



## ICSA Announces 3rd Quarter Safety Award Winners

Congratulations to the winners of ICSA's safety awards for the 3rd Quarter of 2022 listed below. To be considered for a safety award, minimum requirements are:

- Member in good standing
- Member at least one year
- All ICSA requirements met
- SmartDrive score below 50
- No claims

### Single Truck Operators:

**1st Place:** Nabi Trucking, LLC, Fairburn, GA

**2nd Place:** Boss Man Carriers, LLC, Columbus, GA

**3rd Place:** Marcos Express Corp., Belleview, FL

### Small Fleet Operators:

**1st Place:** A&F Kings Transport, Inc., Riverside, CA

**2nd Place:** Godspeed Transport, LLC, Decatur, GA

**3rd Place:** WMK Freightlines, Inc., Hayward, CA

## Member Survey Results

Thanks to the 142 ICSA members who completed our survey AND provided contact information so we can mail them an ICSA hat and other goodies! Congratulations to the winner of the drawing for a \$500 gift card, **Marvil Rodney of Rodney's Freight LLC, Smyrna, Georgia!** Here is a short summary of the results:

### Survey Highlights:

- More than half of respondents operate mostly either in the southeastern or southwestern regions of the country
- Over 70% haul mostly general freight, followed by refrigerated freight at 15% as the second largest category
- 50% operate dry vans, with just under 25% operating reefers and the remainder split almost equally between flatbeds, tankers and "other"
- 52% of respondents were single-truck operators, 40% represented small fleets of less than six trucks and the rest were fleets with over six trucks

*When asked to list all the main reasons they joined ICSA, members said:*

- Ability to participate in ICSA's Risk Purchase Group insurance program (55%)
- Free safety consulting and safety training (51%)
- Timely bulletins on regulations, enforcement actions and other information affecting their

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businesses (35%)

- Discounts on fuel, maintenance and other trucking business services (29%)
- Variety of other reasons (15%)

In addition, nearly 90% said they do not belong to any other trucking associations, while nearly 70% said they would or might be interested in free training on reducing distracted driving. Be watching for more information on this topic very soon.

## A Pig in Search of Lipstick?

For decades, California, of all states, has been particularly aggressive in attempting to regulate truckers (and other businesses) in other states but serving California businesses and consumers. ICSA members are familiar with California's efforts to regulate truck driver hours of service, truck engine emissions, owner-operator status and other aspects of interstate commerce despite the Commerce Clause (Article I, Section 8) of the U.S. Constitution giving Congress exclusive authority to regulate interstate commerce.

ICSA has been following a case now before the U.S. Supreme Court that has some parallels to truckers' concerns. In National Pork Producers Council vs. Ross, pig farmers located outside California are arguing that the state can't regulate pork products that are produced outside the state but consumed in California. The controversy stems from California's Proposition 12 dictating that pork products sold within the state must be from pigs raised in "humane conditions" regardless of where the pigs are raised.

An example is that pig farmers must not confine sows six months old or older, or pregnant females raised for commercial breeding, in less than a 24-square-foot enclosure for each such hog. An interesting factoid is that California is responsible for 13% of all pork consumption nationwide but produces just a fraction of the pork consumed in the state. One report we read said that California has only 1,500 sows in-state for commercial breeding, while it takes an estimated 673,000 sows just to meet California's annual demand for pork products.

It will be interesting to see whether the Supremes put lipstick on this pig or leave pork producers wallowing in the mud of thousands of pig styes in the other 49 states! We will keep you informed.

## COACHING CORNER

### Don't Hit Bambi!

By Mike Hitchcock

ICSA Senior Safety Advisor



Collisions between vehicles and wildlife are a big problem on U.S. roads. Each year, between one million and two million collisions with large animals occur, especially mule deer and white-tailed deer, resulting in 200+ fatalities, 26,000 injuries, and costs exceeding \$1 billion. Crashes with deer are most likely to occur in the late fall, during breeding season and migration.

While a majority of these collisions are between passenger cars and animals, motorcycles - and far too many commercial vehicles - also are involved. Ironically, it's not usually the collisions



with animals that cause fatalities, but rather the failure of drivers to wear seat belts and cyclists to wear helmets. Sixty percent of driver or passenger fatalities in collisions with wildlife could have been prevented had seat belts been buckled. Many fatal accidents involved vehicles hitting animals and then running off the road and striking a fixed object, or worse yet, another vehicle on the other side of the road. These crashes occurred most frequently in rural areas, on roads with 55 mph or higher speed limits, at dawn or dusk, or in darkness.

There is no simple way to keep deer and other animals off roadways. Therefore, truck drivers need to be extremely cautious when traveling through areas with concentrated wildlife populations. Reducing speed at night, as well as during dawn or dusk, can prevent or significantly lessen the severity of colliding with a deer or elk. Driving too fast for conditions, overdriving headlights, and not being alert for the presence of animals are the preliminary mistakes linked to animal-related collisions. Hitting a deer with a moving truck can severely damage the vehicle and cargo and worse, result in injury or death. Never swerve to avoid a collision with an animal.

Drivers must keep alert and watch out for animals. Be mentally determined to brake but NOT swerve.

- The best way to prevent vehicle-animal collisions is to be vigilant at all times to the possible presence of animals.
- Be particularly cautious from dusk to dawn and in late fall.
- Never attempt to "swerve" a big rig to avoid a collision with an animal. The safest resort is to steer straight and brake.
- Slow down and use high beams when possible.
- If you see animals on or near the roadway, apply your horn in one long burst and apply your brakes with a firm grip on the wheel.
- Apply your 4-way flashers and alert other drivers.

### ICSA's Eye is on the Industry

We know that you are working in or on your business 24/7 and don't have the time or resources to attend industry conferences and meetings. That's why ICSA is your eyes and ears and why we try to report back to you on the issues that affect your business and what industry leaders are saying about these issues. ICSA is active in several key industry organizations, including American Trucking Associations (ATA), the Commercial Vehicle Safety Alliance (CVSA), and the Truckload Carriers Association (TCA), to name a few.

What follows are some highlights of two recent meetings the ICSA team has attended on your behalf.

At TCA's Call on Washington, Director of Operations Shawn Nelson attended several meetings with Congressional staffers to discuss ICSA concerns. Chief among those was truck parking, or specifically, the lack of truck parking across the country. ICSA is speaking out to make sure that this important problem is addressed as funds approved in the infrastructure bill are allocated to various states. We also emphasized the importance of hair testing for drugs and the critical need for a federal solution to the ban on independent contractors in the California trucking industry as a result of the passage of Assembly Bill 5. This is not just a California issue, as several other states (New Jersey, Illinois and Washington, to name a few) are moving to enact similar bans. (For more information, see the [AB-5 article in this month's Regulatory Roundup newsletter](#)).

Other critical issues raised at the conference included speed limiters, an apprenticeship driver program for 18-20 year-olds, heavy vehicle automatic emergency braking (AEB), lane departure warning systems, and override protection. Many of these issues are at various stages of the rulemaking process.

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At the CVSA annual conference, a key focus was the proposed Level VIII inspection, a concept on its way to becoming reality once the proposal to adopt Uniform Identifiers for all commercial vehicles works its way through the regulatory process. This inspection would be 100% electronic and completed while the vehicle is in motion and without interaction with an enforcement officer. Still to be determined is which data points would be collected. ICSA plans to remain involved and provide additional information as the pilot for electronic inspections rolls out.

Fatigued driving continues to be a major safety concern. The truck driving lifestyle can lead to fatigue as rolling hours, strenuous labor, diet, and lack of exercise/mobility all contribute to this problem. Later this year, ICSA will survey its members to determine the level of interest in fatigue management and related services.

ICSA will continue to be involved with these organizations so that we can bring you important information about industry issues, the trucking economy and other factors that affect your company. We want to be your resource for information and assistance.

Let us know what ICSA can do for you!

## What to Do at the Scene of an Accident, or How to Save Money on Insurance Claims, Part 1

In this three-part series you will learn what to do at the scene of an accident – and how to save you or 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 to know 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 photos and document details

- Photograph all four 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 vehicles and any objects loose in vehicles' interiors.
- Keep track of who else is at the scene. More detail, the better.
- Do not photograph injured people.
- Do not admit fault.

### Step 1: Safety First

An accident, a crash, is an unexpected event. You and others involved will be upset, frantic and nervous. Calm down. Know that you have an important job to do – preventing a mishap from becoming something potentially catastrophic. Whether the accident took place on the highway, at roadside or on private property, there will be other vehicles and other drivers, and they will not be anticipating the crash and the disabled vehicles.

Set your brakes. Turn off your engine. Turn on hazard flashers, press the button on your camera to preserve video of the event, set out warning flares or triangles, visually inspect equipment and look for leaks. Above all, watch out for oncoming traffic. Solicit the help of others to slow traffic... but be sure you and the others are in a safe place. Inattentive drivers may make sudden, last-second maneuvers.

Ready to breathe? Good. Note the accident time and location in writing... someone will ask you about that later; do it now while everything is fresh.

Visually check on the parties in the other vehicle to see if they are injured. Ask them if they are ok. If they don't answer, assume that they are not ok. Render reasonable and prudent assistance to any injured parties.

Should you move your vehicle? No - unless there is a safety reason or directed to do so by a law officer. On the other hand, have your fire extinguisher ready for any flames. Safety first is protecting people and property from further harm... not trying to immediately set everything back to normal.

That goes for injured parties, too. Do not move someone who may be injured unless absolutely necessary to protect them from further harm. Leave that to the emergency medical professionals... they are on the way, because in Step 2 you will have called 911.

Watch for Steps 2 and 3 of "Saving Money on Insurance Claims in Three Easy Steps in the November Landing Gear. When an accident does happen, you will know all the right steps to take.

