

THE GREEN LIGHT

The official newsletter of ATA Comp Fund and Alliance Interstate Risk



WHAT'S INSIDE

- [Yes, more] Flatbed Safety - 2
- Tarping is Tough - 3
- Life after DOT Inspection - 4
- What's Happening - 5
- Program News - 6

DON'T FORGET YOUR OSHA 300 FORM FILING

OSHA is reminding employers that the 2021 Form 300A is due by **March 2nd**. Each year, the agency requires employers within specific industries to submit their Injury Tracking data for the previous year. For your convenience, a copy of the Form 300A can be downloaded at the links below.

- [OSHA Form 300A](#) - PDF
- [OSHA Form 300A](#) - Excel

For more information, visit the [OSHA Injury Tracking Application](#) page. You may also contact your Risk Manager with any questions.

[YES, MORE] FLATBED SAFETY

ABBY GREER February 1, 2022

Some of the worst accidents reported involve flatbed drivers being injured during the loading and unloading phase of the job.

Our efforts have been concentrated recently on flatbed driver safety through our Safety Blitz "Overtime" materials as well as our Risk Manager onsite visits. The goal is to prevent catastrophic injuries while cargo is being loaded and unloaded. The potential for cargo to be hit or dropped by the lift truck can cause catastrophic injuries, which must be prevented at all costs.

CREATING SITUATIONAL AWARENESS

How can we eliminate injuries to drivers during the loading or unloading of a flatbed truck? We must educate employees and drivers to **BE AWARE** of everything going on around them before, during, and after the cargo is loaded or unloaded.

- Communication is **KEY**. Communicate with the lift truck operator prior to loading/unloading to discuss intentions and the process so there is no confusion.
- If the shipping location has a designated area for the driver to stand during the loading/unloading process, follow those instructions.
- If the shipping location **does not** have a designated area to stand, the next safest place is in the cab of the truck. However, if the driver is required to stand outside the truck or place dunnage, stay as close to the cab of the truck as possible.
- Wear proper PPE: gloves, boots, safety glasses, and reflective vest. Acceptable colors are yellow and orange. Put the vest on **prior to exiting** the tractor.
- **Never** be on the opposite side of the load from the lift truck. Always maintain a line of site with the lift truck operator.
- Do not climb on the load unless it is unavoidable. If climbing is necessary, always use **3-points of contact**.



We have created a playlist of custom videos specifically related to flatbed safety on our [YOUTUBE](#) page. We encourage you to watch and share with your drivers. You can access the playlist by scanning this nifty code.



SCAN ME



TARPING IS TOUGH.

ABBY GREER February 1, 2022

Tarping is hard work; from heavy tarps to uneven loads, not to mention weather-related elements. How does a driver safely manage one of the most dangerous tasks of a flatbed trucker?

It's a necessary evil in the world of flatbed trucking: TARPING THE LOAD. Tarps protect cargo from debris, inclement weather, ice, and other elements during transport, and unfortunately, the driver is typically the one having to place (and remove) the tarp. So what are some tips for managing this dangerous task?

EMPLOYERS

It is up to you to make sure you communicate to your shippers (and your drivers) that safety is your top priority. Make sure your shippers know:

- Your drivers have the **right** to refuse any "weather protect" load unless the shipper lifts the tarp with a forklift.
- Your drivers are **required** to refuse high loads that a ladder must be used to shoulder the tarp onto the load.
- You should provide ladders and **require** drivers to use them to climb on loads. They should **never** carry a tarp on a ladder.

DRIVERS

- If you are in freezing weather, ask to put your tarps inside a warm building while you are being loaded. This will allow the tarp to defrost a little and make it easier to handle.
- Never stand on the load or the tarp; crawl on the load or tarp instead.
- Park on the leeward side of a large building or van trailer to block the wind before trying to tarp.
- On loads requiring two tarps, always unroll and completely secure the rear tarp before unrolling the front tarp.
- Secure all four corners first. If it's windy, attach rolled up straps to the grommets with bungees before dropping the sides to keep them flush with the cargo.
- Test for voids under the tarp before committing your weight, even when crawling.



Visit the Risk Management Educational Resources on our website to learn more. Members of the ATA Comp Fund and Alliance Interstate Risk have access to many training tools, including free membership with the National Safety Council (NSC).



Check out what our "favorite" college football coach impersonator has to say about TARPING from this past fall's Safety Blitz: Slips, Trips, and Falls!

 **ATA COMP FUND**



**ALLIANCE INTERSTATE RISK
SERVICE**

LIFE AFTER DOT INSPECTION

ABBY GREER February 1, 2022

The idea for this article was submitted by Mitch Stone, Transportation Safety Director of Mitchell Grocery/B&G Supply Company in Albertville, Alabama.

You see the headlines every day: staffing shortages, driver shortages, labor shortages... The trucking industry has been hit especially hard over the past 2 years. While the driver shortage should always take the spotlight, other roles in our industry will need to be filled as well. Meet Mitch Stone, retired USDOT Inspector from the Arab Police Department in North Alabama, who is an advocate for recruiting former and/or retired USDOT officers. Risk Manager, Michael Smith, sat down with Mitch to talk about his experience as a retired DOT officer now in the transportation industry.

How long were you a DOT Officer?

From 2004-2020, while at the Arab Police Department [in Arab, Alabama].

What were your main duties in your last role there?

I was a Sergeant (supervisor) over a uniformed shift, while still performing safety inspections.

What made you want to work for a trucking company?

During my years of working in the safety/enforcement side of commercial vehicles, I wanted more experience within the private sector of the trucking/transportation industry. I obtained my CDL ten years ago, which benefited my understanding and allowed me to have hands-on experience within the trucking industry. I also believed that, once I retired, I would have the required training/knowledge to utilize within the private sector.

How has the transition been so far?

So far, it has been a smooth change over. I believe the combination of my years as a commercial vehicle safety inspector, then later driving within the trucking industry, allowed a better training/communication approach to new and veteran drivers. I haven't seen any cons yet [4 months].

What is something you wish you would have known before joining a trucking company?

I had minimum knowledge of workers' comp claims and injuries within transportation. Having a better understanding of [that] process would have helped.

Would you recommend a position in safety within a trucking company to newly-retired DOT officers?

Yes, without hesitation. It's been great for me.

How would a trucking company recruit or advertise to hire a retired DOT officer?

[They can] contact a location trooper post or state Law Enforcement Agencies, like the [Alabama Law Enforcement Agency](#) (ALEA). Attending roadside inspections with state trucking associations is [also] a great way to make contacts within the law enforcement organizations.



WHAT'S HAPPENING



ALABAMA TRUCKING SMMC AWARD NOMINATIONS

The ATA Safety and Maintenance Management Council (SMMC) is looking for nominations for their annual Fleet Safety Awards! Awards for the 2021 year include:

- 2021 Fleet Safety Contest
- 2021 Driver of the Year
- 2021 Safety Professional of the Year
- 2021 Maintenance Professional of the Year
- 2021 Fleet Manager of the Year

Nominations are due no later than **February 18th**, so don't delay in getting those nominees' names in the running! You can download the nomination form [HERE](#) or contact Brandie Norcross at BNorcross@AlabamaTrucking.org.

The ATA Comp Fund and Alliance Interstate Risk will also be presenting awards to members who have shown a dedication to safety throughout their company, or have shown vast improvement after implementing our Risk Management model.

GMTA SPRING SPORTING CLAYS SHOOT

The Georgia Motor Trucking Association's Spring Clay Shoot is part of GMTA's 2022 Sporting Clays Series. The Spring Shoot will be held Friday, April 8th at the historic Forest City Gun Club in Savannah, Georgia. Registration opens soon - stay tuned!



ATA 83RD ANNUAL CONVENTION

It's back and we're changing things up a bit! Join the Alabama Trucking Association for their 83rd Annual Convention at The Grand Hotel Golf Resort & Spa in Point Clear, Alabama April 28th - May 1st. Keep an eye out for more information in the next few weeks!

GMTA ANNUAL CONVENTION

The Georgia Motor Trucking Association's premier industry event of the year will be held June 19th - 21st at the Ritz-Carlton in Amelia Island, Florida. Registration will open in early March, but you can contact [Emily Crane](#) with any questions before then!





PROGRAM NEWS



WELCOME TO OUR NEW MEMBERS!

The ATA Comp Fund and Alliance Interstate Risk programs are proud to welcome the following new members:

- **About the Move LLC** *Daphne, Alabama*
- **American Transport & Recovery LLC** *Marietta, Georgia*
- **ATLFreight.com LLC** *Forest Park, Georgia*
- **Bama Transport Enterprise, Alabama**
- **Beene Logistics LLC** *Oxford, Mississippi*
- **East West Express** *Villa Rica, Georgia*
- **Intercontinental Packaging, Inc** *Opelika, Alabama*
- **JELKK Inc** *Dothan, Alabama*
- **Kay Simmons, Inc.** *Leeds, Alabama*
- **Lilly Trucking of Georgia, Inc.** *Carrollton, Georgia*
- **MaJik Expediting LLC** *Henagar, Alabama*
- **Oscar Mike, Inc.** *Irondale, Alabama*
- **Performance Trucking, Inc.** *Lawrenceville, Georgia*
- **Port X Logistics** *Savannah, Georgia*
- **Standard Hauling** *Duncan, South Carolina*
- **Taylor-Made Transportation, Inc.** *Maplesville, Alabama*
- **Tyler Transport LLC** *Tyler, Alabama*

IT'S AUDIT SEASON!

It's time for 2021 Year End audits. Sedgwick auditors are working to set up payroll audits and we need your help expediting this process. We understand that the continued effects of COVID-19 are making tasks more complicated and hope that, by continuing with virtual audits this year, the stress of scheduling and meeting can be alleviated.

The deadline to complete audits this year is **April 15th**. Should you have any questions, please contact Rita Golson at RGolson@ATACompFund.org.

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A copy of our most recent Financials can be found on our website.



2021 0% LOSS RATIO CERTIFICATES

Each year, our team awards certificates to our Members who achieve a 0% loss ratio for the prior year. Safety is always a big deal, so achieving a 0% loss ratio deserves some recognition.

We are hard at work prepping and sorting the 2021 0% Loss Ratio certificates. We have a record **57.5%** of eligible ATA Comp Fund Members and **63.6%** of eligible Alliance Interstate Risk Members receiving certificates this year. Be on the lookout for your Risk Manager in the coming weeks to deliver yours... and don't forget to let them snap a photo for social media bragging rights!