

Membership FAQs

When was ICSA established and for what purpose? ICSA was incorporated in Fall 2019 as a non-profit membership association whose primary goal is to improve highway safety through engaging single-truck operators and small fleets in this mission.

What does it cost to become a member? ICSA's dues are based on the number of trucks a carrier operates. For carriers operating a single truck, the annual dues are \$100. Carriers operating more than one truck pay \$100 for the first truck and \$25 for each additional truck, up to a cap of \$500 annually. No member, regardless of fleet size, pays more than \$500 for an annual membership.

ICSA offers two levels of membership: Platinum and Gold. What's the difference?

- Platinum membership requires members to take certain actions and meet specific requirements that are proven to improve highway safety. Platinum members agree to:
 - ✓ Meet a minimum safety score as determined by ICSA
 - ✓ Purchase, install and activate in-cab forward facing event recorders (cameras) and authorize ICSA's safety consultant access to video recordings in the event of an incident or crash
 - ✓ Contact ICSA's drug testing provider to arrange for hair testing on current and future drivers and obtain a negative result on an initial hair test for each driver employed by the member
 - ✓ Adopt a Zero Tolerance policy for alcohol and drugs (ICSA provides members with a model Zero Tolerance policy that can be easily adapted to each fleet)
 - ✓ Limit the speeds of all insured truck tractors at no more than 68 mph; and
 - ✓ Agree to provide ICSA access to telematics data as specified

Platinum status is required for carriers prior to applying for coverage under ICSA's group insurance program

- Gold members may join under the same dues schedule as a Platinum member but are not required to meet the Platinum membership requirements. However, a Gold member may voluntarily purchase and utilize event recorders at ICSA's low cost. (See Event Recorder FAQs for why such technology is important in today's operating environment.) Gold members may also participate in the ICSA-approved drug testing program and take advantage of the other member benefits.
- While ICSA does not require members to join the TADTS Drug & Alcohol Testing Consortium, we strongly suggest members do so as a simple and cost-effective way to be compliant with Federal Drug & Alcohol Clearinghouse Rules. Please see the drug & alcohol FAQs for more information.

What if a carrier is interested in purchasing an event recorder at ICSA's cost, but not in participating in hair testing for drugs?

Such carriers may still join ICSA as a Gold member and qualify for ICSA's discounted cost on Event recorders. Similarly, Gold members can join ICSA and enroll in its hair testing program.

Why did ICSA choose its Platinum level requirements like event recorders and hair testing for carriers to qualify for reduced insurance rates?

ICSA's leadership and safety team has many decades of experience in the trucking industry and has been particularly successful in developing and managing programs to improve truck safety. Many years of data show that forward-facing event recorders are a proven safety technology that makes good drivers even better and, importantly, also provide evidence to document when a crash is not the trucker's fault. Similarly, hair testing is a more accurate way to identify substance abusers among truck drivers. Obviously, it is in everyone's interest to help ensure that even casual drug users are not operating a commercial vehicle. Members who are willing to deploy these tried-and-true best practices are taking steps to reduce risk on the highway. This in turn makes them more attractive to insurers who, by reducing their own risk, can thus offer lower rates on mandated truck insurance. These steps, combined with the other Platinum level requirements, will make any fleet safer and more profitable.

What prompted ICSA's Board of Directors to expand the Platinum membership requirements and what are they?

In reviewing two full years of members' safety data, ICSA concluded that certain factors influence driver behavior and in turn, have an impact on highway safety. Chief among these is excess speed or speed too fast for conditions. As a result, ICSA determined to follow U.S. DOT's pending requirement to govern truck/tractor speeds to no more than 68 miles per hour.

ICSA is also requiring members to provide access to telematics data from vehicles and drivers covered by ICSA's group insurance program. This data will help ICSA more accurately identify compliant drivers and fleets, which in turn can keep insurance costs from increasing beyond inflationary pressures.

For answers to other questions on ICSA Membership, email contact@safecarriers.org