

THE GREEN LIGHT II

The official newsletter of Alliance Interstate Risk Service



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CLOCKS FALL BACK; MAKE SURE YOU DON'T.

Clocks may have fallen back, but we shouldn't let our team members do the same. The Alliance Interstate Risk Service team analyzed injury causes for 2023-2024 and found that 5% of reported injuries were linked to falls when entering or exiting truck cabs.

Common reasons included slipping, jumping, exiting forward, and carrying items. These injuries are preventable with proper mindset and best practices, highlighting the need to treat every situation seriously to avoid complacency.

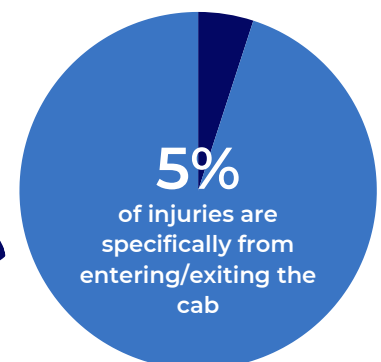
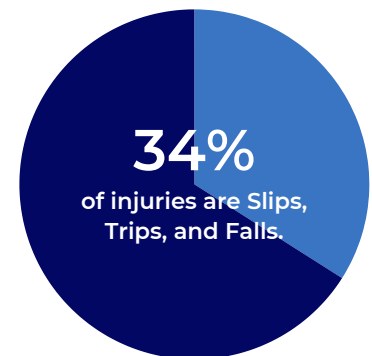
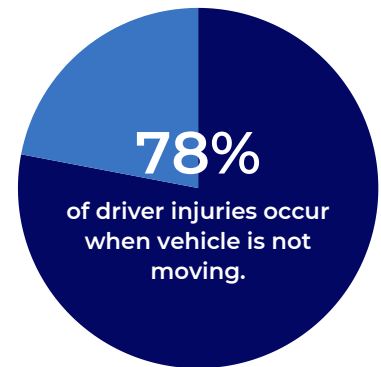
DON'T FALL BACK JUST BECAUSE THE CLOCKS DO.

Victor Whatley November 6, 2024

Falls getting in and out of the cab should never happen, yet 5% of our claims (both frequency and severity) happen during this simple and mundane task. Slips, trips and falls in general account for 50% of all work-related injuries nationwide. These can be prevented by focusing on situational awareness and eliminating complacency. Part of developing a culture of safety is constantly keeping this awareness at the forefront of employees' and drivers' minds. Consistent training and making safety a **BIG DEAL** will keep your company running like clockwork.

OFF THE ROAD TIPS

- Include "Entering and Exiting" the cab as part of driver orientation. Observe drivers and make corrections during road tests.
- Bring awareness to all employees, not just drivers, including shop and office personnel. Get people talking to each other about the risk of Slips, trips, and falls.
- Use our Alliance Interstate Risk resources. Share them with your team.
 - Entering and Exiting the Cab: <https://bit.ly/3O3xXxZ>
 - Charles Barkley: Knuckleheads Entering and Exiting the Cab: <https://bit.ly/2XoJUaz>
 - Nick Saban: Slips: <https://bit.ly/3nmjxNi>
 - Nick Saban: Entering/Exiting the Cab: <https://bit.ly/3Ef6Yt9>
- Have a written policy that specifically addresses entering/exiting equipment or climbing. Include a separate footwear policy. Enforce policies and training at least annually.
- If you see something, say something. There are countless opportunities to observe behavior and have discussions on expectations and ways to improve. Don't miss an opportunity.



these numbers are based on actual Alliance Interstate Risk & ATA Comp Fund claim data.



DON'T FALL BACK JUST BECAUSE THE CLOCKS DO.

CONTINUED



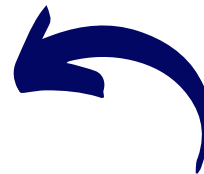
OVER THE ROAD TIPS

- ALWAYS USE 3-POINTS-OF-CONTACT. Drivers should always face the truck, have a secure grip on the handhold before stepping up, place a foot firmly on the step, and always have two feet and one hand or two hands and one foot in contact with the vehicle.
- NEVER JUMP OUT OF THE CAB. Jumping out of the cab puts extra pressure on the knees, which can cause them to tear or give out. Also, landing on uneven surfaces can cause ankles to twist and injure.
- Check all surfaces prior to entering and exiting the cab. Are the steps and handholds wet or icy? Is the ground you are stepping on uneven or does it contain potholes or curbs?

- Keep your hands free. Don't climb up or down with something in your hands. Put it on the floor of the truck and reach for it when you get in the cab or are on the ground.
- Utilize proper footwear. Wear shoes with non-slip soles and good support for ankles. This can prevent slips and ankle rolls.
- Don't rush to enter (or exit) the truck. Take your time to think through the process and allow muscles to work/stretch after a long drive.



Saban: Entering and Exiting the Cab



Check out the Safety Blitz 2021 archive on our sister website [HERE](#). You can find all of the handouts and videos available from our inaugural Blitz!

THAT'S A WRAP ON SAFETY BLITZ 2024.

Abby Greer November 11, 2024

Safety Blitz 2024 is in the books! Every driver (and passenger) has heard of the importance of safety belts in vehicles. It is something that has been presented in elementary school safety campaigns, drivers' education courses, and national advertising campaigns for decades. Our Safety Mythbusters answered the call to debunk several myths about seatbelt usage that cause people to not use them.

MEMORABLE MOMENTS

Our team of Safety Mythbusters had a lot of fun learning about the importance of wearing seatbelts and busting the most common myths about wearing them. We hope you enjoyed this year's "talent"... or were able to look past the amateur acting and really dig deep into the information they provided!



Myth: A lap belt alone offers sufficient protection.



Myth: Seat belts trap occupants in vehicles

EVERGREEN CONTENT

Even though Safety Blitz 2024 is coming to an end, the information we created lives forever. If your team was unable to join The Blitz, we encourage you to utilize our videos and flyers whenever you need safety training material. Links to flyers and videos are available on our [WEBSITE](#) for use whenever you need training material!

THANKS FOR PLAYING ALONG!

Like last year, we added a gaming experience to our Safety Blitz material. Participants were able to "Get in the Game" and test their knowledge on the video and flyer material for a chance to win prizes. CONGRATULATIONS to all of our winners!

Ron Beasley (Buddy Moore Trucking)
Carmol Thornton (Gray Transportation)
Rushell Herren (LB3)
Isaac Buckley (P&S Transportation)
William Lawhorn (RE Garrison)
Edward Robertson (Smokey Point
Distribution)
Mitchell McAteer (Warrior Service)
Yvette Hall (Spectrum Environmental)

CLAIMS CORNER - ASK THE DIRECTOR

Suzy Baker & David Balades November 1, 2024

Introducing our latest feature, where we will highlight some of our most Frequently Asked Questions regarding the claim process. These will be answered by none other than Alliance Interstate Risk Service Director of Claims, Suzy Baker (with some help from her Claims, Risk Management, and Underwriting friends)! If you have any questions, please submit them via email [HERE](#).

WHAT IS THE RETURN-TO-WORK PROCESS UNDER AMERICANS WITH DISABILITIES ACT (ADA)?

Appropriate return-to-work accommodations for injured workers are necessary for their ongoing recovery process, and benefit employers by increasing productivity, morale, and retention. Whether an injury is work-related or not, the same process must be followed when the worker returns to work.

The Americans with Disabilities Act (ADA) regulations require companies to evaluate their processes for reasonable job accommodations to make sure the opportunities are equitable.

- *Reasonable Accommodations* **INCLUDE** leave of absence, workspace modifications, elimination of marginal job functions, a change in schedule, working from home, task completion modifications, training or coaching for supervisors, and reassignment to vacant alternative positions.
- *Reasonable Accommodations* **DO NOT INCLUDE** offering a temporary position, creating a new one, transforming light duty roles into permanent positions, or lowering the quality and quantity of work standards.



Contact our Claim Management team to learn more about how our program can help your injured worker return to work as soon as possible with Modified Duty and Return-to-Work programs!



SAFETY SPOTLIGHT

Abby Greer November 5, 2024

The "Safety Spotlight" feature of The Green Light II shines the spotlight on safety professionals to gain insight into their background, and their thoughts and ideas on safety in our industry.

Meet Jim Hickey, HSE Manager for B&H Heavy Haul in Monroe, Georgia. Jim began his career in safety in 2013, after more than 30 years in the public safety sector. He is passionate about Safety and proud of his B&H Heavy Haul team...

How did you get started in Safety?

My journey in safety started indirectly in 1983 as I began a 24-year career as a Firefighter/EMT in Gwinnett County, Ga. After retiring from Gwinnett in 2008, I attended the North Georgia Police Academy and served five years as a sheriff's deputy in a rural

Georgia community answering call for service and then serving as a school resource officer for two years. I saw first-hand many tragic outcomes due to those not practicing safety at home or in the workplace. Both of those two professions were mainly reactive to situations. In 2013, I began employment as a Safety Compliance Supervisor with an underground gas utility installer in metro Atlanta. My responsibilities ranged from new hire orientations, performing job site compliance audits, training and testing field workers on operator qualifications for related job tasks.

What do you view as the main duties of a Safety Director?

Realizing that safety is basically defined as "freedom from risk" and is predominantly driven by human behavior, my primary role is to educate our team on risk reward behaviors. We emphasize situational awareness to our driver team and identify potential hazards that can cause harm to people. Alliance Interstate Risk orientation process has further emphasized the employee and employer responsibilities regarding risk mitigation. We have incorporated it now as a critical part of our orientation process. We realize that our commitment to safety encompasses not just our team but the traveling public and the communities that we travel through. Consistency from my desk is a focus, achieving continued improvement that is measured over time while maintaining the capacity to absorb failures that occur.



SAFETY SPOTLIGHT *continued*

Why is Safety important to you?

Having mentioned earlier, I have seen my share of unfortunate outcomes, many tragic, by those either not practicing safety or those individuals who were victims of unsafe behaviors of others. From my seat, safety encompasses all aspects of our organization. Far too many organizations fail to place safety as the highest level when listing their goals and objectives. I am a disciple of Paul Oneil, who was CEO of ALCOA and served as Treasury Secretary under President George W. Bush. Here is the CEO of one of the largest companies in the world that begins his stockholders' meetings by discussing safety incident rates at ALCOA. At first, shareholders were confused and upset by his method. Over time they came to realize the importance of safety. Paul realized that safety drives production and profitability as ALCOA's incident rates diminished, and profits rose dramatically. Safety creates internal team confidence and demonstrates accountability to current and potential customers. At B&H we do not budget safety, I have been very fortunate to work with an owner that realizes safety's role in attaining operational success.

What has been the most challenging task in your role/career as a Safety Director?

Complacency, especially when organizational successes have been achieved. We all know that success in any industry can be short-lived and taken away in a split second by an individual's poor decision. Responsiveness in processing crash investigations, utilizing root cause analysis to identify and correct driver behaviors are just some of challenging realities of my job. There is one constant in life and that is change and our industry is changing constantly, and we must adapt to that change and provide our drivers with every opportunity for success through the education process. Failures will happen, it is human nature, so how we learn from failure and apply those lessons defines us as a company. Our focus is to turn past failures into successful learning opportunities and communicate that information to our team.

How do you promote your company's safety culture? How do you get employees to "buy in" or get involved?

The foundation of our safety culture starts at the top, is leadership driven and employee owned. Communication with our team by various methods is one key component to driving our safety cultures' employee involvement. Listening to driver and employee concerns while entertaining their ideas helps provide a foundational basis for our safety culture. Our experienced team of drivers recognizes our commitment to not only their personal safety, but how B&H adds meaning and purpose to their family's life.

We share CSA scores monthly and identify areas of improvement in these seven basic categories. We issue industry specific video training biweekly with 100% testing accuracy, weekly toolbox talks, and monthly industry based informational flyers. Each department head provides input, positive or negative, regarding driver performance, that affects monetary incentives for rewarding safe behaviors. We use the word integrity often, referring to all that we do, from pre-trip inspections to load securement to the eventual customer experience. Henry Ford was once asked, what if we train them and they leave? His response, what if we don't and they stay.

WHAT'S HAPPENING



BETTER TOGETHER

As 2024 comes to a close, would like to extend a heartfelt THANK YOU to our growing list of trucking association partners. With the help of [Alabama Trucking Association](#), [Georgia Motor Trucking Association](#), [Iowa Motor Truck Association](#), [North Carolina Trucking Association](#), [South Carolina Trucking Association](#), [Tennessee Trucking Association](#), and [Virginia Trucking Association](#), our program continues to expand its reach. Without these associations, our industry's voice would not be heard. Please take a moment to thank the hard-working teams who work day-in and day-out to advocate for our industry politically and publicly. We appreciate everything they do!

ATRI RELEASES 2024 TOP INDUSTRY ISSUES



The [American Transportation Research Institute](#) released its annual report last month, outlining the top critical issues the trucking industry faces. The newly-released "Critical Issues in the Trucking Industry - 2024" ranks issues based on responses from over 3,700 industry stakeholders nationwide.

- | | |
|---------------------------------|--|
| 1 - Economy | 6 - Battery Electric Vehicles |
| 2 - Truck Parking | 7 - Compliance Safety Accountability (CSA) |
| 3 - Lawsuit Abuse Reform | 8 - Detention/Delay at Customer Facilities |
| 4 - Insurance Cost/Availability | 9 - Driver Shortage |
| 5 - Driver Compensation | 10- Driver Distraction |



WE'RE BRINGING IT BACK IN 2025!

This year we launched our Monthly Safety Training Calendar, a useful tool produced by our Risk Management team that can be used by our members as material for monthly safety trainings.

Due to the overwhelming positive response to this initiative, we are pleased to announce that the 2025 Monthly Safety Training Calendar will be available next month! Be on the lookout for the FULL YEAR'S WORTH of material, coming to your inbox soon. If you are not on our distribution list, accidentally removed yourself, or know someone who would benefit from it, let your Risk Manager know and we will be sure you're included on The List!

PROGRAM NEWS

WELCOME TO OUR NEW MEMBERS

The Alliance Interstate Risk program is proud to welcome the following new members:

- **ADD Trucking Inc** *Sebastopol, Mississippi*
- **Art Pape Transfer Inc** *Dubuque, Iowa*
- **Daufeldt Transport Inc** *Muscatine, Iowa*
- **Fortenberry Trucking LLC** *McComb, Mississippi*
- **Hanifen Land Inc** *Des Moines, Iowa*
- **Interlink Transport LLC** *Wills Point, Texas*
- **McLeod Express LLC** *Decatur, Illinois*
- **TA Services Inc** *Birmingham, Alabama*

RENEWALS ARE BEING PROCESSED... WHAT'S NEXT?

Year-end audit information is going out in the next few weeks. Be on the lookout for email communications regarding scheduling your 2024 payroll audits. We are excited to announce a few updates to our audit requirements, as well as the launch of online audit reporting capabilities within our secure [Online Portal](#). If you have questions about this upcoming audit season, please contact Rita Golson at RGolson@ATACompFund.org or Tameka Sharpe at TSharpee@ATACompFund.org.

HOLIDAY HOURS

| | | |
|--|--|---|
| NOVEMBER 27 ATACF/AIR: 8AM - 12PM CCMSI: 8AM - 2PM | NOVEMBER 28 ATACF/AIR: CLOSED CCMSI: CLOSED CCMSI On-Call (Thanksgiving): Nicole Jermin 321-696-0106 | NOVEMBER 29 ATACF/AIR: CLOSED CCMSI: CLOSED |
| DECEMBER 24 ATACF/AIR: 8AM - 12PM CCMSI: CLOSED | DECEMBER 25 ATACF/AIR: CLOSED CCMSI: CLOSED CCMSI On-Call (Christmas): Stephanie Blakeney 217-444-1288 | DECEMBER 26 ATACF/AIR: CLOSED CCMSI: 8AM - 5PM |
| DECEMBER 31 ATACF/AIR: 8AM - 12PM CCMSI: 8AM - 12PM | JANUARY 1 ATACF/AIR: CLOSED CCMSI: CLOSED CCMSI On-Call (New Years): Glenda Howe 309-472-0466 | JANUARY 2 ATACF/AIR: CLOSED CCMSI: 8AM - 5PM |

In case of emergency, please contact Suzy Baker (Director of Claims) at 334-425-4218

ATA COMP FUND **CCMSI** **AIR**
ALLIANCE INTERSTATE RISK SERVICE

On behalf of the ATA Comp Fund Board of Directors and our entire team, we express our gratitude for every partnership we have. From our agency and broker partners to our member companies, we are thankful for the trust placed in our program over the years.

Thank you!

[A copy of our most recent Financials can be found on our website.](#)

