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### ICSA Exploring New Insurance Partnerships

*Members need to keep current on camera/telematics fees*

ICSA members still insured through ICSA's Group Insurance Program will be happy to hear that we are close to finalizing new insurance partnerships. While we don't know exactly when the new partnerships will be announced or become effective, we want to again stress the importance of paying January invoices for camera subscriptions and telematics fees, and to do so each month when received.

Except for members who have been paying their camera subscription fees directly to ICSA, most members have paid camera subscriptions as part of their insurance premiums billed by Mohave Transportation Insurance. This fee must now be paid directly to ICSA if members are to maintain access to the data and videos produced by their camera systems. Failure to pay the subscription fee will require ICSA to cancel access to the system.

Secondly, the modest new telematics fee allows ICSA's third-party data integrator to collect and normalize critical safety data from four different camera systems and members' ELDs. This fee also must be paid directly to ICSA to maintain status as viable members whose operations and attention to safety will make them more attractive to new insurers.

We appreciate and value our members who have remained in good standing since they joined. We are excited about the future and hope that all members will be around to take advantage of new services, including truck insurance.

### Trucking Economy is Looking Better

*Execs Say Signs Looking Up*

According to several recent industry articles, trucking executives see the freight market rebounding this year. Given the recent and still somewhat current downturn in the number of loads and the increase in the number of carriers willing to carry those loads, this news is welcome to our industry.

For example, CH Robinson Worldwide CEO Dave Bozeman said that a recovery will begin in the second half of 2024. With the increase in loads, Bozeman suggests that an increase in rates could occur at the same time. Another factor is capacity leaving the market, such as the bankruptcy of Yellow Corp. and other carriers going out of business.

Brad Hicks, the SVP of People and President of Highway Services for JB Hunt, also pointed to the likelihood of rates increasing but wasn't able to point to a timetable. On the other hand, Werner CEO and Chairman Derek Leathers pointed to the second quarter for when spot freight rates would improve and the second half of the year when contract rates would improve.

Obviously, the last couple of years have been tough in the trucking industry as the economy has gone down significantly from the heights it achieved during and soon after the pandemic. But as with most everything in life, what goes down must come up. Certainly, this news is welcome for ICSA members who have faced difficult times in the trucking business.



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## COACHING CORNER

### Tried and True Safe Driving Tips

By Mike Hitchcock

Member, ICSA Board of Directors



According to the Federal Motor Carrier Safety Administration (FMCSA), even the most well-trained, safety-conscious commercial truck driver engages in driving behaviors that could lead to a crash on today's crowded highways. Weather conditions or road conditions change and suddenly obeying the speed limit becomes "driving too fast for conditions". Impaired performance because of fatigue, inattention or daydreaming, or an unexpected distraction can all lead to a truck crash. Maintaining a safe following distance is always a factor. As a professional driver, you likely already know this and know how important it is to fight complacency.

**Following Distance:** Have you ever felt like giving extra following distance was a waste of time? Four-wheelers just cut in front of you when you give them the space - and you end up dropping back and losing time? Well, it may feel that way; however, the Smith System Defensive Driving course recommends that professional drivers stay behind the "pack". In other words, don't fight for territory or to lead the pack. The simple solution to this dilemma is to drive one or two miles per hour slower than traffic. That is all there is to it! When vehicles move into your "following distance" space, you don't need to react. You are already going slower than they are and increasing your following distance as you go. In two or three seconds you again have a safe following distance.

**Seat Belts:** Nationally we are seeing an increase in warnings and citations for failing to wear a seat belt while operating a commercial vehicle. If you're a good driver with the knowledge, skills, and abilities (KSAs) needed to control your vehicle, then it becomes incredibly important that you are held in place to use those KSAs. If you're not wearing your seat belt, you'll use your legs and arms to brace yourself firmly in place behind the wheel and you'll no longer be able to control the vehicle.

And let's face it: study after study has proven that seat belts reduce injuries in most cases. Less serious injuries means a faster recovery and lower medical and workers comp costs if you are a fleet owner. If you wear your seat belt, you'll be less likely to crash, the crashes you do get in will be less severe on average, and you'll be less likely to sustain life-threatening injuries or die in a crash.

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In addition to the great safety videos available to ICSA members on our website, FMCSA has also developed some useful training materials - including videos. These materials were developed to raise the consciousness of commercial drivers about common driving errors and to provide valuable driving tips through an easily accessible tool, the Internet. Fleet safety managers can also use these Web pages for their driver training programs. These tips offer preventive measures that CMV drivers can take to help avoid crashes.

The driving tips, ideas, and suggestions on FMCSA's Web pages are supported with real-world video clips (25 to 30-second video clips) recorded in a naturalistic (open roadway, non-test track) driving study conducted by the Virginia Tech Transportation Institute (VTTI), one of our nation's most respected transportation research organizations.

Click on any of the categories below to find driving tips, interesting facts, video clips, a video description, and the training exercise questions.

#### Driving Tips Videos from FMCSA:

- [Failure to Buckle Up](#)
- [Too Fast for Conditions](#)
- [Unfamiliar Roadway](#)
- [Inadequate Surveillance](#)
- [Driver Fatigue](#)
- [Driver Distraction](#)
- [Following Too Closely](#)
- [Inadequate Invasive Action](#)



#### Recent ICSA Actions

ICSA recently filed Comments on [California Meal & Rest Break](#) as well as on [FMCSA's Proposed New CDL Testing Rules](#). Click on the links to review.

ICSA has also updated its white paper on the "Clean Truck Program" administered by the California Air Resources Board. It is filed under the Resources tab on the website [www.safecarriers.org](http://www.safecarriers.org).



## Commercial Vehicle Safety Alliance (CVSA)

### Announces Roadcheck 2024

International Truck Enforcement Event May 14-16



But it's only February, you say! Yes, that's correct, but ICSA wants to give its members ample time to prepare for this three-day high-visibility, high-volume commercial motor vehicle inspection event held every year in Canada, Mexico and the United States.

CVSA-certified law enforcement personnel from federal and state agencies will inspect commercial motor vehicles and drivers at weigh/inspection stations, temporary sites such as rest areas, and with mobile patrols to verify compliance with federal, state, provincial or territorial regulations. Last year U.S. inspectors conducted 53,847 Level I, II and III Inspections resulting in 15,932 vehicle, 5,020 driver, and 205 hazardous material out-of-service violations found.

Each year, International Roadcheck places special emphasis on a category of violations. This year, officers will focus on [two areas](#) – tractor protection systems and alcohol and controlled substance possession.

CVSA said controlled substance and alcohol possession/use remains a significant concern for motor carriers, drivers and the general public. The number of prohibited drivers listed in the [U.S. Drug and Alcohol Clearinghouse \(DACH\)](#) has been increasing. This alarming trend not only poses a threat to all motorists who travel on North American roads but also can harm your company's safety record and its profitability. If you are an ICSA carrier that has not adopted its Zero Tolerance Drug & Alcohol Policy, do so immediately. You will find it on your dashboard behind your member login.

In addition to establishing and enforcing clear policies on drug and alcohol use in the workplace, this year's International Roadcheck also will serve as a reminder to motor carriers to regularly query the Drug & Alcohol Clearing House (DACH) to ensure their drivers are not in prohibited status. Commercial motor vehicle drivers are reminded to adhere to their company's policies and to not possess, use or be under the influence

of alcohol or controlled substances while on duty.

Next month we will focus on tractor protection systems and what Roadcheck officers will be looking for.

## New Jersey Says Truckers Must Carry More Insurance

*New Minimum in the State is \$1.5 Million*

After being held up for most of a year, the New Jersey Legislature has passed a law requiring operators of heavy trucks to carry a minimum \$1.5 million in liability insurance, which is double the current federal minimum insurance requirement of \$750,000.

Under the new law, the owner or registered owner of a commercial motor vehicle weighing more than 26,000 lbs. GVW will be required to maintain motor vehicle liability insurance coverage of at least \$1.5 million to insure against loss resulting from liability incurred in any crash that causes bodily injury, death and/or property damage.

ICSA, in cooperation with its partner insurance providers, will determine soon how the new law will affect ICSA members based in New Jersey as well as its application to non-domiciled carriers merely traveling through or picking up and delivery freight in the state. The law does not specifically say whether it covers only New Jersey-based carriers. The law would likely be challenged in court if the state tries to apply the requirement to non-domiciled carriers based elsewhere. For additional background and comments on the law from various trucking groups, read on.

The current FMCSA standard requires carriers to maintain a minimum of \$750,000 in liability insurance. This threshold has been in place since 1985, and although the agency has occasionally discussed raising the insurance minimum requirement, it concluded in a [2022 report](#) could not find the justification to do so. "In order for FMCSA to adequately assess whether the financial responsibility requirements should be changed, the agency would need access to more detailed information from the insurance industry, including anonymized claims data," the report said.

And while there are clear indications that litigation jury verdicts and settlements are on the rise, a 2013 study conducted by the Volpe National Transportation Systems Center concluded that "catastrophic motor carrier crashes are relatively rare," a fact cited in the FMCSA report.

The law has faced strong opposition from such trade groups as [American Trucking Associations](#), the [New Jersey Motor Truck Association](#), the [Truck Renting and Leasing Association \(TRALA\)](#), the [New Jersey Warehouse and Movers Association](#), and others.

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“Any increase in these minimum insurance levels will lead to a dramatic increase in insurance premiums for all trucking companies,” TRALA wrote in a letter last month to the bill’s lead sponsor, a Democrat. “FMCSA has set the national standards of interstate commerce based on a series of studies and statistics that find that over 99% of all accidents are covered by the \$750,000 minimum,” the letter said.



### New Jersey Site of Most Congested Trucking Bottleneck

Traveling from New Jersey into New York City remains one of the most difficult things a professional driver can do. That’s because the intersection of Interstate 95 and State Route 4 in Lee, New Jersey is the most congested trucking bottleneck of any of the 100 identified by the American Transportation Research Institute (ATRI).

This intersection has been named most congested for the sixth year in a row. Other locales listed in ATRI’s annual list highlighting the worst trucking bottlenecks in the U.S. are shown below. To find out the remaining most congested areas, continue reading below:

2. Chicago: I-294 at I-290/I-88
3. Chicago: I-55
4. Houston: I-45 at I-69/US 59
5. Atlanta: I-285 at I-85 (North)
6. Atlanta: I-20 at I-295 (West)
7. Los Angeles: SR 60 at SR 57
8. Houston: I-10 at I-45
9. Atlanta: I-285 at SR 400
10. Nashville: I-24/I-40 at I-440 (East)

Texas leads all states with the largest number of trucking bottlenecks with 13. Georgia follows with nine, California has eight, Tennessee has seven, and Illinois and Washington each have six.

The 2024 Top Truck Bottleneck List measures the level of truck-involved congestion at over 325 locations

on the national highway system. The analysis, based on what ATRI said is an extensive database of freight truck GPS data, uses several customized software applications and analysis methods, along with terabytes of data from thousands of trucking operations to produce a congestion impact ranking for each location. The bottleneck locations detailed in this latest ATRI list represent the top 100 congested locations from the more than 325 freight-critical locations continuously monitored by ATRI.

For access to the full report, including detailed information on each of the 100 top congested locations, please visit [ATRI’s website here](https://www.truckingresearch.org).

