



Be sure to follow ICSA on [Facebook](#) for up-to-the-minute news and operating tips

**California Pollution Rules Apply to Most Truckers Operating in the State**

*How CA Changes will Impact ICSA Members*

Attendees at ICSA’s latest webinar heard firsthand what carriers must do to comply with California’s new pollution rules. First and foremost, anyone operating a heavy-duty truck (10,000 lbs GVW and up) in the state – whether or not vehicles are registered there – must initially:

- Establish an account with the California Air Resources Board (CARB) beginning in October 2023
- Register every truck operating there with CARB
- Pay the \$30 per truck annual registration fee
- Acquire a certificate of compliance and submit copies of it to every shipper a carrier serves
- Gear up for periodic testing of their trucks beginning by July 2024

Featured guest speaker Mike Tunnell, stressed the importance of regulatory awareness and commended ICSA for educating its members in advance of the mandatory vehicle registration starting in October 2023.

Members can find video of the CARB presentation in the Safety Video Library with the Member Login. Take time to review this information and stay in the loop!



**ICSA Announces 2023 Q2 Safety Award Winners**

ICSA is pleased to announce the 2nd Quarter 2023 winners of our safety awards. These quarterly awards recognize the top three single-truck operators and top three fleets that have the best safety records performance for each quarter – in this case, for April 1, 2023 through June 30, 2023. To be considered for an award, carriers had to meet these criteria:

- ICSA membership dues paid up and an active member profile set up in safecarriers.org
- SmartDrive camera(s) installed and active
- SmartDrive score under 10 for the quarter
- Initial hair testing of all drivers for drugs completed
- No claims

Fleet	Location	SmartDrive Score
1st: MELEY EXPRESS LLC	Dallas, TX	2
2nd: ARSEMA TRUCKING LLC	Rosenburg, TX	3
3rd: A PLUS COOPER INC	Kissimmee, FL	5

Single-Truck Operator	Location	SmartDrive Score
1st: DNC SOLUTIONS LTD CO	Atlanta, GA	3
2nd: ACE OF SPADE TRUCKING LLC	McDonough, GA	3
3rd: DAILY FREIGHT INC	Tracy, CA	4

First place winners receive a \$500 Visa gift card, while second and third place winners receive \$300 and \$150 gift cards, respectively. Congratulations to the following Q2 2023 winners!



pixers

## COACHING CORNER

### What Makes a Good Safety Score and Why Should You Care?

By Mike Hitchcock

ICSA Senior Safety Advisor



How are ICSA members able to qualify for reduced cost insurance and how can they keep it? It's all about the data – your safety and membership data – that provides the metrics for our insurance partners to reduce your insurance cost. But first, you must meet three key requirements to qualify for insurance coverage through ICSA's group program:

- Join ICSA, pay annual dues and keep membership current
- Purchase, install and utilize an event recorder (camera) in each truck
- Hair test drivers and report negative tests to ensure you do not have a drug user behind the wheel

Once you've met these ICSA requirements, reducing crash frequency and severity using your event recorder system is the foundation insurance providers use to offer the better rates our members enjoy. How does this work? Insurers expect that both claim frequency and the severity of claims will be less than in other non-ICSA insureds. Why?

Professional drivers must continually fight off complacency. They instinctively let their speed increase and soon become comfortable with a two-second following distance. Because they haven't been in a crash, they allow themselves to feel that they are driving safely. Our program draws your attention to this.

Consider this example: Think about a rear-end collision and the difference in outcomes from having just one more second of following distance! Even if a collision is not avoided, that extra second can be the difference between a \$2500 bent bumper and a \$25,000-50,000+ injury accident. A 5 mph impact vs. a 45 mph impact. That is a huge difference and ICSA's safety programs expect at least that level of improvement. The slight adjustments you make to reduce your speed and increase your following distance are critical factors that can drive down the costs of any claims you may have. We thank all of you who monitor your safety score and constantly improve. Keep fighting complacency.

Understanding how the scoring system works and the four main types of alerts contributing to high safety scores can help you keep your score down and reduce your crash risk. SmartDrive Safety Scores are calculated

on a rolling 4-week average, *basically taking total points divided by 1000 miles driven.*

#### Top 4 Crash Related Alerts:

**Extreme Speed: (275 pts) Speeds over 80 mph for more than 60 seconds** will generate this alert. Truck tires are speed rated at 75 mph. Driving over 75 mph is unsafe driving. Speeding citations at +75 mph can result in compound citations. Drivers can be cited for unsafe operations and for speed.

**Exceed Max Fleet Speed: (275 pts) Speeds over 77 mph for more than 60 seconds** will generate a safety alert. Truck tires are only speed rated at 75 mph. A 2019 study found that 9.4% of fatal truck crashes involved a truck driver who had a prior speeding citation.

**Following Distance: (49, 175, 275 pts)** Following distance alerts are generated in three (3) levels of severity when your vehicle is closer than 3 seconds away for more than 3 seconds. (-3 sec, -2 sec, and -1 second or less are the triggers) At all levels, drivers have 3 seconds to extend their following distance to prevent generation of a safety alert.

**Mobile Phone - HANDHELD Device: (275 pts)** Use of a handheld device while driving is dangerous and contributes to many crashes. Citations can result in a fine of \$2500 to the driver and \$11,000 to the company that allows it. Using a handheld device while the vehicle is moving is not professional driving.

#### **US DOT Proposes Saliva Testing for Drugs**

In February, the US DOT proposed amending the transportation industry's drug testing program procedures regulation to allow oral fluid testing in lieu of urine testing. DOT said the move will "...give employers a choice that will help combat employee cheating on urine drug tests and provide a less intrusive means of achieving the safety goals of the program."

The measure comes as the number of drivers with drug infractions continues to climb at a break-neck pace. As of January 1, 2022, 81,052 professional drivers were in Prohibited Status with FMCSA's Drug and Alcohol Clearinghouse with a violation. A year later that number reached 120,345, and less than nine weeks ago was at 125,810.

Oral fluid collection mitigates reduces cheating since the test is administered face-to-face, usually with a sample collector swabbing inside the cheek of an applicant, and the DOT contends "adding oral fluid testing as an option is consistent with the careful balancing of an individual's right to privacy with the Department's strong interest in preserving transportation safety by deterring illicit drug use."

## New Study Shows Once Again Why Hair Testing for Drugs Is Superior

ICSA Platinum Membership requirements include hair testing drivers for drugs. Why? Because hair testing promotes safety, and it works! Here's more proof:

A recent study by the University of Central Arkansas compared more than 936,000 truck driver pre-employment urine and hair test results. The tests results were submitted by motor carrier members of The Trucking Alliance, who, like ICSA Platinum Members, utilize hair testing as well as the federally mandated urine tests. University researchers looked at drug test failures from both testing methods.

Result: Urinalysis failed to detect 90% of the drug use revealed by hair testing.

### Specifics:

- Hair testing detected opioid use at a rate 25 times greater than discovered by urinalysis.
- Cocaine was revealed by hair tests 23 times more often than by urine tests.
- Amphetamines/methamphetamines were found thirteen times as often.
- Marijuana was found five times more.
- PCP three times more.
- Ecstasy, though infrequent, was detected by hair testing 65 times as much as in urine tests.

Professional truck drivers are tested for each of these drugs because their presence in the driver's system can affect perception, muscle control, clear thinking and reaction time – that is, because these drugs can lead to unsafe driving. Recently, the U.S. Department of Transportation approved the use of oral fluids for drug testing, greatly facilitating immediate roadside tests in post-accident situations. Unfortunately, urinalysis and oral fluids testing only reveal drug use in the past one to three days. Hair testing can detect a pattern of drug use up to 90 days.

Highway safety and drug-free truck drivers go hand-in-hand. That's why ICSA supports the federal approval of hair testing. And that's why ICSA Platinum Membership includes hair testing as a requirement.



## FMCSA Requiring Company Owner's Driver License on Registration Forms

The Federal Motor Carrier Safety Administration has issued an alert that, effective immediately, a copy of a company officer's own driver's license must accompany the filing of [MCS-150/150B/150Cand/](#) or MCSA 5889 Forms.



FMCSA is taking this step to combat fraudulent applications. This new requirement is effective for each of the applications listed in the next column:

- The [MCS-150 form](#) is used to update a USDOT number. (Initial registration for a USDOT number must still be made through the [Unified Registration System](#) (URS)).
- The [MCS-150B form](#) combines the motor carrier identification report with the hazardous materials safety permit application.
- The [MCS-150C form](#) is for intermodal equipment provider (IEP) registrations and updates.
- The [MCSA-5889 form](#) can be used to submit requests for operating authority name and address changes, and also to request reinstatement of an operating authority.

ICSA reached out to the FMCSA Office of Registration for clarity: The agency is not requesting a copy of everyone's driver's license on the company payroll! Only one driver's license copy is needed, from one of the company principals listed as "sole proprietor, partners or officers" on these forms. That is, from someone with authority to make decisions for the company.

Fraud is a real threat in trucking, with annual losses of over \$1 billion reported from activities such as double-brokering and cargo theft by criminals impersonating legitimate truckers and brokers. Some of that fraudulent activity grew out of falsified applications to FMCSA for motor carrier or broker authority and USDOT numbers. Now FMCSA seeks to ensure that the companies filing registration forms are who they say they are.

## CVSA's Brake Safety Week Scheduled Aug. 20-26

ICSA members need to plan for Brake Safety Week coming up in just three weeks' time. The emphasis for Commercial Vehicle Safety Alliance (CVSA) special enforcement will be brake lining/pad violations.

During Brake Safety Week, commercial motor vehicle inspectors highlight the importance of brake systems by conducting inspections of their components and removing commercial motor vehicles found to have brake-related out-of-service violations from our roadways until those violations are corrected. Such out of service actions affect a carrier's safety rating.

Throughout Brake Safety Week, CVSA-certified inspectors will conduct their usual inspections; however, in addition, they will be reporting brake-related inspection and violation data to the Alliance. CVSA will compile that data and publish a press release afterward with the results.

When inspectors conduct the brake portion of a Level I or Level V Inspection, they will:

- Check for missing, non-functioning, loose or cracked parts.
- Check for contaminated, worn, cracked and missing linings or pads.
- Check for S-cam flipover.
- Listen for audible air leaks around brake components and lines.
- Check that slack adjusters are the same length (from center of S-cam to center of clevis pin) and the air chambers on each axle are the same size.
- Ensure the brake system maintains air pressure between 90-100 psi (620-690 kPa) and measure pushrod travel.
- Inspect for non-manufactured holes (e.g., rust holes, holes created by rubbing or friction, etc.) and broken springs in the spring brake housing section of the parking brake.
- Inspect required brake system warning devices, such as anti-lock braking system (ABS) malfunction lamp(s) and low air-pressure warning devices.
- Inspect the tractor protection system, including the bleed back system on the trailer.
- Ensure the breakaway system is operable on the trailer.

Brake safety awareness, education and outreach are major elements of the Brake Safety Week campaign. CVSA has outlined the brake-system inspection procedure (noted above) so that drivers and motor carriers know exactly what inspectors will be checking during roadside inspections. This transparency aims to remind drivers and motor carriers to take proactive steps to

ensure their commercial motor vehicles are safe and compliant with Federal Motor Carrier Safety Regulations. Improperly installed or poorly maintained brake systems can reduce the braking capacity and stopping distance of trucks or buses, which poses a serious safety risk.

- Check CVSA's [vehicle inspection checklist](#) for details on the brake portion of a Level I and Level V Inspection.
- Download our [2023 Brake Safety Week flyer](#) for 10 tips on keeping your brake lining/pad healthy.
- View the [inspection procedures](#).
- View previous brake-safety campaign [results](#).
- Check the latest [inspection bulletins](#). Currently, there are eight in the brakes category. Inspection bulletins provide important information to augment the existing inspection program.

CVSA's [Operation Airbrake Program](#) is dedicated to improving commercial vehicle brake safety throughout North America. The goal is to reduce the number of highway crashes caused by faulty braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, owner-operators and others on the importance of proper brake inspection, maintenance and operation.

## Two ATRI Research Priorities Draw ICSA Support

ICSA values any valid research that benefits the trucking industry, but two upcoming ATRI studies are of particular interest to ICSA and its members. ATRI – the American Transportation Research Institute – is the principal research arm of American Trucking Associations, Inc. and receives support from many industry organizations, including ICSA. The two upcoming studies of interest are 1) expanding truck parking at public rest areas and 2) the cost of driver detention.

Professional drivers consistently rank the lack of available truck parking as a top concern. The planned research will examine drivers' needs by using data provided by drivers themselves to develop best practices and identify strategies to expand truck parking capacity at public rest areas.

Drivers and motor carriers consistently rank driver detention at customer facilities as an ongoing industry concern. ATRI says this research is being supported by shipper groups and will include quantitative data collection to identify detention impacts, costs and strategies for minimizing detention.

ICSA will bring you the results of these studies when they are released.



## Will You Be Ready for Electronic Truck Inspections? - Part 1

The following article has been adapted from PrePass Safety Alliance's monthly carrier newsletter. We are grateful to PrePass for allowing ICSA to share its overview of this critical topic. This is Part 1; we will provide Part 2 in the next Landing Gear Issue.



For nearly a decade, FMCSA and state commercial enforcement agencies have been pushing for a system of on-road inspections that will capture far more commercial vehicles than today's random inspection system. The push for thorough pre-trip and wireless roadside inspections has intensified over the past year, ushering in a new era for truck inspections.

To comply with these new commercial vehicle regulations, carriers will likely need to install devices that can transmit information to roadside enforcement on the condition and identity of the truck and driver.

How motor carriers will transmit driver and truck data remains unclear but could explain the recent Federal Motor Carrier Safety Administration (FMCSA) request for comments on Universal Identification, known as UID. In that request, FMCSA sought input on how to broadcast sensitive information, how much it will cost, and what information will be required.

*What is UID? How does it relate to wireless inspection?*

UID, otherwise known as Electronic Identification or Unique Electronic Identification, comprises the quick transmission and recognition of a truck as it moves down the highway. Roadside enforcement uses this electronically transmitted information to make screening and inspection decisions.

The concept has been discussed since 2010 when the Commercial Vehicle Safety Alliance (CVSA) first petitioned the FMCSA for a rulemaking on UID. In 2013, FMCSA denied CVSA's request. But in 2015, FMCSA reversed its decision and said it would consider UID.

In September 2021, the trek toward UID became

more formal when it was introduced in the Infrastructure, Investment, and Jobs Act (IIAJ). FMCSA then issued an Advance Notice Proposed Rulemaking (ANPRM) for UIDs.

A large group of stakeholders, including CVSA, truck manufacturers, trucking associations, and others provided input on the idea. Those parties agreed that any universal electronic vehicle identifier should be limited to a single point of data, such as the vehicle identification number. They made clear that UID based on a single point of data must:

- Identify the vehicle for compliance, inspection, or enforcement purposes;
- Not transmit personally identifiable information (PII) regarding operators; and
- Not create an undue cost burden for operators and carriers

However, these requirements did not make it into the final IIAJ legislation, leaving UID interpretation up for grabs. Now it seems some want it to go beyond UID and make it part of CVSA Standard Level VIII Electronic Inspection.



## JOIN NOW

ICSA was formed to provide independent contractors and small carriers with safety tools, safety education, a range of services and critical information they need to be a part of improving safety on our highways. Click [here](#) to join.

## VISIT OUR WEBSITE

[Visit our website](#) to learn more about our team and services.