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ICSA Veterans Honored by National Industry Group

ICSA partners with Trucking Moves America Forward (TMAF), an organization whose mission is to create a positive image for the industry, to ensure that policy-makers and the public understand the importance of the trucking industry to the economy, and to build the political and grassroots support necessary to strengthen and grow the industry in the future. This month TMAF spotlighted two ICSA members who are retired veterans now giving their all in the trucking industry.

Dr. DeAngelo Richardson served in the Army for five years beginning in 2011. He worked with hazmat, drove fuel tankers, and worked with aircraft before he was deployed. After retiring from the military, he worked for the State of Tennessee in many departments, par-



ticularly labor and workforce development. DeAngelo says that all his occupational experience prepared him for his current role as the leader of Platinum Group where he manages three trucks and five employees. You can read the rest of his story [here](#).



Tony Smith, owner of Waterpost Logistics, served in the Navy for five years, three in Washington D.C. and two on a ship out of Norfolk, VA. He claims the greatest thing

he learned in the military was teamwork. After retiring from the Navy, Tony worked for 22 years at the water department, but trucking was in his blood as his father drove a truck for 50 years. Tony did his research, worked double shifts and saved money to get his CDL and buy a truck. He now manages three trucks and two drivers. You can read the rest of his story [here](#).

Thank you DeAngelo and Tony, for your service to our country! And thank you to TMAF for spotlighting our members.

Member Enrollment Opens Dec. 1 in New Voluntary Benefits Program

If you missed ICSA's webinar covering our new voluntary benefits program, you can review the [webinar](#) or the [slide deck](#) for more details about services you need prior to enrollment. The Voluntary Benefits Association (VBA) is ICSA's newest partner offering additional member benefits that include Health, Life, Dental, Vision and Pet Insurance, along with Identity Protection and more.

Members can choose from several different options offering a variety of coverage. Enrollment for ICSA's members will start December 1. We are excited as an organization to partner with VBA to give members and their families options for coverages at an affordable cost. These coverages also can be extended to ICSA members' drivers and employees. Access to VBA benefits is included as part of membership in ICSA.



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COACHING CORNER

Gear Up for Safe Winter Driving

By Mike Hitchcock

ICSA Senior Safety Advisor



Weather experts are already forecasting some nasty winter weather in some parts of the country. Driving in wintry weather is tricky for even the most experienced driver. Drivers must constantly analyze conditions and adjust to them, but “conditions” include more than just the weather. Factors such as the condition of the tires, tire inflation, load weight, and weight distribution affect how a heavy; truck will behave in winter weather.

Experienced drivers must constantly fight complacency. Just because a driver has never been in a weather-related accident does NOT mean he or she is practicing safe driving habits. The speed that a driver feels is safe may only be a coincidence. Every year we see jackknife and rollover accidents where the driver says he/she was driving at the same particular speed in bad weather that they always do and have never had a problem, until now!

The smart decision is for drivers to refrain from driving at what they feel is the maximum speed at which they can safely control the vehicle. Experience has shown that backing off a little from the speed limit can go a long way toward preventing a crash. Here are six safety factors drivers need to remember in wintry weather conditions:

1. The key to avoiding a weather-related accident is leaving enough TIME and SPACE to react. Slow down and back off! Never get in a rush in bad weather.
2. Keep the 5th wheel greased so that it can turn easily in slippery conditions. This will reduce the chance of a jackknife.
3. Keep extra food and blankets on board. Know the weather ahead on the route and have several contingency plans for places to stop and wait out the storm if needed. Drivers can find up-to-the-minute weather conditions anywhere in the country on ICSA’s website at www.safecarriers.org by clicking on the link that says Check Current Weather Conditions.
4. Avoid bobtailing or deadheading in slippery conditions.
5. Good traction helps avoid weather-related crashes. Don’t be afraid to put on one or two chains even when they aren’t required. Make sure chains are repaired and in usable condition before they are

needed. Know how to chain up if necessary.

6. Drivers who are not experienced with winter driving are encouraged to go to the online courses in FirstGear provided to ICSA members and their drivers. Included in your ICSA membership login is a winter driving course and a chaining course with excellent information.

Drivers will pick up many other tips as they gain experience driving in winter conditions. A smart driver should be a little nervous and totally focused on the task of driving in any bad weather. A successful, professional driver is a cautious driver. Get there safely even if the load is picked up or delivered late.

Freight Recession? Blame the Imbalance of Supply and Demand

A recent report from FreightWaves Daily (FW) does much to explain the current freight market and operating environment, citing the imbalance of supply and demand as the root cause.

According to FW, freight volumes are at some of the highest levels so far in 2023, up 16% over 2019 pre-pandemic levels. However, truckload capacity far exceeds the freight available to haul. Since 2018, FW has measured truckload volumes in relation to capacity through a proprietary index showing the number of truckload orders rejected during the prior week. Since 2018, the proportion of rejected loads has ranged from 2.5% to 30%. Rejected loads are low when there is overcapacity and high when there’s a shortage of trucking capacity. Currently, only 3.5% of loads were rejected, which is low by historical standards.

Trucking companies as well as single-truck operators reject a percentage of loads every day for a variety of reasons in response to orders from shippers of all kinds — retailers, manufacturers and industrial firms. FW’s data is focused on the overall trucking market, not what takes place at individual companies. The article does acknowledge that bankruptcies, closures and downsizings have been occurring across the industry for more than a year and a half. Despite these changes which would seem to remove excess capacity from the market, overcapacity still remains the primary cause of the imbalance between freight and available trucks. FW concludes that, while freight volumes are more robust than would be expected had there been a sharp economic recession, the softness in freight is a capacity issue, not a demand issue.

(Adapted from FreightWaves Daily)

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Cargo Thefts Jump 59% Over 2022

Food and Beverage, Household Goods Top Targets

Last week CargoNet reported 692 separate thefts in third quarter 2023 in the U.S. and Canada, an increase of 59% over the same quarter in 2022. The value of the stolen freight totaled over \$31 million. Much of the increase was due to strategic cargo thefts in which thieves use stolen carrier and broker identities to obtain freight and misdirect it from the intended receiver so they can steal it.

According to CargoNet, strategic cargo theft events increased 430% year-over-year, while thefts of full trailers increased 4%. Reported thefts increased in every event category. Documented strategic cargo theft events increased 430% year-over-year, and theft of a loaded conveyance such as a full trailer increased 4% year-over-year. Top states for this type of theft were California, Texas, Florida, Georgia and Illinois.

One of the best ways to protect your company from cargo theft is to become aware of the various methods used by thieves, the type(s) of cargo most targeted, likely locations for theft and education of your drivers. Theft activity also picks up around the holidays.

CargoNet noted that thieves are also targeting a wider range of commodities, including truckload shipments of metals, such as copper, brass and aluminum; apparel, especially officially licensed sports apparel; and shipments of personal care and beauty products.

“Strategic cargo theft groups continue to pioneer new methods of strategic cargo theft that seek to evade common compliance practices used by logistics brokers,” CargoNet said in a press release.

A common practice occurs when thieves defraud small motor carriers or owner-operators with intent to hijack their accounts or convince them to solicit shipments from brokers on their behalf. Both strategies are more likely to succeed with brokers and carriers that fail to verify identities prior to tendering a load.

CargoNet anticipates that strategic cargo theft will remain at unprecedented levels of activity throughout the fourth quarter, noting also that strategic cargo theft rings have picked up activity around holiday periods.

Trucking Groups Sue CA Air Resources Board Over Clean Truck Rule - CARB Workshops Dec. 5 and 18

Multiple lawsuits against the California Air Resources [Board's Advanced Clean Fleets](#) (ACT) regulation. ICSA has reported on these rules and provided its members a webinar covering the [requirements](#), which will affect every truck operating in California, not just those domiciled there.

[California Trucking Association](#) has filed a federal lawsuit to block enforcement of the regulations that would require motor carriers operating in the state to transition their trucks to zero-emission vehicles beginning as soon as next year. CTA's lawsuit asks the federal court to grant a preliminary and permanent injunction barring CARB from implementing or enforcing the regulation "in any way".

In addition, the Western States Trucking Association (WSTA) has also filed two lawsuits challenging CARB's ACT rule and [Advanced Clean Fleets](#) (ACF) rule. WSTA's challenge attacks the [U.S. Environmental Protection Agency's decision](#) in April to allow CARB to implement the ACT rule.

In case ICSA members think this is just a "California problem" you should note that an ACT rule or its equivalent has since been adopted by seven other states -- Colorado, Maryland, Massachusetts, New Jersey, New York, Oregon and Washington.

CARB invites fleet owners and single-truck operators to participate in one of two public reporting training webinars on the new Clean Truck Check-Vehicle Inspection System (CTC-VIS) reporting database. A session on December 5, 2023, will be hosted in Spanish. The December 18 sessions will be hosted in English.

A recorded reporting training webinar and seven reporting training module videos are already posted on the Clean Truck Check Page for Database Reporting information. CARB highly recommends watching one or more of these recordings prior to registering for one of the webinars below to determine if attending an upcoming webinar is necessary. Members who have any compliance questions may email hdim@arb.ca.gov.

CVSA Supporting Beyond Compliance

The Commercial Vehicle Safety Alliance (CVSA) recently sent the Federal Motor Carrier Safety Administration (FMCSA) a letter in support of establishing a Beyond Compliance program. ICSA has been vocal in its support of Beyond Compliance and is part of an industry working group pushing for this program.



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The concept of the program would be for the agency to recognize motor carriers for safe practices that go beyond mere compliance with federal safety regulations. Such a program could recognize those many ICSA members who have taken additional steps to ensure not only compliance but have established a higher safety culture within their companies. ICSA will keep you informed on progress to establish a Beyond Compliance program.