 – Safety Council Meeting – ZOOM – Alliance for Clean Transportation

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### **Get Involved!**

We are excited to invite all members to actively participate in our Safety Council and safety-related programs. By joining, you'll have the opportunity to contribute valuable insights, share experiences, and collaborate on events. Let's work together to build a positive safety culture in Nevada. Join us in making a difference! Contact Patti today!

Patti Gillette \* Director of Safety \* [Patti@NevadaTrucking.com](mailto:Patti@NevadaTrucking.com) \* 720-560-3957



## Guest Column: Alliance for Clean Transportation

### **Inexpensive, Abundant Natural Gas Gets the Job Done!**

By Alex Schay – Alliance for Clean Transportation and Justin Loyear – Cummins Engines

Where transportation fuel is concerned, natural gas is cheap; natural gas is clean, and natural gas can do the work + go the distance.

First, Compressed fossil Natural Gas (CNG) and Renewable Natural Gas (RNG) is extremely inexpensive. Given the cost of the gas molecules themselves, as well as the value from sale of tax and environmental credits that accrue when CNG and RNG are used as transportation fuel, CNG and RNG can cost as little as \$0.50 - \$1.00 per Diesel Gallon Equivalent (DGE) when a fleet finances, builds, and maintains its own natural gas-fueling station. When fleets retain a 3<sup>rd</sup> party to finance, build, and maintain a natural gas-fueling station for them, then the cost of fuel climbs to \$2.00 - \$3.00 per gallon. Fleets see a similar price point when they purchase CNG or RNG from a public-access natural gas-fueling station. As such, fleets can accrue meaningful cash savings by switching from Diesel to natural gas.

Natural gas is clean. For example, Cummins' current line of 9 and 15 Liter engines release 90% fewer particulate and Nitrogen Oxide emissions as compared with the cleanest-burning Diesel engines without need for expensive pollution-control equipment. This has a direct benefit on human health, especially in disadvantaged communities that are close to freeways, ports, and industrial facilities. Combustion of CNG and RNG also releases fewer Greenhouse Gas (GHG) emissions than fossil Diesel or Renewable Diesel. For example, fossil Diesel has a Carbon Intensity (CI) Score of approximately 100, and Renewable Diesel has a CI Score of roughly 40. In contrast, fossil-derived CNG has a CI Score of roughly 80; RNG that comes from a landfill has a CI Score of about 50; RNG that is produced at wastewater treatment plants lowers the CI Score to between 10 and 40, and RNG that comes from a dairy or a confined animal feeding operation (CAFO) will have a CI Score significantly less than zero. Collecting methane and producing RNG at dairies and CAFOs prevents methane from going into the atmosphere, which is far more harmful. In this way, using CNG and RNG as transportation fuel offers meaningful opportunities to improve human health and mitigate the effects of climate change.



Natural gas can do the work. Prior to the introduction of Cummins' X15N natural gas engine, CNG- and RNG-powered trucks could not operate well at weights greater than 82,000 lbs. Following the US commercial introduction of Cummins' X15N engine in 2024, natural gas-powered trucks are operating successfully at 105,000 – 115,000 pounds – even on grades of 6% - 7%! To that end, Alliance Members can point to multiple fleets that are successfully “running heavy” on natural gas.

Natural gas can go the distance. With a 175 DGE fuel tank, natural gas-fueled trucks have a range that is only slightly less than their Diesel counterparts. For example, if a Diesel-powered tractor has a maximum range of 1,200 miles, its natural gas-fueled counterpart would likely have a range of approximately 900 miles. Also, fueling a natural gas-powered truck at a Fast-fill natural gas-fueling station takes no more time than fueling a Diesel truck.

In this way, CNG and RNG offer the only technologically-viable way to decarbonize heavy-duty transportation.

To be clear, there is nothing wrong with pursuing Zero Emission Vehicle technology where appropriate. For lighter vehicles with less demanding routes, it may make sense to convert to Battery Electric or Hydrogen Fuel Cell technology. When fleets need to move heavier material over greater distances (e.g.: Concrete, agricultural products, logs, or construction materials), natural gas engine technology offers the only way to decarbonize in a manner that makes technological and financial sense.

To learn whether using CNG and RNG could make sense for you, please reach out to Alex Schay from the Alliance for Clean Transportation at [aschay@nwalliance.net](mailto:aschay@nwalliance.net). Because the Alliance for Clean Transportation receives regular dues from members, including engine manufacturers, fuel providers, gas utilities, and RNG producers, the Alliance can help your fleet estimate net cash savings over time, fleet-conversion payback periods, and GHG reductions, free of charge.

If interested, the Alliance for Clean Transportation, Cummins Engines, Freedom-CNG, and Hexagon Agility Fuel Solutions, will present during a Nevada Trucking Association webinar later this year. To learn more, please reach out to Patti Gillette from the Nevada Trucking Association at [patti@nevadatrucking.com](mailto:patti@nevadatrucking.com).



# Management Council (SMC) Fall Conference

ATA's Safety Management Council (SMC) is hosting their 2025 SMC Fall Conference in Washington, DC, October 6-8 at ATA Headquarters. The SMC Fall Conference brings together industry experts in trucking safety to speak on important issues throughout committee meetings.

Please join us for this year's event where our council members will meet and discuss the trucking industry's most critical issues face to face. The SMC Council has the opportunity to influence the future of trucking and speak on current issues while staying up to date on industry regulations.

This meeting provides council members a unique value to capitalize on their membership and ensure their company's interests are well-represented. SMC is dependent upon your engagement and voice, and this conference serves as a way to share your concerns and create a safer future for your industry.

**REGISTER NOW!**



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