



TRUCKER

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Focus

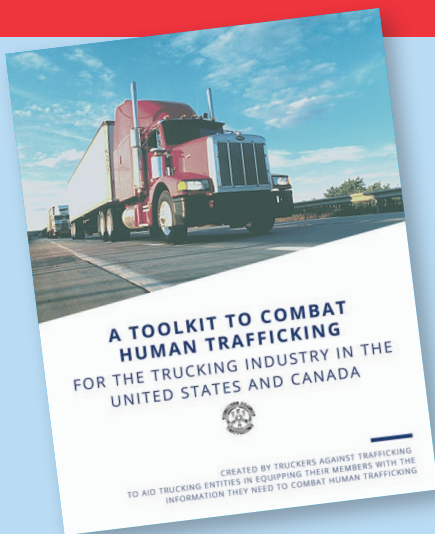


SAVING LIVES

ON THE ROAD

HOW THE TRANSPORTATION INDUSTRY IS FIGHTING HUMAN TRAFFICKING

By Chris Moreno, Industry Training Program Specialist with Truckers Against Trafficking



Human trafficking is a \$150 billion industry that affects over 50 million people globally. Every day along our country's highways, people – including our nation's children – are forced to sell sex as victims of human trafficking

at truck stops, rest areas, hotels/motels, and other locations. And every day, members of the trucking industry are in these same places. According to the U.S. Census, the transportation industry is 7 million strong, and with more professional drivers on the road at any one time than law enforcement officers, these men and women of the transportation industry, who are trained to be observant, are in an opportune position to recognize and report what they see.

Truckers Against Trafficking (TAT) began in 2009 with a mission of working to educate, equip, empower, and mobilize members of the transportation industry (trucking, bus, and energy sectors) to recognize and

report human trafficking. By providing an innovative, proactive approach to engaging members of the transportation industry, professional drivers can effectively partner with law enforcement to fight this human rights abuse.

TAT provides free education in a variety of ways with a number of tools. Through its comprehensive website www.TruckersAgainstTrafficking.org, people can request industry-specific training videos and toolkits, on-demand webinars, wallet cards with signs to look for and questions to ask, and informational brochures. Additionally, they can learn how to download the TAT app and how to locate TAT's social media accounts.

TAT's original training video, geared for over-the-road (OTR) drivers, is 27 minutes long and features the story of a survivor trafficked as a teen and how a trucker's call to 911 led to her recovery and the prosecution of her trafficker. The film includes expert testimony from law enforcement on how this crime occurs and intersects with transportation. Additional training videos include those for local drivers and movers/in-home delivery, bus and transit drivers, energy industry drivers and workers, and law enforcement.



Each training video is specific to the situations and locales where these professionals might encounter human trafficking and provides red flags to look for and action steps to take.

Members of the transportation industry are extremely relevant in fighting human trafficking, because they form a mobile army of front-line responders capable of recognizing and reporting human trafficking, so victims can be recovered and perpetrators arrested.

For more information on how to get your fleet or staff trained, please go to the TAT website, or contact info@truckersagainsttrafficking.org. A TAT staff member will assist you in joining over 1.5 million other transportation members who have already invested in ending human trafficking, or modern-day slavery, one of the most egregious human rights abuses of our time.



Motor Carrier TOOLBOX

Acuity's Motor Carrier Toolbox serves as a one-stop shop for resources that help trucking businesses become more compliant and run more efficiently. It includes a wealth of information and provides access to tools, programs, and policies designed to help motor carriers comply with CSA and other FMCSA/DOT regulations.

Check out this useful reference on common FMCSA violations. It's available without a sign-in at www.acuity.com/mctb under the FMCSA & CSA menu.

Form/Inquiry/Note to Include	Must Retain Document For
Inquiry To State Agencies for 3-Year Driving Record — 49 CFR 391.23(a)(1) and (b) Carriers must contact State agencies for the driver's MVR for the past three years. Request must be made within 30 days of hire. MVR must be kept in the driver's personnel file, and updated annually. See "Review of Driving Record" entry above.	Life of employment + 3 years after termination
Pre-Employment Drug and Alcohol Documents — 49 CFR 40.25(i); 49 CFR 382.301-49 CFR 391.23(a) Before performing safety-sensitive functions, such as operating a CMV, the driver must undergo testing for controlled substances. However, if a driver meets certain exceptions, listed in 382.301(b), the employer is not required to submit the driver to testing. If exercising one of these exceptions, the employer must retain in the driver qualification file specific information, outlined in 382.301(c). In addition, as part of the investigation and inquiries employers are required to conduct for each driver they employ, as outlined in 391.23, employers must request and/or maintain a qualification file for each of their drivers. The following checklist will help you ensure that each driver qualification file is complete.	See Controlled Substances and Alcohol chapter for recordkeeping requirements.
Longer Combination Vehicle (LCV) A driver must not operate an LCV until Certificate or an LCV Driver Training Certificate is obtained.	
Longer Combination Vehicle (LCV)	
Multiple-Employer Drivers — 49 CFR 391.23	
Skill Performance Evaluation Cert	

Driver Qualification File Checklist

49 CFR 391 explains the minimum requirements for commercial motor vehicle drivers. Motor carriers are required to maintain a qualification file for each of their drivers. The following checklist will help you ensure that each driver qualification file is complete.

Form/Inquiry/Note to Include	Must Retain Document For
Inquiry To State Agencies for Driving Record—Annual — 49 CFR 391.25(a) and (c) Motor carriers must contact State agencies annually for an updated copy of each driver's MVR.	3 years from date of execution
Review of Driving Record—Annual — 49 CFR 391.25(c)(2) At least once every 12 months, the carrier must collect a current motor vehicle record (MVR) from the State issuing a driver's license, and review the MVR to determine whether the driver still meets the minimum requirements for safe driving, and to confirm they are not disqualified pursuant to 49 CFR 391.25. A note including the name of the person who performed this review and the date must be retained in the file with the MVR.	3 years from date of execution
Medical Examination Report and Medical Examiner's Certificate — 49 CFR 391.43 All commercial drivers are required to pass a physical exam conducted by a licensed medical examiner at least once every 24 months. The carrier must retain a copy of this certificate. For CDL drivers, the carrier must retain a copy of the CDL motor vehicle record, which contains the examination information.	3 years from date of execution
Employer note verifying that medical examiner is listed on National Registry of Certified Medical Examiners — Non-CDL drivers: 49 CFR 391.51(d)(9)(ii); CDL drivers: 49 CFR 391.51(d)(9)(iii) A note must be included in the driver's qualification file to verify that the medical examiner is listed on the National Registry of Certified Medical Examiners.	3 years from date of execution
Driver's Application for Employment — 49 CFR 391.24 A driver must not drive a CMV unless an application for employment is completed and signed.	Life of employment + 3 years after termination
Driver's Road Test Certificate or Equivalent — 49 CFR 391.31(e) A person must not drive a commercial motor vehicle until he/she has successfully completed a road test and has been issued a certificate.	Life of employment + 3 years after termination
Inquiry to Previous Employers: Safety Performance History Records Request — 49 CFR 391.23(a)(1) and (b) Carriers must investigate the driver's employment record during the preceding three years. This investigation must be completed within 30 days of the date employment begins. Carrier must retain a record of the request and all response documentation.	Life of employment + 3 years after termination
Safety Performance History Records: Driver Correction or Rebuttal (if applicable) — 49 CFR 391.23(i)(2) and 49 CFR 391.23(i)(3) Carriers must maintain a record of both the request for a driver's safety performance history and any related documentation, for example if a driver documents that information in the history is inaccurate.	Life of employment + 3 years after termination

BEST OF THE BLOG



4 WAYS TO LIVE A HEALTHY LIFESTYLE AS A TRUCK DRIVER

According to AMAXX Workers' Compensation Resource Center, truck drivers have a disproportionate number of musculoskeletal injuries compared to workers in other workforces. Due to the nature of their work—spending long periods seated followed by brief periods of strenuous labor—it's not surprising that truck drivers are more prone to injuries. Especially when you consider other risk factors that are common in the industry, like irregular sleep habits, lack of exercise, weight issues, and poor overall health.

So, how can a truck driver stay healthy? Small changes add up and lead to healthy habits. Here are some tips to get you started:

FOOD CHOICES

- *Eat more fruits and vegetables—Aim for 5-10 servings a day to make sure you are getting enough vitamins and minerals.*
- *Avoid stimulants—Stimulants give your mind and body a short-term artificial boost of energy and alertness. If you enjoy coffee and energy drinks, try to cut back on the amount you drink.*
- *Eat light meals—Eating a big, heavy meal can leave you feeling sleepy. If you pack your own meals and snacks, try packing smaller portions.*
- *Replace junk food with healthier snacks like nuts, seeds, fruit, vegetables, hummus, cheese, boiled eggs, jerky, peanut butter, protein drinks, rice cakes, and homemade muffins.*

EXERCISE

No gym needed! Just 15 minutes a day can strengthen your body. If you can't find 15 minutes, what about 5 minutes? Short bursts of physical activity are better than no physical activity. Here are some ideas to get you started:

- *Short walks can increase your blood oxygen level and improve your mood and cognitive focus*
- *Push-ups against a building or truck are good for your chest, shoulders, triceps, and core*
- *Squats benefit your legs, stomach, and lower back*
- *Lunges are good for your legs*
- *Planks, which can be done against a wall or the side of your truck, benefit your core, back, and shoulders*

SLEEP

Sleeping seven or more hours each night would be great. Try these tips to improve your sleep:

- *Block light from coming into your cab*
- *Use noise-canceling earbuds*
- *Limit blue light that would be emitted from iPads, smartphones, and other devices*
- *Avoid eating right before bed*

POSTURE

Poor posture can lead to lower back pain, sciatica, and other issues. Here are some tips for improving your posture:

- *Invest in a proper driver seat*
- *Try to adjust your position every 30 minutes*
- *Keep your seat high and elbows tucked—low seating can lead to slouching*



ASK THE CONSULTANT

Cliff Johnson
is Acuity's Trucking
Consultant. Have a
question for Cliff?
Reach him at
cliff@acuity.com.



Ask Cliff

How can dashcams improve my safety program?

Dashcams provide truck drivers and fleet managers an additional tool to use in improving fleet safety by increasing visibility and helping reduce crashes. Dashcams can also serve as an important part of the insurance claims process if an accident or other incident occurs by providing video evidence that can be used to defend against wrongful claims and exonerate not-at-fault drivers.

Selecting the right dashcam for your fleet involves many considerations. Here are some important features to evaluate:

Recording. Most dashcams are on whenever the truck is running but some also have parking surveillance options.

Internet connectivity. Wi-Fi or truck-embedded internet connections allow dashcam footage to seamlessly upload to the cloud for easy access, which greatly simplifies storage decisions.

SD Cards. Micro SD cards may be OK for an owner-operator, but larger fleets are hindered by their reduced storage space, opportunity to be tampered with, and lack of prompt reporting. Look at how much video is saved and under what conditions footage is saved automatically.

Mounting. A dashcam isn't very useful if it falls off during an accident, so consider permanent fasteners. If you use suction cups, hook-and-loop strips, or adhesives, check them frequently for heat degradation or other environmental factors.

Image resolution. For optimal quality, consider dashcams with a wide-angle lens or wide dynamic range (WDR) that offer high-definition image quality and capture crisp footage in low-light situations. Consider 4K if you want best-in-class resolution.

Image stabilization. To further enhance image quality, consider dashcams with image stabilization. They efficiently reduce vibrations from your vehicle, which improves the ability to see fine details in footage.

AI features. Some dashcams can detect if a driver is drowsy or distracted and send an alert to the driver. Some also provide forward collision and lane departure warnings.

Location-based features. Other available dashcam features include vehicle location, geo-fencing, remote live view, and emergency SOS notifications.

Front-facing. Designed to increase visibility for safety-conscious fleet managers, front-facing dashcams capture video only of the road ahead.

Dual-facing. Dual-facing dashcams are more expensive but capture inward- and outward-facing video for a comprehensive look at both the road ahead and in the cab and can improve driver behavior by enabling fleet managers to quickly detect distracted or dangerous behavior, such as:

- *Texting or using social media*
- *Talking on the phone*
- *Various distracted driving examples*
- *Tiredness and falling asleep, possible medical problems*
- *Not wearing seatbelts*

You may want to integrate your dashcams with your fleet management solution to make the most of your investment. With a wide range of products available, you are sure to find a dashcam that fits your needs.



DURING TURBULENT ECONOMIC TIMES SAFETY REMAINS A FLEET PRIORITY

With the cyclical nature of the trucking industry, fleets can be faced with turbulent economic challenges, and today is no exception.

The tightening of the freight market has squeezed many trucking fleets financially. Although spot rates—a fair predictor showing the supply and demand relationship between fleet capacity and shipper supply—have slowed their sharp decline from 2022, they are still well below the level of a few years ago.

When economic pressure is upon us, some fleets are tempted to cut costs by taking the knife to safety budgets. Unfortunately these short-term actions often come at an even higher cost to their operations. Safety should be viewed as an integral part of a trucking business and an investment that can pay dividends year over year.

It is also during these difficult times that focusing on retaining qualified, trained, and happy drivers matters more than ever. Professional drivers have the knowledge and experience to best serve your customers, comply with regulations, and care for your commercial trucks and equipment. All too often, when fleets loosen their hiring standards, it leads to an increase in the frequency and severity of crash rates.

Commercial vehicle maintenance can be another tempting area to cut

costs. However, this short-sighted approach often results in higher overall costs and can be detrimental to the bottom line. Maintenance problems can also lead to frustration from your better drivers and technicians.

Acuity can help—our loss control safety resources are available to our trucking customers, and our Motor Carrier Toolbox, which is available at www.acuity.com/mctb, is filled with resources and tools to help fleets address safety concerns. You can find safety videos, driver qualification files, a carrier compliance questionnaire, a sample preventive maintenance program, and much more.



WIN \$100!

FIND THE FLAGPOLE TO BE ENTERED!



Acuity is proud to hoist a 70- by 140-foot American flag on a 400-foot flagpole at our headquarters in Sheboygan, WI. Visit www.acuity.com/flag to learn more.

To enter, find the flagpole hidden in this issue and send an email with the location to flagcontest@acuity.com. We'll randomly choose a winner from the correct entries received by November 30, 2023.



WINNER

of last issue's contest was:

Laurie Perdue

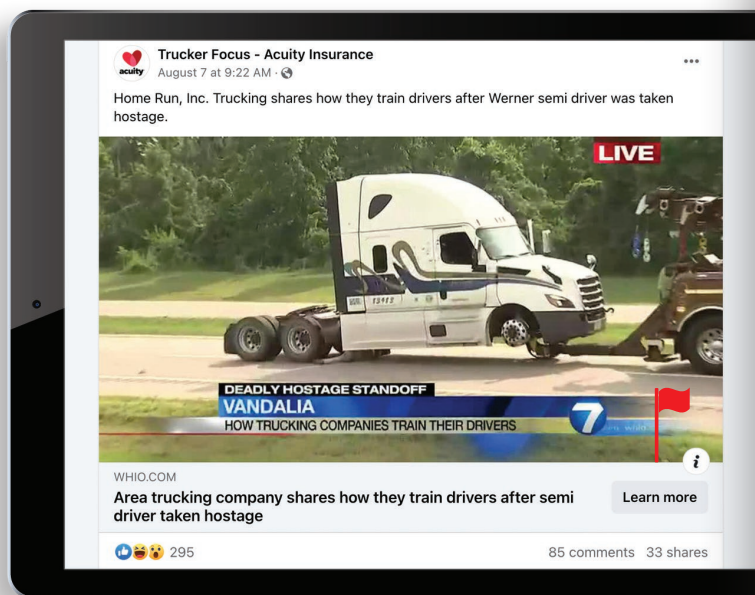
Haddock & Associates
Coeur d'Alene, ID

This contest is not open to employees of Acuity or their immediate family members. For a complete list of rules, visit www.acuity.com/flagcontestrules.

JOIN THE CONVERSATION

 facebook.com/acuitytrucking

Truckers face many risks on the road and, unfortunately, crime is one of them. Read about how one company is training its drivers after experiencing a carjacking and join in the conversation at: facebook.com/acuitytrucking.





Acuity Knows Trucking!

Check out our dedicated trucking-focused online channels!



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acuity.com/trucker-focus



YouTube
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(Trucker Focus playlist)



LinkedIn
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Twitter
twitter.com/acuityinsurance

TRUCKING QUESTIONS?

Acuity's on-site trucking consultant provides over 30 years of industry experience to your business.



Email

trucking.news@acuity.com



Phone

800.242.7666, extension 1740





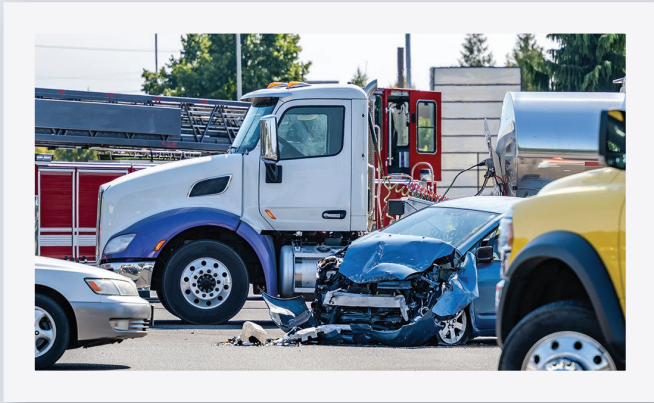
CRASH SCENE TIPS

TRUCKER TALK AHEAD ↗

CRASH SCENE PHOTOGRAPHY

If you're ever involved in a crash, getting useful crash scene photos could be the key that turns a bad day, into a better day.

PHOTO DOCUMENTING TIPS

- Take pictures of where the vehicles were left.
 - Try to work in a landmark like a power pole, bridge, or road sign.
 - Start taking a picture of the full accident scene at 50 feet away, then move closer in intervals of 10 feet.
 - Zero in on the impact areas for all vehicles involved.
 - Take pictures on all sides of vehicles to identify any pre-existing or abnormal damage.
 - Take pictures of skid marks in the road starting 50 feet away and moving in.
 - Photograph any detached parts that may be laying at the impact point (e.g., fenders, glass, plastic).
 - Take a picture of any debris in the roadway that may have caused the accident.
 - Pictures should focus on the physical damage at the scene.
 - Photograph the license plates of all vehicles involved, as well as witnesses to the crash.
- 
- If possible, collect all damaged parts, especially tires that blow out. Tires can be investigated and inspected to identify manufacturing defects.
 - Never take pictures of injured people. This includes minor injuries, serious injuries, or fatalities.
 - Photos of blood or gore can actually impede the claim resolution process and will be seen as a negative in the claim and court processes.
 - Document the weight of the vehicle and whether it is empty or full. This helps with the stopping distance calculations.

YOUR GOAL

Provide the claim manager with the best information to mitigate the claim and allow for the most accurate accountability when it comes to liability.



focused on truckers

2800 South Taylor Drive
Sheboygan WI 53081

T: 800.242.7666
F: 920.458.1618

www.acuity.com

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Focus



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