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Most Membership Renewals Due July 1

Members who joined ICSA between July 1, 2022 and April 20, 2023 have been receiving notices that their memberships expire June 30, 2023.

As a reminder, a paid-up ICSA membership is the first requirement for carriers that wish to stay insured or to apply to participate in ICSA's group insurance program. Last week a couple of issues outside of ICSA's control prevented some members from renewing their memberships and paying dues. First, the server for Payer Express, the PNC banking system ICSA utilizes, experienced outages that have since been resolved.

Secondly, some carriers logging in to the ICSA website to renew their memberships reported that the number of trucks in their membership profile was different from the number of trucks they are insuring. ICSA found that the insurance software housing members' policies had not been updating truck numbers in ICSA's database. This problem also has been largely corrected.

We're gratified that so many members renewed promptly, and we stand ready to assist any member who has a technical issue paying their dues. Feel free to email us at contact@safecarriers.org or call our main number – 866-TRK-SAFE- and someone will respond as soon as possible.

New ICSA Member Requirements Will Reduce Safety Risk

Revised Terms & Conditions Take Effect July 1

Last week members received an important email from ICSA's Executive Director Karen Rasmussen announcing forthcoming changes to the Membership Terms & Conditions. If you haven't taken the time to read the email all the way through, we urge you to do so and to contact us with any questions. The majority of the changes are effective for all new members who

join after July 1, 2023, but two key requirements apply to all current and future ICSA members, as follows:

- Members will be required to assign each of their event recorders to the driver operating each power unit and to notify ICSA of these assignments.
- Members will authorize ICSA access to their telematics data. To simplify this new requirement, ICSA is contracting with a third party to collect and analyze ELD data and will implement a small monthly telematics fee to cover these costs. For current members, this requirement will take effect at the time their insurance renews.

Click [here](#) to download a copy of the new Membership Terms & Conditions.

The principal reason for these two requirements is two-fold: 1) to collect mileage exposure by state so that insurers can more accurately determine a carrier's risk and provide sufficient coverage; and 2) validate drivers to ensure they are being covered in the insured's policy. In no cases will ICSA share a carrier's or driver's private data with any enforcement entity. Rather, these requirements will ensure underwriters have sufficient information to keep everyone's insurance costs as low as possible.

You will also note that all ICSA members who join after July 1, 2023 must electronically limit their power unit speeds to no more than 68 mph. This requirement is intended to reduce the excess speeds as well as speeds unsafe for conditions that are the principal cause of crashes being experienced by ICSA members. ICSA is not mandating speed limiting for current members, but we encourage you to voluntarily adopt this critical safety countermeasure in anticipation of a mandate by the Federal Motor Carrier Safety Administration, which we anticipate seeing by the end of 2023.

Please don't hesitate to contact us if you have questions about the new Terms & Conditions. Send an email to contact@safecarriers.org, provide a number where you can be reached and someone will call you as soon as time permits. ICSA appreciates every member's attention to compliance and their role in reducing truck-involved crashes.

US Legal Helps Carriers Easily Manage Expenses and Taxes

ICSA members and their drivers are constantly reaching for their wallet to pay for many different expenses. The good news is there are special tax deductions for truck drivers that can help you reclaim some of that cash.

Best Money Moves, the award-winning financial wellness offering from U.S. Legal Services offers ICSA members outstanding tax help from our network of CPAs and Enrolled Agents (EAs). Here are some things our tax experts recommend you think about as you prepare your next federal or state tax return:

- **Expenses while on the clock.** Drivers should keep a detailed log of their travels so you can deduct the expenses associated with driving for business. These include 80% of meals, lodging, business use of cell phones, gas, maintenance, and vehicle service. There are apps that can be downloaded to easily track miles driven for work. Getting one will make your life easier.
- **When you're not on the road.** Like other taxpayers, truck drivers can also deduct home office expenses, computers/electronics needed for work, excise taxes, licenses, continuing education, dispatch fees, insurance premiums, interest and dues.
- **A few extra deductions.** You may be eligible to take a tax deduction for medical expenses related to conditions that may impact the driver's ability to drive. Drivers can also deduct business-related clothing and any tools/equipment purchases needed to execute their job, as well as the cost of setting up and maintaining a sleeping berth, including food-related items. You might also be eligible to deduct association or union dues, as long as they're required for business or to help your trucking career. And, if you pay for training to obtain or maintain a CDL license or other certification, you may be able to deduct that cost as well.
- **Know the per diem.** Drivers can choose between deducting the actual expenses they pay out of pocket or selecting a per diem. The per diem is an allowance to cover lodging, meals and incidental expenses. You can find the *per diem* rates for your location (city/county, state) here – <https://www.gsa.gov/travel/plan-book/per-diem-rates>
- **Keep personal expenses separate.** Keep in mind though, that you cannot deduct driving expenses if you use your truck or cell phone for personal use. You may also not deduct expenses for commuting to your job, reimbursed expenses, local meals, or everyday clothing.

- **Drivers can depreciate the value of their truck.** Many drivers choose to expense the depreciation by using IRC Section 179 rules and bonus depreciation. Again, check with a U.S. Legal tax professional to see if this is best for you.
- **International Fuel Tax Agreement (IFTA).** IFTA makes life easier for operators in the 48 contiguous U.S. states and the 10 Canadian provinces by only requiring one fuel tax payment per quarter to the home jurisdiction once a license has been obtained. The power unit must be 26,000 pounds or higher and have 3 or more axles. Your tax professional will help you with the quarterly calculation and payment.
- **Form 2290 Heavy Vehicle Use Tax.** Anyone who has registered or is required to register a heavy highway motor vehicle with a weight of 55,000 pounds or more in their name at the time of first use on the public highways during the reporting period must file Form 2290, Heavy Highway Vehicle Use Tax Return. Drivers may be able to claim tax credits if all the criteria for Form 2290 are not met. Your U.S. Legal Services tax professional will be able to advise you further.

The IRS has established the IRS Trucking Tax Center website for Form 2290 related questions and issues. Go to <https://www.irs.gov/businesses/small-businesses-self-employed/trucking-tax-center>.

Remember, if you get a W-2 from your employer, you're not an independent contractor. As an owner/operator, you should receive a 1099-NEC form for any year in which you were paid more than \$600 for sub-hauling. Be sure to check with a U.S. Legal tax professional to see if you're eligible for any other tax deductions. Enroll today by going to www.uslegalservices.net/companies/icsa or call 1-800-356-5297.

Time To Submit Your HVUT!

Do you need to submit your Heavy Vehicle Use Tax? If the answer is yes, it must be submitted between July 1 and August 31. This tax is filed on [Form 2290](#) and you will find additional information on the form instructions. But why take time from your business to determine whether you are exempt from HVUT or whether you must file, when the tax experts at U.S. Legal can take the burden off of your shoulders? They have decades of experience with HVUT and can file it for you properly and on time with just a small fee! Contact U.S. Legal [here](#).

COACHING CORNER

What is Your Goal for Highway Safety?- Part 2

By Mike Hitchcock

ICSA Senior Safety Advisor



In ICSA's May Landing Gear newsletter, I started my monthly Coaching Corner with these words: "Everyone in business has goals. Even small businesses may have written or even unwritten goals. Some can be too high and therefore unachievable while others may be too low and too easily achievable. That statement can apply to many areas of business (and life in general) but what if we apply it to highway safety?"

I then addressed safety technologies, especially the event recorders that ICSA requires its Platinum Members to use and their role in improving safety. I also discussed a dangerous practice we see all too often: following too closely, and how important it is to train drivers to allow more distance between their truck and the vehicle ahead. This month, I want to talk about safety training in particular.

Do you or your fleet of drivers take regular safety training? You may ask that, if you have never been in a crash or had a citation, why should you take safety courses? These are not unusual questions. There are very good reasons for every professional driver to take regular safety courses. Such training keeps us sharp and helps us fight complacency. We don't think about safety as much as we think about delivering on time and getting the next load. These other factors can easily distract drivers from maintaining the conscious priority of safe driving.

There are other reasons to take safety courses, especially when they are completely free, offered by ICSA through FirstGear. These materials can help educate your drivers and protect your business if you ever need to appear in court. How could these courses help you in a lawsuit? In every crash involving a truck, plaintiff attorneys will always look at a driver's (and/or business) history and try to use that data to make a case for poor safety practices and/or negligence.

Example: Let's say a driver with 10 years of safe driving experience has one speeding citation, a minor backing incident, and an ELD/HOS violation. Not a bad record, but what if he is involved in a serious crash? How do you prove he is a safe driver? Those three incidents on his driving record or MVR can be used against him to make him look like an inattentive and unsafe driver. But what if his record shows a backing safety course completed after the backing incident, speed management training after the speeding ticket, and

HOS training after the ELD violation? Now it would be easier to make a case that the driver is a safe driver because the assumption will be that the training changed the behavior. Documented training after negative events is key. Event Recorder coaching features and the FirstGear program help do that for you.

We commend you for your commitment to highway safety. Your commitment, combined with the tools provided in our ICSA program, enhances your ability to reduce the frequency and severity of any crashes you may have. Complying with ICSA Platinum member requirements is what helps you qualify for the discounted insurance program. I am proud to work on an ICSA team that has decades of experience proving our system works and incentivizes insurance companies to work with us and to provide insurance coverage at discounted rates. As we work together year after year to achieve our common goal of improving highway safety and reducing fatalities, we can make insurance even more affordable for our members as we drive related costs down.

We encourage each of you to review your business goals when it comes to highway safety. Know your event recorder inside and out. Know the program and use the coaching tools built into it. Develop your drivers (yourself) using the free tools provided by ICSA using the FirstGear safety courses. You can access FirstGear once you log into your membership account. Simply click on the FirstGear logo and follow the brief prompts to enroll.

For more information on event recorders, use the SmartDrive training resource center at: www.smartdrive.net/customer-resources and use password: SDResources.

This Month's Featured Member:

Mega Heavy Hauling LLC

2nd Place Fleet Q1 2023 Safety Award Winner

ICSA talked to Julieta Raggio of Mega Heavy Hauling LLC – 2nd Place fleet winner of ICSA's First Quarter 2023 Safety Awards – to learn more about the company. Mega is a family-owned business started in 2009 by Gustavo and Julieta Raggio under its original name, Infinity Trucking, Inc. In 2014, operations were expanded to OTR (long distance) and the name changed to Mega Heavy Hauling LLC, working out of its base in Tampa, Florida. Mega has also recently shifted focus to largely hauling flatbed loads and RGN's (removable gooseneck trailers), specializing in the transport of heavy machinery and other flatbed commodities.

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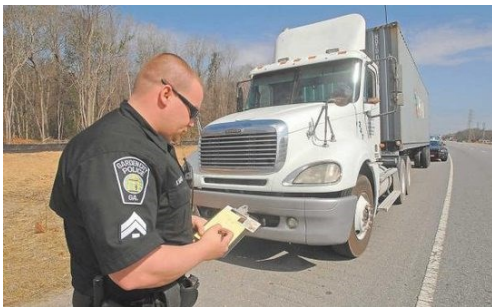
“We offer our services to all continental U.S. states and Ontario, Canada,” said Julieta. “We also offer crane dismantling and transport services for those clients who are international and require cranes to be taken apart for transport to the port,” Julieta added.

Mega’s owners said that sharing and learning more about the members of ICSA can provide comfort to other members in knowing you are not alone on the road! Small fleets and owner-operators can feel connected to ICSA members who are driving beside them and striving for safer roads as a unified body.

Small fleets are not always given opportunities to recognize the loyal drivers that keep the company moving forward. An example is Theron Robinson, one of Mega’s drivers, who has been driving for the company since 2014! A driver who has been loyal to one small fleet for nine years and is a key success to the company’s low safety score deserves to be recognized. Keep up the great work, Theron Robinson and Mega Heavy Hauling LLC!

Operation Safe Driver Week 2023

Officers will be out in force July 9-15



In just a few weeks, commercial vehicle and traffic enforcement personnel throughout the U.S., Canada and Mexico will be on the lookout both for truck drivers and passenger vehicle drivers engaging in dangerous driving behaviors. Officials will focus on excessive speeding or speeding too fast for conditions; distracted driving, including cell phone use in a moving vehicle; failure to wear a seatbelt; following too closely; failure to obey traffic control devices and other risky behavior on highways. Drivers engaging in such behaviors will be pulled over and may be issued a warning, citation or placed out of service.

What should you do to prepare for Operation Safe Driver Week? First, don’t engage in any of the dangerous driving behaviors listed above. Secondly, get on the ICSA website and review how to prevent these risky driving habits in ICSA’s driver training curriculum First-Gear. Lastly, make sure to conduct a thorough pre-trip inspection and don’t hit the highway if your truck has any mechanical issues. Stay safe out there!

Cargo Security Report and Reminders

Recent increases in cargo theft are a growing concern to the transportation industry. While the West Coast (particularly the Los Angeles-Long Beach area) has always been the hotbed of cargo theft, data shows that cargo theft is moving eastward because of the shift of intermodal activity to ports on the East Coast.

Thefts, coupled with the potential to use shipments as “weapons of mass destruction”, are placing new demands on cargo security. Any time the cargo is stationary, vulnerability to theft increases. The FBI recently stated that cargo crime is conservatively estimated at \$15 billion per year!

Technology alone will not prevent thefts from occurring. What will help give you the best chance to prevent thefts is following these sensible best practices, on every load you haul:

ALWAYS:

- Install your padlock and seal on the trailer
- Use extra caution when hauling high-value/high-risk-for-theft loads
- Always pick up high-value/high-risk loads with a full tank of fuel so that you do not need to stop until you are well beyond the distance thieves may try to follow you

DO NOT:

- Drop your load anywhere
- Discuss the contents of your load with anyone, even someone you know and trust
- Deviate from the prescribed route and directions
- Pull over for anyone except a law enforcement officer
- Park on the side of the road
- Stop or park except in well-lighted areas that appear safe
- Resist an armed hijacking

