



ICSA Memberships Renew July 1

Watch for your email with instructions

It will soon be time to renew your ICSA membership for the next year (July 1, 2022 through June 30, 2023). If you have just joined ICSA in the past year, you paid pro-rated dues based on the month you joined. Effective July 1, you will be joining longer-term members in paying your annual dues of \$100 for your first truck and \$25 for each additional truck you operate up to ICSA's cap on dues of \$500.

Membership in ICSA and compliance with the Terms and Conditions of Membership is required for Platinum members who wish to qualify for truck insurance coverage from one of ICSA's partner agencies. We thank you for your membership and hope that you are taking advantage of the many other services ICSA offers.

Dozens of ICSA Members Signed Up for Fuel Discounts Last Week

If you missed last week's special announcement of ICSA's new fuel discount partnership with Iron Truck Services, here is another chance to get signed up. After this week, you will need to use the link in the [Partners section of the ICSA website](#).

ICSA members can now **SAVE thousands of dollars annually** on diesel fuel with Iron Fuel's discount network of over 1,500 fueling locations.



CREDIT LINES to increase your cash flow

24/7 FUEL CARD FUNDING for prepaid accounts

No application fee, no contract, and no additional ICSA membership fees

Online fuel budgeting and spending control

Fuel tax filing service and reporting

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FMCSA Announces Speed Limiter Rulemaking

The Federal Motor Carrier Safety Administra-

tion (FMCSA) is encouraging trucking companies and drivers to comment on a proposal to require speed limiters on commercial trucks. The concept of electronically limiting commercial vehicle speeds is not new to the trucking industry. As recently as 2016, FMCSA and the National Highway Traffic Safety Administration (NHTSA) jointly proposed a speed limiter rule in which the requirement would have been placed on truck manufacturers and did not include a specific maximum speed in the proposed rule.

In its [release last month](#) accompanying announcement of the rulemaking, FMCSA said it intends to move forward with a separate motor carrier-based speed limiter rule which would place the requirement on motor carriers and not on the manufacturer. FMCSA believes that placing the requirement on motor carriers will ensure compliance with the rule. FMCSA also appears to be considering three potential maximum speeds – 60 mph, 65 mph and 68 mph.

With this statement, FMCSA also indicated that it believes that the technology to limit speeds already exists in most commercial vehicles manufactured since 1999 in the form of electronic engine control units (ECUs) which electronically govern speeds to prevent engine or other damage to the vehicle. "Based on this background, it is likely the required means of achieving compliance with a speed limiter requirement would be to use the ECU to govern the speed of the vehicle rather than installing a mechanical means of doing so," FMCSA wrote in its notice last week.

The proposed rule would require that commercial motor vehicles operating in interstate commerce and that are equipped with an ECU capable of setting speed limits, limit the CMV to a speed yet to be determined and to maintain that limit for the service life of the vehicle.

If you want to have your voice heard, the agency is seeking comments from the industry within the month of May. FMCSA has many open questions for the rule, including what trucks to include and the maximum speed to be allowed. Just during the first couple of weeks, the agency had already received about 10,000 comments.

You can either [comment on the government website](#) or [attach a separate file](#). You can even be anonymous if you choose. Whatever your opinion, this proposed rule will change the trucking industry.

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Drive With Caution Out There!

2021 traffic deaths hit 16-year high

According to preliminary data compiled by the National Highway Traffic Safety Administration (NHTSA), 42,915 people died in motor vehicle traffic crashes last year, up 10.5% from 38,824 fatalities in 2020. This is the highest number of fatalities since 2005 and the largest annual percentage increase in the history of the reporting system NHTSA uses.

Deaths in truck-involved crashes during 2021 increased 13%, with 5,601 fatalities, reversing the downward trend seen in 2020. NHTSA defines a large truck as any truck with a GVWR of more than 10,000 pounds, either in commercial or non-commercial use at the time of the crash – a weight range that includes everything from heavy duty pickups to semis.

Regardless of truck size, ICSA advises its members to exercise extra caution on the road and recommends that driver not only operate at a safe speed for roadway conditions but also allow at least a 4-second following distance from the vehicle ahead.

COACHING CORNER

Personal Conveyance: New Restrictions Ahead?

By Mike Hitchcock

ICSA Senior Safety Advisor



On March 29, 2022, the [Commercial Vehicle Safety Alliance \(CVSA\) petitioned FMCSA to begin rulemaking](#) for a more straightforward definition of Personal Conveyance (PC). Among CVSA's recommendations is a request that FMCSA impose time or distance restrictions, although CVSA did not offer specific metrics. CVSA said the agency should focus on the fact that the purpose of existing HOS rules is to reduce cumulative fatigue and not to arbitrarily restrict commercial vehicle operations.

One of the noteworthy features of electronic logs is that all drive time is captured and logged. To accommodate those instances in which a truck is driven exclusively for personal use, electronic logging systems provide for a fifth duty status called "Personal Conveyance," allowing drivers to change their personal driving to "Off-Duty Driving."

"Personal Conveyance" often means different things to different people. Understanding the law is critical to avoid the risks of misusing the personal conveyance provision of hours-of-service regulations and can save you time and money as well as reduce your risk of a crash.

There are many gray areas when it comes to logging personal conveyance. Example: you are on home time for the weekend and decide to bobtail to the truck stop to get your truck serviced, have your someone pick you up there and go shopping, then bring you back to pick up the truck and drive it back home. Is that considered PC time? The way you manage it could be the difference between operating legally or receiving a citation. And even if you are right but still get cited, you should consider the cost of fighting a bad citation. Is it worth losing \$500-\$1,000 by parking your truck for a day and going to court? You should also consider whether it is smart business to log PC even when your total on-duty hours are not close to the 60-70 for the week.

In response to CVSA's petition, FMCSA established a new violation code in the roadside inspection software to collect data on the frequency of PC violations. As of March 25, 3,475 drivers have received violations so far in 2022 under new violation code 395.8E1PC, improper use of personal conveyance.

In anticipation of rulemaking, ICSA members should acknowledge growing efforts by law enforcement to crack down on PC. You should closely monitor your own use or that of your drivers to ensure the PC provision is being used properly, and that all drivers are getting the rest they need.

[Get answers to frequently asked questions](#) regarding personal conveyance and FMCSA's recent regulatory guidance. Also see FMCSA updates the guidance for [§395.8](#) Driver's Record of Duty Status.

USDOT, FMCSA Pledge More Truck Parking

Speaking to a meeting of trucking industry leaders in Arizona early this week, the acting FMCSA Administrator said her agency and trucking are in sync on top industry issues, including a need for more truck parking.

"There is so much we are working on together," Robin Hutcheson said, citing the need for more truck parking, as well as steps the White House is taking to ease the industry's shortage of drivers. She said the parking issue cannot be solved by one entity alone, but that FMCSA is working with the Federal Highway Administration (FHWA) to identify every available funding source that states might utilize to expand truck parking at the state level.

Hutcheson also noted how the pandemic raised awareness among Americans of the importance of trucking to the nation.

"During the pandemic, a lot of people had the choice to Zoom their way through," she said, "but truckers and the trucking industry did not have that option — they had to go into work."