



### Speed Limiter Debate Renewed

In 2016, FMCSA and the National Highway Traffic Safety Administration (NHTSA) issued a joint notice of proposed rulemaking to mandate speed control devices on trucks. When President Trump took office in 2017, the administration scrapped the regulatory mandate and speed limiters have been on the back-burner—until now.

Under President Biden's administration, speed limiters may well be under consideration again, with a number of organizations writing to DOT Secretary Pete Buttigieg to indicate their support.



These groups cited a bill introduced in Congress in late 2019 calling for maximum speeds to be set at 65 mph, with a 70 mph option if certain safety technologies, such as an adaptive cruise control system and an automatic emergency braking system, were also in use.

While the proposed rulemaking would require speed limiters only on new trucks, veteran DOT watchers say it wouldn't be surprising to see retrofitting mandated down the road.

This is the type of issue that ICSA monitors very closely, and will keep its members informed.

### ICSA Annual Membership Meeting

**10 AM Thursday, March 25, 2021**

**7500 W. Madison Ave., Tolleson, AZ**

(HQ of AZ Trucking Association)

Members received their official notice and agenda early this week, along with a request for approval of a nominee for ICSA's Board of Directors. Please remember to respond to the nomination by hitting "reply" and entering "approved."

If you plan to attend the meeting remotely, you must contact Executive Director Karen Rasmussen no later than 5 PM Pacific Time, Tuesday, March 23, to receive call-in instructions.

([Karen.rasmussen@safecarriers.org](mailto:Karen.rasmussen@safecarriers.org))

### Lights Out May Trigger Broader Inspections

Experienced truckers know that lighting violations can quickly lead to in-depth roadside inspections. Officers tell us that drivers who neglect their lights often have other, less obvious maintenance violations. So they dig deeper and, whether they find anything or not, drivers lose 45 minutes or more of driving time.

The officers we've worked with really don't like to cut into drivers' productive time, yet they have to do their jobs. So mind your lights. Deliver your loads on time. Arrive home with time to spare!

**March 20<sup>th</sup>**  
**is**  
**SLEEP APNEA**  
**AWARENESS**  
**DAY**

**Learn the signs**  
**Know the symptoms**  
**Get Help today!**

 **sleepapnea.org**  
American Sleep Apnea Association

## Coaching Corner

By Mike Hitchcock  
ICSA Safety Consultant

### **Compliance Assistance at Large Fleet Pricing**



Safety compliance is critical to the success of your business! Why do I say this? Well, ask a Montana-based motor carrier who was ordered by FMCSA to immediately cease operations after investigators labeled them an “imminent hazard” to the public. The fleet likely appeared on the surface to be as safe as any other motor carrier, but had widespread violations of numerous federal safety regulations, including:

- 1. No systematic vehicle inspection, repair and maintenance program**
- 2. Failure to ensure that only qualified CDL drivers operated on public roadways**
- 3. Failure to implement an alcohol and controlled substances testing program**
- 4. Failure to comply with hours-of-service (HOS) limitations to prevent fatigued driving**

The carrier’s lack of acceptable safety compliance significantly increased the likelihood of one of its trucks and/or drivers causing serious injury or death if not shut down immediately, FMCSA said. As a result, this motor carrier faces civil penalties of up to \$27,813 for each violation of the out-of-service order, may also be assessed civil penalties of no less than \$11,125 for providing transportation services without federal operating authority and may be assessed up to \$15,691 for operating without required USDOT registration.

Moreover, If these violations are determined to be willful, criminal penalties could also be imposed of up to \$25,000 and as much as one year imprisonment!

ICSA membership helps you ensure your compliance in several ways:

- **Our Maintenance partners can do your annual vehicle inspections to keep your equipment safe and in compliance, at discounted rates to reduce your costs and get you back on the road quickly.**
- **Another vendor can monitor expirations of your CDLs, driver physicals and annual MVRs at costs similar to those of large fleets.**
- **Our approved drug consortium will keep you compliant for pre-employment, random and post-accident Drug and Alcohol testing.**

### **Compliance Assistance (cont’d)**

- **Monitoring your SmartDrive (dashcams) safety score and effectively coaching yourself or your drivers can eliminate patterns of unsafe behavior and reduce your chances of serious crashes and injuries. ICSA fleet discounts reduce your costs for SmartDrive too!**

Have safety questions? Call me at 602.606.6565 or email me at [mike.hitchcock@safecarriers.org](mailto:mike.hitchcock@safecarriers.org) for assistance.

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## 2020 Vehicle Miles Dropped 13%

### **Yet highway fatalities increased 8%**

We at ICSA tend to be a little bit geeky about data, so when we saw the preliminary 2020 crash statistics from National Safety Council (NSC), we were doing a bit of head-scratching.

Here’s why: NSC says motor vehicle-related deaths during 2020 were the highest they have been in 13 years despite a 13% drop in the number of miles driven from 2019. In raw data, vehicle miles traveled dropped from 3.26 billion in 2019 to 2.83 trillion in 2020.

An estimated 42,060 people died in highway crashes in 2020, compared to 39,107 deaths in 2019. That’s the highest number of fatalities since 2007, when 43,945 people died from injuries suffered in traffic crashes. The biggest cause: excess speed. One state reported that its troopers had written 1,068 speeding tickets in 2020, compared to just over 500 in 2019.

NSC President Lorraine Martin lamented the fact that “we took cars off the road but experienced no improvement in highway safety,” and pointed to “a lack of an effective roadway safety culture” as a principal cause for the surprising and dramatic increase in highway fatalities during the pandemic.



Even worse, a number of states had more than a 15% increase in crash deaths. This list includes Arkansas, Connecticut, District of Columbia, Georgia, Mississippi, Rhode Island, South Dakota and Vermont. Conversely, Delaware, Idaho, Maine, Nebraska, New Mexico, North Dakota and Wyoming all experienced a reduction in crashes and deaths, along with Alaska and Hawaii.

The release of trucking-specific crash data is pending and ICSA will report on that information after we’ve had time to analyze it. Meanwhile, considering that pandemic drivers are behaving badly, exercise extreme caution when around other highway users, and stay safe out there!