



*Happy Holidays and
Best Wishes for a Safe
and Profitable New Year*

From your friends at



January is National Human Trafficking Awareness Month

In 2023, ICSA will once again support Truckers Against Trafficking by encouraging our members and their drivers and other personnel to take online TAT training and learn how to spot and report suspected human trafficking.



Why truckers? Read the guest blog by TAT Executive Director Esther Goetsch below to understand the impact truckers have had on combating human trafficking.

Starting January 2, go to safecarriers.org for a link to the TAT website. Take the training and get certified. Everyone who gets trained will receive an ICSA hat bearing our brand-new logo.

ATRI Asks Truckers to Share Predatory Towing Experiences

Have you ever been the victim of predatory towing? If so, here's your chance to help shed light on the impact of predatory towing practices in the trucking industry, via a survey being conducted by American Transportation Research Institute (ATRI).

ATRI defines "predatory towing" as any incident in which a tow truck operator blatantly overcharges for

services, illegally seizes a carrier's truck or cargo, damages the vehicle or the cargo by use of improper equipment, or withholds release of a truck and/or cargo.

ICSA members who have experienced predatory towing are encouraged to complete the survey.

The short survey asks fleets to share which types of predatory towing they have dealt with most frequently, what fees or delays they consider predatory, and in which states they have encountered predatory tows. ATRI also seeks participants for a second round of more detailed data collection that will allow researchers to quantify the frequency and operational impact of each type of predatory event. All data collected will be kept completely confidential.

"ICSA members can help build the case for stronger enforcement of towing regulations by participating in this survey," said Karen Rasmussen, ICSA's Executive Director and former chair of ATRI's Research Advisory Committee. "By sharing their experiences, ICSA members can help answer these questions and outline potential solutions," she said.



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COACHING CORNER

Event Recorders Save \$ on Fuel and Maintenance Costs

By Mike Hitchcock

ICSA Senior Safety Advisor



By now, everyone should know that event recorders help reduce the severity and frequency of crashes and protect carriers from false claims. You should also know that Event Recorders (front-facing cameras) can save you significantly on fuel and maintenance costs. Consider these benefits:

Following too closely: After many thousands of miles of driving it's easy for professional drivers to become comfortable with a two-second following distance. However, following this closely requires the driver to constantly switch between braking and accelerating. When I was an active CDL driver, I used to think in terms of actual cost every time I hit the brakes to adjust my speed. I also realized that every time I hit the brakes, I followed the braking by adding throttle to get back up to speed. In both cases, I was adding needless wear and tear to the brake pads and wasting at least a quarter of a gallon of diesel. In addition to increasing the risk of a crash by following too closely, constant braking and acceleration are adding to your maintenance and fuel costs.

Most defensive driving courses teach drivers to add following distance of more than four (4) seconds and to run at the back of the pack. That practice saves fuel and brakes, much like adaptive cruise control. Try adding another second to your following distance and see how much more relaxed your day goes. You'll save money and won't work as hard.

Control your speed: One equipment manufacturer of class 8 trucks will tell you that fuel consumption for speeds over 55 mph averages at least 1/10 of a gallon more for every 2 mph over 55. Increasing speed over 67 mph can increase your fuel consumption by 1/4 of a gallon per mile for every 2 mph of increased speed! That's HUGE. Cruise control can help save you money, but not if you set your speed too high. And an event recorder can let you know if your driver is driving at speeds too high for conditions.

Your event recorder, as well as other safety equipment on your truck, is there to protect you, your safety and your bottom line. Monitoring events and alerts daily will make good drivers even better. These events and alerts are yours to manage. No one has a perfect record and that's not what event recorders are used for. Using event recorders can help you fight com-

placency, improve performance and add to your bottom line while reducing losses.

I encourage each of you to reach out and complete the event recorder training and know your system. Log in to the [SmartDrive eLearning Portal](#) and take the training and use password: SDResources. If you have questions after completing the training, please reach out to your regional Safety Consultant.

Bi-Partisan Senate Bill Aims to Expand Truck Parking

A Wyoming Republican and an Arizona Democrat have introduced a bill in the U.S. Senate that would authorize \$755 million over five years to build additional truck parking facilities. [Senate bill 5169](#) would cover construction of truck parking spaces at rest areas and weigh stations along highways but also would cover expansion of parking adjacent to truck stops and travel plazas, including parking located at publicly owned freight facilities such as port terminals. S. 5169 is a companion bill to House Resolution 2187, which was approved in July by the House Transportation & Infrastructure Committee.

In the Fight Against Human Trafficking, Why Truckers?

Guest Blog by Esther Goetsch, Executive Director Truckers Against Trafficking (TAT)

Did you know that human trafficking not only affects 50 million people globally but has been recorded in all 50 states? In the United States alone, the number of victims annually is estimated in the hundreds of thousands, with traffickers recruiting out of our schools, online, in shopping malls, as well as the streets and other locations.

Because traffickers look for vulnerabilities, they frequently target children, using their hopes, dreams, immaturities, fears and disappointments as weapons to exploit their bodies for profit. And while anyone could be susceptible to the forceful and manipulative methods traffickers use, children who are in foster care — or young adults who have recently aged out of foster care — the homeless, runaways, LGBTQ who may be experiencing pressure or disapproval at home, and people who come from abusive homes are particularly at risk.

In the face of these realities, people often ask us, why truckers? Among the many reasons we can state, at any given time, there are more truck drivers on the road than there are law enforcement officers. Additionally, drivers are trained to be vigilant, and along with truck stop employees, can find themselves intersecting with victims of human trafficking in a myriad of places.

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Through their efforts, and those of truck stop employees, the exploits of traffickers are being thwarted, and victims across the country are receiving the opportunity for freedom. All it takes is one phone call.

Time and again, we've seen that when drivers are trained, when they know what to look for, they make calls leading to victim recovery. To date, TAT has trained 1,457,576 industry professionals on human trafficking, and drivers have now made thousands of calls into the hotline and law enforcement, resulting in the recovery of victims and the arrest of perpetrators.

If you're still wondering why truckers, watch the [TAT training video](#) to answer that question. With one phone call, a trucker who saw some under-aged girls working a truck stop not only facilitated the recovery of those girls, but also that of seven other minors. Thirty-one offenders were arrested, and a 13-state prostitution ring was broken.

TAT is raising up the largest mobile army of transportation professionals working to end this crime and bring victims back home to healing, hope and family. Won't you join us?

What to do at the Scene of an Accident, or How to Save Money on Insurance Claims, Part 2

In the October Landing Gear, we presented Part 1 of a three-part series to educate ICSA members on what to do at the scene of an accident – and how to save you and your company money on insurance claims at the same time. Even better, you will know you have done the right thing, for yourself and others involved.

Need all three steps right now? Here they are:

1. Safety First

- Set your brakes. Turn off your engine. Watch out for oncoming traffic.
- Note time and location in writing. Turn on hazard flashers, set out warning flares or triangles.
- Do not move vehicles unless necessary for safety or at direction of law officer.
- Do not move people who may be injured.

2. Make these calls

- Call 911 for Emergency Assistance.
- Call the toll-free Claims number immediately – 800-491-8421. They are the pros.
- Call dispatcher for assistance from company.

3. Take photographs and document details

- Photograph all 4 sides of vehicles, as well as their license plates.
- Photograph skid marks, debris, street signs, traffic lights... anything distinctive.
- Take notes on where people are in other vehicle and any objects loose in the vehicles' interiors.

- Keep track of who else is at the scene. More detail, the better.
- Do not photograph injured people.
- Do not admit fault.

Now, here is the rest of Step 2:

Each of these calls should be done *immediately*, once you and others are safe. You probably aren't surprised at the first and third calls, above. Regulations require motor carriers to make the 911 call when involved in an accident. 911 brings public resources that are critical at accident scenes – emergency medical personnel to handle any injured, highway patrol units to control traffic, tow trucks to move disabled vehicles.

Similarly, your company should have a "Go-Team" assembled and trained in response. That team would include a safety professional, a company attorney, and a specialist in the type of equipment you are operating or the type of cargo, such as hazmat or fluids, you are transporting. Their job is to protect you and the company. Both 911 and your dispatcher will want to know the time and location of the accident, how many vehicles are involved, and whether there are injuries – yourself included. Welcome their support – accidents are not a time to go it alone.

It's that middle call which may not seem essential. Call the claims number dedicated to the ICSA insurance group? They will just want to raise our rates! No! The insurance carrier will learn about the accident sooner or later. But right now, they want to keep the costs of any possible claims down. That is a savings to you, both in the cost of the claim itself as well as the potential impact on your future insurance premiums. To improve the outcome, your insurer will want to begin processing the claim ASAP.

Consider this true story: XYZ Carrier had two fender-bender accidents the same day. They called their insurance agent immediately about the first accident. The insurance claim came in at \$1,700... perfectly reasonable for the sheet metal work and new headlight the insurance agent determined was needed on site. XYZ failed to call about the second accident until much later. That accident produced an insurance claim of \$49,000. Why? Because the owner of the other vehicle had meanwhile talked to a friend, who said, "You've been hit by a truck? You must be injured!" And that friend knew of a personal injury attorney only too glad to help with a settlement.

Watch for Step 3 of "What to Do at the Scene of an Accident, or How to Save Money on Insurance Claims" in the next Landing Gear. [Return to read Step 1](#). When an accident does happen, you will know all the right steps to take.