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THE GREEN LIGHT

The official newsletter of ATA Comp Fund



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WINTER IS COMING.

Winter weather doesn't wait for the calendar, and neither should your fleet. NOAA's Winter Outlook calls for a wetter-than-average season across the South, which means more rain, more freeze-thaw cycles, and ice on roads your drivers see only a few days a year. Those are the exact types of days that crashes increase. Inexperience with ice, not the ice itself, is often the difference between a close call and an injury. Inside, we break down what drivers and companies can do now, before the first hard freeze. Because protecting you at every turn doesn't stop when the temperature drops.

WINTER IS COMING: PREPARE YOUR FLEET BEFORE THE FIRST FREEZE

Abby Greer *November 15, 2026*

Winter weather doesn't wait for the calendar, and neither should your fleet. Here's how to prepare your drivers and your equipment before the first hard freeze hits Alabama and beyond.

A WET, ACTIVE WINTER IS LIKELY



The National Oceanic and Atmospheric Administration (NOAA) U.S. Winter Outlook for December 2026 through February 2027 calls for wetter-than-average conditions across the southern U.S., from California to Florida, driven by an active El Niño pattern. For Alabama-based operations, that means more rain, more freeze-thaw cycles, and a real chance of ice events in a region where drivers see winter weather only a few days a year. Those are the exact types of days that crashes increase. Inexperience with ice, not the ice itself, is often the difference between a close call and an injury.

WHAT COMPANIES CAN DO

- **Prep the equipment now.** Service trucks before the first freeze: batteries, brakes, tires, wipers, washer fluid rated for cold, and air system moisture checks.
- **Build winter kits.** Every cab should carry blankets, water, food, a flashlight, a first aid kit, and chains where chain laws apply.
- **Train before the event, not after it.** Add a winter driving module to your next toolbox talk. Remind drivers that southern ice storms often strand trucks for hours, so route planning and fuel management matter.
- **Document it.** A winter readiness briefing on the record shows underwriters and claims adjusters that your operation takes seasonal risk seriously.

WINTER IS COMING: PREPARE YOUR FLEET BEFORE THE FIRST FREEZE

CONTINUED



WHAT DRIVERS SHOULD DO

- **Slow down and add space.** Speed is the leading cause of winter crashes. Double your following distance when roads are wet, and triple it when ice is possible.
- **Know where ice hides.** Bridges, overpasses, and shaded curves freeze first. Watch for fading tire spray and ice buildup on mirrors and windshield corners, both early signs that the road surface is freezing.

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- **Watch your step outside the cab.** Slips and falls on ice are among our most frequent and costly claims and they happen in the parking lot, not the highway. Use three points of contact when climbing in and out, wear slip-resistant footwear, and check your footing before you step down. That first step off the running board onto an ice lot is where ankles, backs, and shoulders get injured. Treat icy docks, fuel islands, and truck stops with the same respect as an icy interstate.
- **No cruise control.** On slick surfaces, cruise control can make a skid worse. Keep full control in your hands and feet.
- **Stop when it's unsafe.** No load is worth your life. If conditions deteriorate, get somewhere safe and call dispatch early.

Winter weather in the South is rare, but that's exactly why it's dangerous. Plan for it, train for it, and make it part of your safety culture. Your Risk Manager can help you build a winter readiness plan for your operation. Contact us today, because protecting you at every turn doesn't stop when the temperature drops.



Click here to discover our Risk Management team's Resources.

WORKPLACE VIOLENCE: A TOPIC WORTH REVISITING

Abby Greer *November 15, 2026*

We first covered this topic in 2023, and it's one worth revisiting. While rare, workplace violence and active shooter situations do happen. It's not easy to think about, let alone talk about, but with violent acts still ranking among the leading causes of occupational fatalities, now is the time to make sure you and your company are prepared.

NUMBERS DON'T LIE.

There were 470 workplace homicides in the United States in 2024, up 2.6% from 458 in 2023. Firearms were involved in roughly 80% of them. Transportation and material moving occupations, our industry's occupational group, accounted for about 14% of all workplace homicides, according to an NCCI analysis of Bureau of Labor Statistics (BLS) data. On the nonfatal side, the BLS recorded more than 57,000 workplace violence cases serious enough to require days away from work, job restriction, or transfer over a recent two-year period. The takeaway hasn't changed since we first wrote about this: the risk is real, and it doesn't stay inside the office walls.

IT TAKES ALL KINDS.

According to research, there are four types of violence:

- **Criminal Intent (Type I)** occurs when there is no relationship between the perpetrator and the business or its people. This type accounts for the vast majority of workplace violence in the trucking industry.
- **Customer or Client (Type II)** occurs when the perpetrator has a relationship with the business, such as a customer or delivery recipient.
- **Worker on Worker (Type III)** occurs when the perpetrator is a current or former employee who attacks or threatens another employee.
- **Personal Relationship (Type IV)** occurs when the perpetrator has no relationship with the business but a personal relationship with the victim.

As the numbers show, most workplace violence in trucking is not personal. It's random: robbery, trespassing, harassment, and physical harm. Employees and drivers must always remain vigilant and aware of their surroundings.

WORKPLACE VIOLENCE: A TOPIC WORTH REVISITING

CONTINUED

DON'T PANIC. BE PREPARED.

Workplace violence does not always involve an active shooter situation, but every company should have an Emergency Action Plan (EAP) in case one occurs. Train personnel to recognize the warning signs of a disgruntled employee or customer, and make sure everyone knows where to report concerns. A written, and often discussed, EAP prevents worry, panic, and confusion if an incident does occur.

ACT EARLY AND OFTEN.

After developing your EAP, train employees on it. Formal training meetings, safety videos, and drills ensure every employee knows the plan and the actions to take. Follow-up training keeps the information fresh and accounts for employee turnover.

ANYTIME, ANWHERE.

Most people picture workplace violence at an office or terminal, but for our industry it often happens out on the road. Thieves after cargo or cash, aggressive drivers, and even other truck drivers can expose your employees or contractors to danger. Train your drivers on situational awareness:

- Have a daily work and travel plan, and update driver managers frequently.
- Never enter locations where you feel unsafe, and report issues immediately.
- Park in well-lit areas, keep doors locked, and pull blinds.
- Don't discuss freight on the radio or in public where you could become a target.
- Read reviews and research truck stops before the trip, and avoid high-crime areas when possible.
- Be cautious when approached by strangers.

HERE TO HELP.

Workplace violence affects all employees, and we need to work together to provide a safe work environment. Your ATA Comp Fund Risk Manager can help you develop a workplace violence Emergency Action Plan and provide on-site training resources. Contact us today, because protecting you at every turn means protecting you everywhere.

NEED SAFETY TRAINING IDEAS?

Abby Greer *November 15, 2026*

Coming up with fresh, new content for monthly safety trainings can be tough. Our Risk Managers have provided an easy tool that can assist in safety training for our members... and helps to alleviate some of the stress that comes with scheduling these very important meetings. The 2027 MONTHLY SAFETY TRAINING CALENDAR provides topics for each month and includes a one-page handout and relevant videos from our archives.

January WINTER WEATHER	February DEFENSIVE DRIVING	March ADVERSE WEATHER: HIGH WINDS
April OPENING/CLOSING TRACTOR HOOD	May HEAT STRESS & HYDRATION	June WORK ZONE DRIVING
July FOLLOWING DISTANCE: SPEED	August SITUATIONAL AWARENESS	September DRIVER APPRECIATION
October OSHA SPOTLIGHT	November DRIVER FATIGUE	December WELLNESS

This resource is available exclusively to members of the ATA Comp Fund program and is also available in our Online Portal under the Resources tab. Contact your Risk Manager today to learn more about how you can incorporate this useful tool in your safety trainings!

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SAFETY SPOTLIGHT

Abby Greer *November 10, 2026*

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



Meet Roger Howard, Director of Safety at Action Resources, a Birmingham, Alabama-based carrier specializing in the transport of hazardous chemicals and waste. Roger's route to the safety office runs through the cab: he started as a driver in the late 1980s and worked his way through dispatch, HR, and recruiting before stepping into safety leadership. We sat down with him to talk about building buy-in, the advice he gives new safety professionals, and why he tells everyone to stay focused on the task at hand.

How did you get started in Safety?

I started as a transportation industry driver in the late 1980s, then became a driver trainer and led new-hire orientation. To advance my career, I moved through dispatch, HR, and recruiting before taking on a full-time safety role.

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

I see our role as providing direction and fostering a safety culture across the organization. As departmental leaders, we must identify and reduce risks to strengthen the organization and keep our staff healthy and productive.

Why is safety important to you?

We transport hazardous chemicals and waste every day, so protecting our personnel and the public is central to our work. We are responsible for transporting our customers' products safely and sustainably without creating exposure risks.

How do you (or would you) improve your company's safety culture?

We build and sustain our safety culture every day through consistent effort and a positive approach. It takes time and ongoing attention, with every department reinforcing the same message and senior leadership setting the tone throughout the organization.

SAFETY SPOTLIGHT

CONTINUED

What has been the most challenging task in your role/career as a Safety Director?
Throughout my career I have discovered that employees don't just need direction; they need support, accountability, and leadership that is involved. Success starts with strong leadership, but sustained success comes from building a strong team.

How do you promote your company's safety culture?
My role is to teach staff how to work safely, explain the purpose of our safety processes, and help them understand the risks of each task.

How do you get employees to "buy in" or get involved?
We build employee buy-in by explaining how to work safely and why it matters, using education rather than a policing approach.

What advice do you wish you had received early in your Safety career?
To spend more time educating yourself on the regulations governing our business. Knowledge of those regulations and best practices take time to understand fully. I would - and have - given that same advice.

What is your "One Big Thing" you focus on in your Safety role?
Reducing the risk exposure to every member of our organization. Keeping our staff safe and injury free.

What would be your safety quote or message?
I would say my main message would be to stay focused on your task at hand. As much as we like to think we can multitask, we really do not do it well.

WHAT'S HAPPENING



COLSON NAMED ATA PRESIDENT

Big news for Alabama trucking and for our industry nationwide. Our friend and longtime champion, Mark Colson, President and CEO of the Alabama Trucking Association, has been named President and CEO of the American Trucking Associations effective December 1st.

For seven years, Mark has fought for Alabama's trucking industry in Alabama and Washington. He's been a tireless advocate for our member companies, a strong voice for highway safety, and a dedicated member of the ATA Comp Fund Board of Trustees. Now he takes that same passion and leadership to the national stage. Congratulations, Mark. Alabama is proud of you and we know you'll represent trucking well.

All Alabama Trucking Association members are invited to a reception honoring Mark on Wednesday, December 9th from 4:30pm to 6:30pm at the Montgomery headquarters. The team will also be welcoming interim President, Chris Cooper.



On behalf of the ATA Comp Fund Board of Trustees and our entire team, we express our gratitude for every partnership we have. From our agency and broker partners to our 600+ member companies, we are thankful for the trust placed in our program over the years.

Thank you!

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PROGRAM NEWS

WELCOME TO OUR NEW MEMBERS

The ATA Comp Fund program is proud to welcome the following new members:

- **Concrete Supply Co East** *Fayetteville, Georgia*
- **D & J Trucking LLC** *Hamilton, Alabama*
- **JET Carriers LLC** *Pelham, Alabama*
- **JP Building Company** *Calera, Alabama*
- **RRR Transportation Company** *Calhoun, Georgia*
- **Wesson Trucking LLC** *Hamilton, Alabama*



Renewals are being issued this week and you should receive your coverage documents via email. They will also be available on the portal. Please take a moment to review your 2027 coverage and, if there are any questions or updates, notify a member of Underwriting at ServiceRequest@ATACompFund.org.

Year-end audits are just around the corner! Be on the lookout for email communications regarding scheduling your 2026 payroll audits. If you have questions about the audit season, please contact our Audit team at Audits@ATACompFund.org.

Our Team is Growing!



Jacob Starmer joined our Underwriting team in August as an Underwriter. Prior to joining the ATA Comp Fund team, Jacob spent over three years with Berkley Industrial Comp, underwriting monoline workers' compensation business in all 50 states. He is a graduate of Samford University, where he earned a Bachelor's degree in Finance.



Briggs Latta also joined our Underwriting team in August 2026 as an Underwriter. Prior to joining the ATA Comp Fund team, Briggs spent three years as an associate underwriter. He is a 2024 graduate of the University of Alabama, where he majored in finance and economics.

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

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