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ICSA Webinar April 3

If you're wondering why truck insurance premiums continue to go up, ICSA has some answers for you. Register today for ICSA's webinar scheduled for 11 AM Pacific Time on Wednesday, April 3, featuring the chairman of ICSA's Board of Directors, Brett Sant. Mr. Sant brings his extensive experience in risk management and truck safety to ICSA's safety and group truck insurance programs. He will share his insights into the factors impacting truck insurance, how safety scores are a key factor in determining cost, and how to instill a business culture that acknowledges the importance of safety in profitability. Don't miss it!

Webinar: Understanding the Current State of Truck Insurance

Featured Speakers:



Brett Sant
Chairman
ICSA Board of Directors



Rich Bren
Member
ICSA Board of Directors

Annual Membership Meeting Set for April 3

In compliance with its bylaws, ICSA Board of Directors has called for the 2024 annual membership meeting to be held at 12:30 PM Pacific time/3:30 Eastern time on Wednesday, April 3. Members should have received official notice of the meeting in a recent email and/or text as well as a link to the Zoom call and related meeting materials.

CVSA Releases New Out of Service Criteria

11 New Conditions Take Affect April 1

The Commercial Vehicle Safety Alliance has updated the out-of-service (OOS) criteria for 2024, adding new conditions that range from paperwork items to new guidelines. in the 20% rule for brake violations. The published OOS guides are developed through collaboration between industry and enforcement to ensure uniform compliance and enforcement standards throughout North America.

Brakes are the equipment category that takes up the largest number of pages in the OOS guidelines. The specifics of the "20% rule" are that when 20% or a greater percentage of a truck's brakes are defective, the unit will be placed out of service. It's also important to note that the 20% rule is calculated on all brakes on a vehicle combination at the time it is inspected. On a 5-axle tractor-trailer combination, two full brakes would need to be defective to put the combination OOS and all vehicles that contribute to the 20% criteria would be declared out of service.

Review the entire revised OOS criteria [here](#).

Key Bridge Collapse Affects Truckers

The collapse of the Francis Scott Key bridge in Baltimore earlier this week has already hugely disrupted truck traffic in the area. While there are alternate routes to and from the Port of Baltimore, they run through underwater/underground tunnels that currently do not allow most truck traffic. Unfortunately, it will take months, if not years, to reconstruct and reopen the bridge. ICSA is monitoring work FMCSA is doing to determine whether any specific regulatory relief measures are needed, such as modifications to hours of service to ease the impacts on truckers, shippers and receivers. We will keep you informed as we learn more.



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Work Zones Pose Greater Safety Risks for Truckers

National Work Zone Awareness Week April 15-19, 2024

This year's theme for National Work Zone Awareness Week serves as a reminder of the lasting impact drivers' actions can have, not only on their own lives but also on the lives of workers and fellow motorists within work zones. The week highlights the importance of driving safely in work zones and being aware of the risks faced by workers and drivers alike.

Truck drivers face greater risks in work zones, primarily because work zones are designed for automobile traffic and not for large trucks. Thus, truckers must exercise greater caution and vigilance in road construction areas. ICSA's Board member Mike Hitchcock outlines some very basic steps for operating safely in work zones in Coaching Corner below.

COACHING CORNER

Work Zone Truck-Involved Crashes up 39%

By Mike Hitchcock

Member, ICSA Board of Directors



It's that time of year again. Spring break is over, kids are back in school, the weather is warming, and road construction crews are getting back to work. As badly as we need our roads repaired and maintained, work zones present challenges for professional and non-professional drivers alike.

Work zone delays are always frustrating but for professional drivers, road construction and delays make it difficult to get loads delivered safely and legally on time. Worse, work zone delays can create frustration and fatigue that leads to accidents.

What do we know about construction zone crashes? Rear-end are the most common type of work zone crash. Fatal work zone crashes occur most often in summer and fall, on roads with regular speed limits over 50 mph. Truck-involved fatal work zone crashes increased by 39% between 2020 and 2021—from 210 fatal crashes in 2020 to 291 fatal crashes in 2021. In the same period, overall work zone fatalities increased by nearly 11% while overall non-work zone roadway fatalities increased by 10.3 percent.

How can a professional driver prepare ahead of time to deal with construction zones?

First, PLAN AHEAD! Make your mind up at the beginning of your day to keep your cool and decide how to adjust to construction delays.

- Check road conditions before your trip (dial 511 for road information) and leave early so you have plenty of time.
- Expect the unexpected. Plan for motorists to make

unwise moves and engage in hard braking.

- Remember that most construction zone detours are planned for autos. You may need extra room and extra time to maneuver.
- **SLOW DOWN!** When you first see a work zone warning sign, slow down early. Allow yourself time to visualize the scene and prepare. Tap your brake lights or emergency flashers to warn traffic behind you. Don't lag and wait until the last minute to merge. If lanes are restricted, merge early. (Unsafe lane changes are another major factor in work zone accidents.)
- Leave yourself a way out! Have an escape plan and don't let yourself get boxed in if possible.
- Don't tailgate!
- Minimize distractions and focus 100% on the situation at hand. Stay off your cell phone! Cell phone usage in a moving commercial vehicle is not only illegal, but also extremely dangerous, especially in work zones where drivers must always be vigilant.
- Keep a safe distance from workers and equipment.
- Pay close attention to traffic, detour signs and the flagger (if present).
- Be patient and professional! Avoid confrontations. Don't honk, tailgate, gesture, or drive aggressively.

We Give Up!

California Delays Part of CTC Program Again

ICSA has done its best to keep members informed about California's Clean Truck Check (CTC) Program so that they don't get ticketed and fined. However, just a day after we had presented an update in the Regulatory Roundup bulletin, the California Air Resources Board announced that it would again delay the first periodic testing deadline for The CTC to January 1, 2025. However, this delays only the smog check requirement and not the truck registration mandate.

Carriers must comply by registering their trucks with CARB and paying the annual \$30 per truck fee. If your power units are registered and titled in California, the DMV will place a hold on your truck registration renewal(s) if you haven't registered your trucks with CARB.

The CTC is comprised of three phases. The first kicked off in January 2024 with the use of remote smog monitoring technologies. The second phase, in effect since Feb. 1, requires all eligible vehicle owners to register with CARB's CTC database and pay an annual \$30 compliance fee per vehicle. The third phase, which was originally planned to take effect this summer but is currently delayed to 2025, requires owners of heavy trucks to undergo periodic smog testing similar to California's passenger car Smog Check program.

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ICSA Weighs in on “Beyond Compliance”

Giving Carriers Credit for Using Key Safety Tools

By now you have probably heard of the “Beyond Compliance” program. In the 2015 infrastructure bill, Congress required the Federal Motor Carrier Safety Administration (FMCSA) to establish a “Beyond Compliance” program that would provide motor carriers “credit” on their Compliance, Safety, Accountability (CSA) scores for adopting tools, technologies and programs that exceed minimum regulatory compliance and improve safety. While the FMCSA has held hearings and requested public input on which safety tools to use in the program, nothing of substance has been accomplished in the intervening years.

To move along the process of creating the program mandated by Congress, the Commercial Vehicle Safety Alliance (CVSA) and several private companies have created a demonstration program that intends to select various safety tools to be used by carriers. Their intent is to show the FMCSA that (1) these tools obtain safety results and (2) carriers who adopt such tools should receive the “credit” to their CSA scores mandated by Congress for using those tools. ICSA is the only association representing small carriers to be involved in the demonstration program, in part because ICSA has shown through its own safety programs that these tools work to reduce risk and crashes.

The first safety tool that will be reviewed in the program is in-cab forward facing cameras. ICSA is uniquely positioned to provide aggregated information and data about the use and benefits of cameras by single-truck operators and small fleets. Recently, ICSA responded to a critical survey about the next steps of the demonstration program and emphasized the importance and value of ICSA’s safety programs, including in-cab cameras and hair drug testing.

As the demonstration program proceeds, ICSA will remain involved and provide updates to our members.

Converting Trucks to Electricity Will Cost \$1 Trillion

Unbiased Report from Germany-based Firm

The Clean Freight Coalition (CFC), an alliance of truck transportation stakeholders, released a bombshell report last week estimating the cost of electrifying freight trucks will be \$1 trillion –that’s with a “T” – in infrastructure costs. That doesn't include the purchase cost of actual trucks. Broken down in its largest segments, the trucking industry would need to spend upwards of \$620 billion on chargers, site infrastructure and electric service upgrades.

Utilities would have to invest another \$370 billion in upgrades to grid networks to meet the surge in demand of just commercial vehicles. The utilities' share of

the financial burden is “nearly the equivalent of what was spent on the entire power distribution system over the past 15 years,” said Dr. Wilfried Aulbur, senior partner of the German firm Roland Berger, which conducted the research and produced the report.

“An industry with a yearly turnover of about \$800 billion and a profit margin around 5% cannot invest \$620 billion without financial support or a significant increase in freight rates,” Aulbur said.

The remainder of this article includes excerpts courtesy of the Clean Freight Coalition.

American Trucking Associations President and CEO Chris Spear pointed out the industry's commitment to zero emissions, having removed nearly 99% of all tail pipe emissions over the last 40 years. Spear has long advocated that the “mad dash to zero [emissions]” exposes the supply chain to “a \$1 trillion unfunded mandate” that isn't included in the Biden administration's infrastructure funding plan and has “enormous consequences for the American consumer.”

“Those costs [to electrify] are going to get passed on. There are going to be very, very high [freight] rates,” Spear added. “Going all-in on electrification right now is going to be catastrophic to the economy and to what consumers pay.”

The move to a new powertrain, Aulbur said, will require a new operating model for fleets.

“We don't have a business model that allows fleets to do this by themselves,” he said. “You won't find fleets to buy electric trucks just to buy electric trucks. If it doesn't make money, there's no one that's going to invest in this technology.”

Aulbur also has said the evolving business model to support investment would come with a “massive” increase in freight rates, but Spear said it won't be as simple as passing along costs to cover zero emission-related expenses. Despite some early successes by large fleets that have integrated electric trucks into parts of their operation, Spear said there has already been some pushback from fleet customers on the increased costs that support these same trucks.

Truckload Carriers Association President Jim Ward added that trucking has never shirked its responsibility to be good stewards of the environment but, like Spear, feared that the path to zero emissions through electrification mandates and date-specific benchmarks would be littered with unintended consequences.

“We're not here to say no,” he said, “but we need to figure out what that path is going to be going forward. We're committed to a zero-emission future, but without jeopardizing the supply chain.”