

Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

OCTOBER 2023

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- Controller
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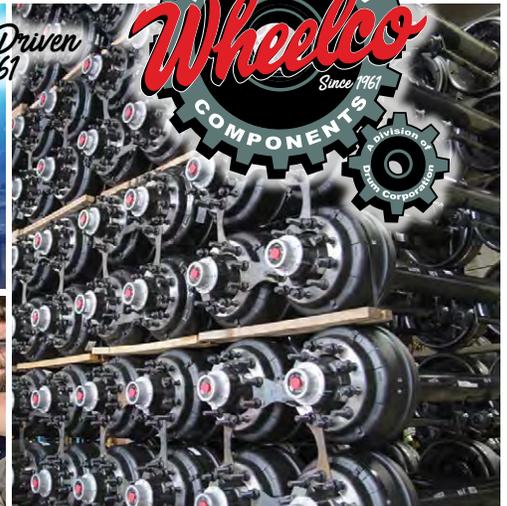


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- Preferred Fleet customers enjoy the same guaranteed service pricing that National Account customers do.
- A Preferred Fleet Customer has access to Fleet HQ service reports through Goodyeartrucktires.com.
- To enroll as a Goodyear Preferred Fleet customer, contact your local Goodyear Commercial dealer.

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On the cover



Photo Courtesy of Michelle Wells

The 20th Annual Convoy for Special Olympics was held in Sioux Falls on September 15th-16th.

SAVE THE DATES

2023 Legislative Receptions

DECEMBER 6, 2023

Minervas | Lincoln Room
2111 North Lacrosse Street
Rapid City, South Dakota
5:30 p.m. - 7:00 p.m.



Scan the QR
Code to RSVP

DECEMBER 12, 2023

Minervas | Lower Level
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5:30 p.m. - 7:00 p.m.





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MESSAGE FROM THE **Chairman**

Good day, ladies and gentlemen. I have been doing some thinking about what this position of chairman means. My opinion is that it is to represent the trucking industry, represent SDTA, and protect the employees of this organization. I hope to do my best in this aspect, so it is my intention to see that every employee is treated with respect and dignity.

I feel if any member has a problem with an employee or another member, before we put it out there on blast, we need to talk with Christine or myself. Everyone can get a hold of Christine at the office at 605-334-8871 or myself at 605-769-1148. I know this is the best way because a few years back I had an issue with another member, and I asked Myron and the chairman at the time for advice. We were able to resolve the issue without involving the other members, so I know this is the best option. I also know that if we don't respect and protect the people who are working for us, they will leave our employment, and we don't want that to happen. So please respect the people who are working for you. I will get off my soap box now.

The fall board meeting and pheasant hunt are just around the corner. November 9th is our pheasant hunt, and November 10th is our board meeting, so please make plans to attend. All are welcome.

Also, the fall harvest is in progress, so you are going to see a large presence of farm equipment on the roads. Please give them room to maneuver—10 seconds are not worth a life. So everybody, be careful and safe until we talk again. You can always call me. I have an open door.

Safe travels,

A handwritten signature in black ink that reads "Robert Willey".

Bob Willey

Bob Willey Trucking

bwilleytrucking@gmail.com



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MESSAGE FROM THE President

Christine's Corner

I'm sending you this message as I'm in Austin, Texas, for the American Trucking Association Conference. Stay tuned to the November message next month for highlights.

Since I started just over 2 years ago, I have continued to talk about the streamlining and modernization of our office and association. We have much work to do, but we are turning the tide.

We are launching a renewed focus on membership—You, the members—and recruiting new members. We cannot thank you enough for your investment in SDTA, whether it's been your first year or your 40th year. We VALUE you.

Membership in SDTA can provide various benefits, such as networking opportunities, access to resources, professional development, and a sense of belonging.

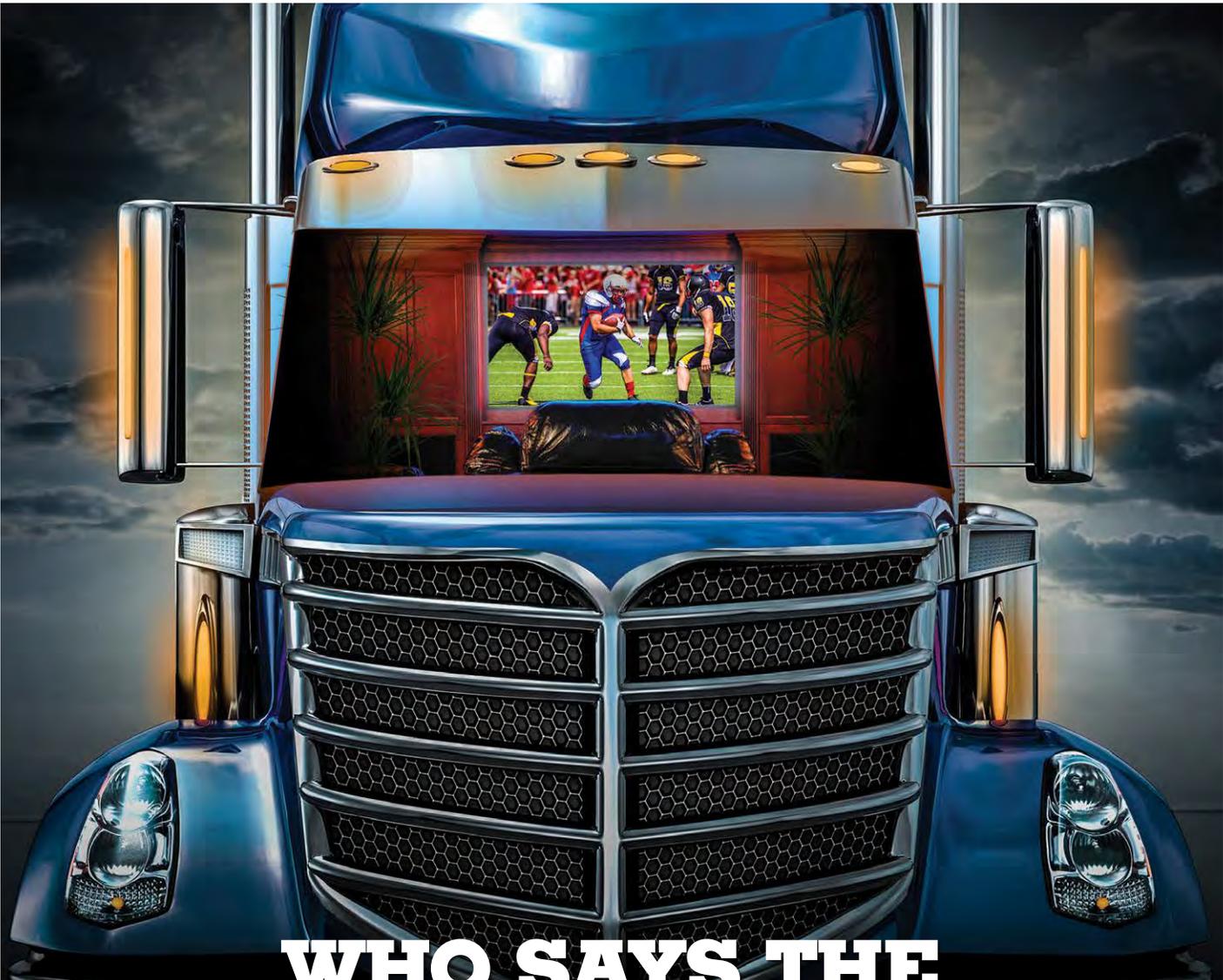
1. **Industry Updates:** Stay informed about the latest regulations, trends, and news in the trucking industry.
2. **Networking:** Connect with other professionals, carriers, and suppliers for potential business opportunities.
3. **Advocacy:** SDTA lobbies for policies that benefit the trucking industry, helping to shape regulations and legislation.
4. **Resources:** Access to educational materials, safety programs, and training to improve operations.
5. **Cost Savings:** We offer discounts on services, insurance, and products.
6. **Industry Insights:** Gain access to research and data that can help you make informed decisions.
7. **Support:** SDTA provides a support network for members, which can be invaluable in challenging times.

Our hope is that as you are talking with other industry leaders, you are discussing and encouraging membership in SDTA.

Please mark your calendars for the legislative events held in Rapid City on December 6th and Sioux Falls on December 12th. This is YOUR opportunity to meet legislators and have your voice heard.

Onward,

Christine M. Vinatieri-Erickson



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OCTOBER 2023 DRIVER OF THE MONTH



Loran Dykstra, Fousek Farms & Trucking LLC, Armour, SD, was selected as the October 2023 Driver of the Month by the South Dakota Safety Management Council.

Loran Dykstra has been a very valuable asset to Fousek Farms & Trucking. He is truly like three drivers in one. He is always willing to go the extra mile for Otto and the company. He takes on an extra load with willingness and no complaints. He cares about the company as more than just a job and takes pride in what he does. He's the first to get to work and usually the last to leave.

Loran has over 40 years of experience and has driven 1.5 million miles. He has been with Fousek Farms & Trucking for 7 years. His MVR over the last 3 years is clean, as he excels in safety. He is always aware of the DOT rules and regulations and what he can and cannot do. Because of his knowledge of the DOT rules, the other drivers tend to turn to him for advice. When we have a new driver start, Otto always gives them Loran's phone number because he can rely on Loran to give the best directions to a customer's farm or exactly how things work at a distiller's plant.

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A lot of the time, we will even send the new drivers to ride along with him for a day to get a better idea of how things work. On the rare occasion he makes it back to the shop early, you will likely see him taking advantage of his extra time and doing some upkeep on his truck. He is an old-school truck driver, and all of our customers enjoy when he is bringing their product. Along with trucking comes all the paperwork, and he is never late at turning it in, and it is always accurate.

Aside from the trucking part, he has a positive and infectious attitude that is hard to match. And it is proven by the great camaraderie he has with all his fellow coworkers. It is impossible to be around him and not instantly be in a good mood yourself. You can count on smiling and/or laughing while talking to him. Overall, his positive demeanor, reliability, integrity, and due diligence makes for a very special driver that is hard to find now days.

Loran and his wife, Brenda, reside in Corsica, SD. They have two adult children and seven grandchildren.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Loran Dykstra for being selected as the October 2023 Driver of the Month.

HONOR YOUR BEST DRIVERS!



Nominate them for Driver of the Month

A nomination form & rules can be found on page 25 or online at www.southdakotatrucking.com under Membership Opportunities.



For more information, please contact the SDTA office at 605-334-8871 or michelle@southdakotatrucking.com

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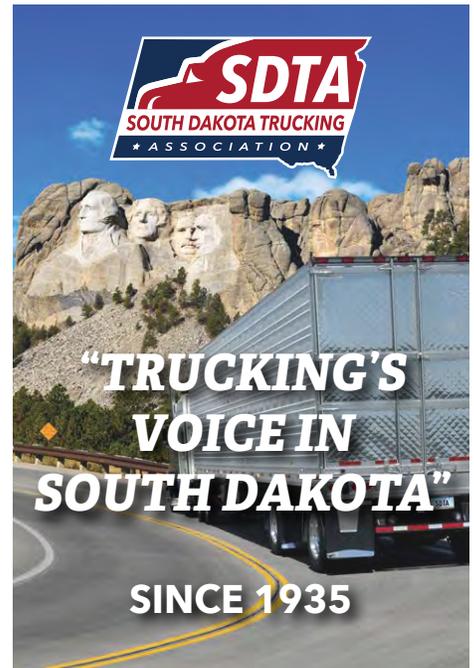
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Upcoming Events



MARK YOUR CALENDAR

NOVEMBER 9, 2023

SDTA Annual Pheasant Hunt
8:00 a.m.
Meet at Hutch's Cafe
Presho, SD

NOVEMBER 10, 2023

SDTA Fall Executive Committee Meeting
8:00 a.m.
AmericInn
Fort Pierre, SD

NOVEMBER 10, 2023

SDTA Fall Board of Directors Meeting
10:00 a.m.
AmericInn
Fort Pierre, SD

DECEMBER 6, 2023

West River Legislative Reception
5:30 p.m. - 7:00 p.m.
Minervas, Lincoln Room
Rapid City, SD

DECEMBER 12, 2023

NextGen Reception
4:30 p.m.
East River Legislative Reception
5:30 p.m. - 7:00 p.m.
Minervas
Sioux Falls, SD

FEBRUARY 12, 2024

Annual Legislative Reception
and Sundae Bar
6:00 p.m.
Ramkota Hotel & Conference Center
Pierre, SD

FEBRUARY 13, 2024

SDTA Winter Executive
Committee Meeting
10:00 a.m.
Ramkota Hotel & Conference Center
Pierre, SD

FEBRUARY 13, 2024

SDTA Winter Board of Directors Meeting
12:30 p.m.
Ramkota Hotel & Conference Center
Pierre, SD

MAY 9, 2024

SDTA Spring/Summer Executive
Committee Meeting
10:00 a.m.
AmericInn
Chamberlain, SD

MAY 9, 2024

SDTA Spring/Summer Board
of Directors Meeting
1:00 p.m.
AmericInn
Chamberlain, SD

MAY 9, 2024

Social Hour, Dinner and Calcutta for
the Annual Cliff Tjaden Fishing Event
6:00 p.m.
AmericInn
Chamberlain, SD

MAY 10, 2024

Annual Cliff Tjaden Fishing Event
7:30 a.m. - 3:30 p.m.
Cedar Shore Marina
Oacoma, SD

MAY 18, 2024

SD Truck Driving Championships
7:00 a.m.
Southeast Technical College
Sioux Falls, SD

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On the Move

TREVOR JOHNSON

Communications & Marketing Specialist

Last week, I was in the beautiful black hills among the falling autumn leaves and BHSU's Homecoming. My main mission was to get a testimony from Ryan Junek concerning SDADA's PAC to put on our website. While I was out there, I got the opportunity to visit with a wide range of SDTA and SDADA members, hear their stories, and learn more about their businesses.

My first meeting was with Floyd's Truck Center, where I got to meet Jerrad Avery, the general manager of the Rapid City location. He was educating me on how supply chain issues are affecting heavy truck dealers. Mr. Avery explained that there are weird items that they have on backorder, such as vacuum lines, that are stopping them from completing a lot of projects. He also touched on the difficulties that come with starting a new truck business in today's economic climate.

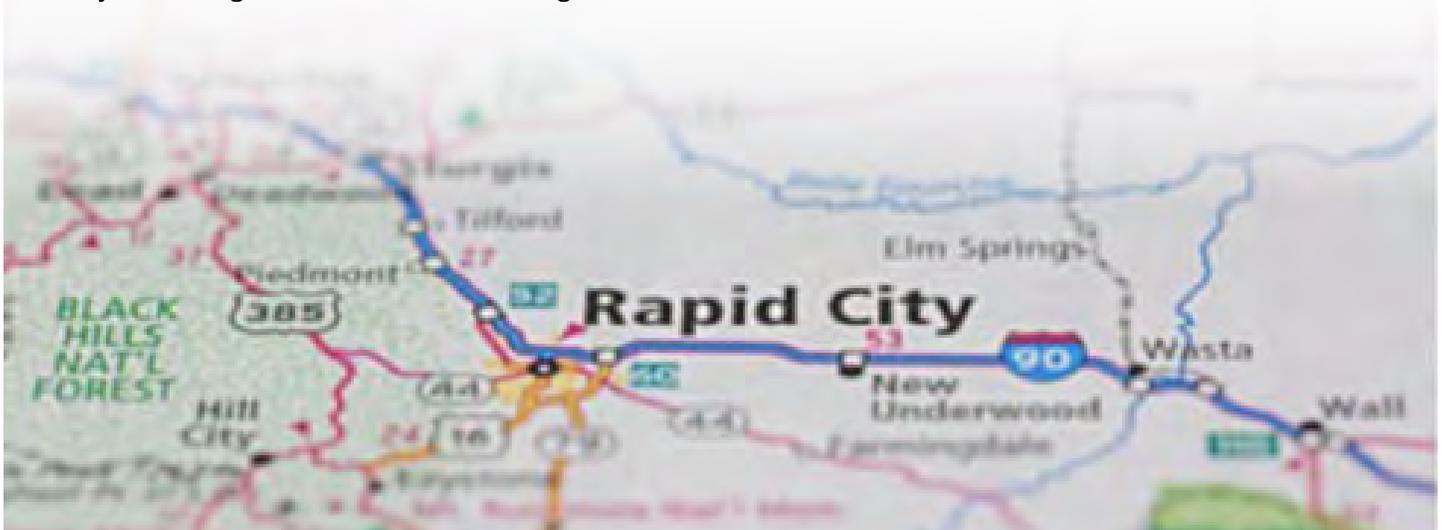


Since Floyd's Truck Center works with a lot of new owner-operators, he is on the front lines of how the current economy is affecting small businesses. With freight not

being worth much more than a few years ago and the prices of gas, trucks, and repairs being greatly inflated, he's seeing fewer new trucking companies opening shop. After my conversation with Mr. Avery, Marvin was kind enough to give me a tour of the facility and introduce me to their team.

My next meeting was at Granite Buick GMC with Terishka Franco. She told me a little bit about the Granite story and how the dealer got to where it was today. I then worked with Breiane Williams, the Marketing Director at Granite Automotive, and she helped me film a member spotlight on their dealership. I had a lot of fun filming and visiting with employees during my visit!

Wednesday started with a visit to Black Hills Harley-Davidson, where I met Al Rieman and Mike Maloney. I was excited for this visit because the brand loyalty of Harley-Davidson customers has always interested me. Mike gave me a tour and was explaining that it comes down to community and quality. How the buttons feel and the materials used for the components can make or break the experience of a motorcycle. This, paired with the customizability of Harley's and the ability for everyone to make their own unique bike, is appealing to a lot of consumers. If you would like to hear more about my visit to Black Hills Harley-Davidson, you can check out the dealer spotlight via this QR code or on our Facebook or TikTok.



My second Wednesday meeting was with Brandon Harms, the general manager at Whites Canyon Motors. Mr. Harms was new to his role and was really interested in the SDA-DA. He explained how his career started at Whites Queen City Motors, and then he moved to Arizona. He got offered the General Manager position, which brought him back to Spearfish. We discussed EV programs and supply chain issues. I was curious how hard it is to get cars from his franchises because, in general, I have seen most dealers having a hard time getting inventory.



When I visited North Western Warehouse Company, I sat down with Jerred Koppe-
mann and discussed the Global Household Goods Contract and his concerns about this contract being held by one entity. He explained that it will be hard for that one company to

meet the demand for the contract based on our national driver shortage. It also decreases the number of contracts other corporations can receive from the government. Mr. Koppmann was concerned about the future of the trucking industry and the economic situation of our country.

After visiting North Western Warehouse Company on Thursday, I visited two SDTA associate members, Fischer Rounds Quality Truck Insurance and Prorate 48. I visited with Laurie Holloway from Prorate 48 first and learned about how different states are sending and receiving documents and the differences between their systems. Mrs. Holloway also gave me some ideas going forward about our convention and some possible ideas for future SDTA event offerings.

I then bounced across the hall to visit with Linda Bickford at Fischer Rounds Quality Truck Insurance. Ms. Bickford was preparing for her retirement and shared with me stories from her career and events that she really enjoyed being involved in, such as the Convoy for Special Olympics. I enjoyed learning about the insurance side of the trucking industry.

I really enjoyed meeting with more of our members, and I can't wait to conduct more meetings and hear more stories about businesses and careers in the industry. Thank you to everyone who agreed to meet with me, and thank you all for being members of the association.

Welcome to Our Newest Members

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Spear Targets Truck Excise Tax, Legal Reform

State of the Industry Address Also Praises Truck Drivers for Fulfilling Essential Role

Eugene Mulero | Senior Reporter | *Transport Topics*

During his annual State of the Industry address at American Trucking Associations' 2023 Management Conference & Exhibition, ATA President Chris Spear emphasized a need for litigation reform and the repeal of a federal excise tax on new trucks.

The ATA leader in his keynote speech to the federation described the impact the World War I-era 12% tax has on freight stakeholders. Spear explained to attendees at the conference that the tax results in "roughly \$25,000 per power unit."

ATA and other opponents of the tax indicate its elimination would assist the industry with modernizing fleets. Stakeholders continue to call on Congress to repeal the long-standing tax.

Responding to industry pushback, this year Sens. Ben Cardin (D-Md.) and Todd Young (R-Ind.) unveiled the Modern, Clean and Safe Trucks Act of 2023, which would repeal the tax. "It's time to repeal this outdated and onerous tax on our Hoosier truckers," Young said. House lawmakers introduced a similar bill. Both measures await consideration in a committee.

A need for reforming aspects of the justice system also remains central to ATA's policy priorities, as Spear categorized lawsuit abuse as an ongoing threat to the industry.

"Trial lawyers chasing jackpot justice, self-promoting union bosses and delusional environmental extremists. Together, they constitute a clear threat to our industry's ability to grow and support our nation's economic security," Spear said.

He continued, "If you belong to a state association and want to put trial lawyers on their heels, speak up. Help make lawsuit abuse a priority in your state capital. Lend your support and testimony. Jackpot justice has no place in the courtroom and no place in our industry."

Spear also took aim at California. The Golden State is angling to wind down the sale of vehicles with internal combustion engines. At issue is the California Air Resources Board's looming mandate requiring manufacturers to transition from selling diesel-powered trucks and vans to selling electric zero-emission trucks.

"We stand alongside the California Trucking Association as they file suit against the California Air Resources Board: an unelected, ill-informed band of extremists who have no clue



the impact their timelines and targets will have on our economy," Spear explained.

During his wide-ranging keynote address, the ATA leader also praised truck drivers' essential role in the nation's supply chain. He highlighted recent federal action to expand truck parking capacity. Last month, the U.S. Department of Transportation announced more than \$80 million in grants for highway safety and truck parking programs. Transportation agencies in Louisiana, Florida and Tennessee were awarded grants for expanding access to truck parking. The federal funds stem from the \$1.2 trillion Infrastructure Investment and Jobs Act enacted in 2021.

Enhancing diversity industrywide is another pillar of ATA's mission. Spear pointed to the advancement of the Women In Motion program as a response to the need to recruit and retain more women.

"The purpose of Women In Motion," according to ATA, "is to promote and support the advancement of women in the trucking industry by providing access to robust training, mentorship and networking programs, advocating for policies and practices that create a level playing field for women in the industry, and fostering communication and collaboration among women and their allies."

"These are today's stakes, which underscores why advocacy matters. Without a seat at the table, our industry — our way of life — could look entirely different over the next decade," Spear added. "Which is why we must evolve and adapt more quickly than any threat that comes our way."

Reprinted from Transport Topics.



South Dakota's Truck Convoy for Special Olympics Twenty Years of Big Rigs, Big Hearts and Big Results!

The Truck Convoy is a celebration of the trucking industry and its support for Special Olympics. What started as a local event in Florida in 2001 has evolved into an international movement with Convoys in over 24 states and 4 provinces annually.

The South Dakota Convoy celebrated its 20th year this September. In those 20 years, \$729,000 was raised for the South Dakota Law Enforcement Torch Run for Special Olympics. One hundred percent of the funds go directly to support and benefit the Law Enforcement Torch Run, Special Olympics South Dakota's largest grassroots fundraising campaign. Special Olympics South Dakota has over 2,500 athletes statewide and is growing larger every day.

Michelle Wells, Member Manager for SDTA, has been an active Convoy committee member for nearly all 20 years. Each year, she sets up a booth to highlight what it means to be a member of SDTA. This year's booth focused on our SouthDakotaCDL.com entry-level driver training program. As always, the South Dakota Truck Driving Championships are highlighted in an attempt to get more companies involved.

As an active committee member, Michelle Wells notes that her favorite part of the event is just before the truckers line up for the parade. The truck drivers walk from the drivers meeting to the parking lot, where they are greeted by eager athletes ready to climb into the cab of one of those bright, shiny trucks and go for a ride.

Michelle notes, "I have the privilege of being the photographer tasked with getting pictures of the athletes inside the trucks. I run around from truck to truck, looking for athletes in the passenger seats. Then I climb up right next to them, ask them to roll down their window, and smile for the camera. The driver and athletes connect in a way that is only possible through an event like this—it is simply **PRICELESS!**"



The Convoy Committee starts planning for this annual event in January. There is a lot of time and energy that goes into making this event happen. If you haven't been to one yet, please take the time to attend. You won't be disappointed!



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Perspective: Without Trucking, There Is Nothing

Thanks to the Engagement of ATA Members, the Nation Now Understands That Trucking Drives Everything

Chris Spear | President and CEO, American Trucking Associations

Last month, American Trucking Associations reached its 90th year. For nine decades, ATA and its federation of 50 state trucking associations have been the leading voice for our industry in Washington and every state Capitol throughout the country. That is volume, reach and history no other voice in trucking can claim, and few industry associations can match.

While many stakeholder groups struggle for traction in today's frayed political environment, our constant presence in the halls of power is why we succeed as an advocacy organization in advancing the interests of our members and notching wins for America's trucking industry. This year alone, we have testified at five congressional hearings plus a roundtable discussion. Our grassroots are activated, with hundreds of industry advocates flanking Capitol Hill throughout 34 Calls on Washington since January, holding more than 300 meetings with members of Congress.

This show of force enables us to steer the legislative process toward our tier 1 priorities. We deliver a steady cadence of truth and common sense that cuts directly through the rhetoric and emotion peddled by our foes: trial lawyers chasing jackpot justice, self-promoting union bosses and radical environmental extremists. Together, they constitute a clear threat to our industry's ability to grow and support our nation's economic security and global competitiveness.

Our war with the plaintiff bar carries on — and we're winning. In the past year, we have secured major victories in Florida and Iowa to curb abusive litigation against motor carriers. Elected officials at all levels of government are listening, and many are now acting. Since declaring lawsuit abuse a tier 1 priority in 2019, more than a dozen reform bills have been passed across the country, and a dozen more states are lining up to do the same.

At the California Air Resources Board, unelected, ill-informed ideologues are clueless to the impact their zero-emission mandates will have on our industry, economy and consumers. Starting Jan. 1, 2024, California's Advanced Clean Trucks rule takes effect, requiring the production and sale of "zero-emission" equipment. Come 2030, the Advanced Clean Fleets rule kicks in, mandating the purchase of that equipment, applying to all trucks operating in California and any state that adopts CARB policy.

After the U.S. Environmental Protection Agency chose to greenlight Sacramento's sure-to-fail policies, and with a dozen CARB-toting states now eager to follow along, California is setting and enforcing national environmental policy.

We are clear-eyed about what this all means. The charging infrastructure required will not be in place in time. There won't be more power flowing through the grid. Our manufacturers lack sustainable sourcing of key minerals such as lithium, cobalt, graphite and nickel. Are we to rely on communist China and Congolese child labor, or will the environmental lobby allow the Biden administration to grant mining permits here at home? We already know that answer.

How will product placement and price parity be achieved if our industry is forced to bow to CARB's timelines? And if that reality hasn't set in yet, what about operational capability for those who can comply? It currently takes 15 minutes to fill a diesel-powered truck to go 1,200 miles, regardless of extreme heat or cold. It can take six to 10 hours to charge an electric-powered truck during non-peak hours to go just 250 miles, under the best of conditions.

These are the stakes today, underscoring why our advocacy efforts matter. We continue to educate lawmakers, the media and the public about our industry's remarkable record in reducing emissions over the past 35 years. We continue to advance common-sense policy solutions that can unlock the environmental, safety and economic benefits of technology already available today.

For example, by repealing the World War I-era federal excise tax on heavy-duty trucks, Congress can drastically reduce emissions while improving highway safety and boosting manufacturing jobs here at home.

These priorities, among others, are at the top of the agenda as we convene in Austin this week for our annual Management Conference & Exhibition. As we come together to chart our industry's future, the staying power of our association over these past 90 years is a testament to our efficacy. Thanks to the engagement of our members, the nation now understands that trucking drives everything. We are here to remind America that without us, there is nothing.

Reprinted from Transport Topics.

ATRI Research Documents Critical Role of Association Membership in Motor Carrier Safety

The American Transportation Research Institute (ATRI) today released foundational new research that statistically corroborates that motor carriers who are active in state and national membership associations are safer than both former association members and carriers who have never been association members.

It has always been anecdotally assumed that association membership supports safety through a variety of association services and resources, but the necessary industry safety data and methodology had never before been assessed. This new empirical research processed public safety data from the Motor Carrier Management Information System (MCMIS) through a series of statistical tools to confirm the relationship between association membership and safety performance.

More specifically, the research compared motor carrier MCMIS crash and violation data for trucking fleets that held a membership status of either Current, Former or Never members. Carrier status data came from a geographically representative sample of state trucking associations as well as from the American Trucking Associations.

The Welch's Two-Sample T-Test outputs confirm that among the three carrier groups, Current members have fewer overall crashes and violations than Former members, who also had fewer crashes and violations than Never members. Almost all results were significant at the 95 percent or 99 percent confidence levels. Due to the rarity of fatal truck crashes among all carriers, this specific crash type was not significant for either state or national membership.

"All safety stakeholders in the trucking industry are looking for strategies and solutions for improving large-truck safety," noted Dr. Brenda Lantz, Associate Director of the Upper Great Plains Transportation Institute. "This new ATRI research confirms that association membership is another important and proven safety tool for trucking companies."

The ATRI association safety research also provides some guidance on how the findings might be applicable to commercial transportation insurers, enforcement agencies and academic researchers.

A copy of the full report is available at truckingresearch.org

ATRI Commences Research on Challenges Faced by Women Truck Drivers

The American Transportation Research Institute (ATRI) is initiating research on the challenges facing women truck drivers as well as barriers that discourage women from considering a career as a truck driver. The comprehensive study will also identify strategies for overcoming industry issues faced by women. Previous ATRI research has confirmed that women make up only 8.1 percent of all U.S. truck drivers, and only 2.7 percent of over-the-road truck drivers. In response, the ATRI Research Advisory Committee prioritized this new women-focused research initiative at its 2023 Annual Meeting.

Key components of the research will include:

- National surveys and focus groups with women who are veteran truck drivers, new entrants, and women who are former truck drivers. In addition, the researchers will engage different groups of women to identify both

issues and motivators for women considering careers in trucking.

- Recognizing that certain fleets have substantially more women drivers than typical fleets, motor carriers will be surveyed and interviewed to identify best practices in recruiting and retaining women truck drivers. Additional outreach will focus on women executives at motor carriers in order to understand issues and opportunities beyond truck driving.
- Collaborating with truck driver training schools to identify recruitment and training issues unique to women.

Research Analyst Abigail Huffman, who will lead the multi-faceted research for ATRI, invites industry stakeholders who would like to be involved in the research to contact her at AHuffman@trucking.org

The Economy Tops the List of Trucking Industry Issues

The American Transportation Research Institute (ATRI), the trucking industry’s not-for-profit research organization, released its 19th annual Top Industry Issues report, identifying the leading industry concerns. This year’s list includes the Economy, Truck Parking, Fuel Prices, the Driver Shortage, Driver Compensation and for the first time, Zero-Emission Vehicles.

“ATRI’s list thoroughly and accurately reflects the challenges we’ve faced this year,” said ATA Chairman Dan Van Alstine, Ruan Transportation Management Systems President and COO. “Costs were up and demand was down, all while we worked to navigate a number of workforce and regulatory issues. Thankfully, ATRI’s analysis doesn’t just tell us what the issues are, it spells out a number of data-driven strategies that the industry can pursue to address them.”

In a year full of challenges including high inflation, rising operating costs, and declining freight demand, the state of the nation’s Economy was the number one concern. The lack of available Truck Parking achieved its highest rank to date on the overall list, coming in second. Last year’s number one issue, Fuel Prices, was ranked third this year. Rounding out the top five this year were the Driver Shortage and Driver Compensation.

A number of aggressive mandates and timelines for transitioning the nation’s vehicle fleet to low- or zero-emission vehicles put that issue on the top 10 list for the first time. Zero-Emission Vehicles were ranked 10th overall and 7th among motor carrier respondents.

Over 47 percent of the survey respondents were motor carrier executives and personnel, while truck drivers represented 29 percent. Among driver respondents, Driver Compensation, Truck Parking and Fuel Prices were the top three concerns, while motor carriers ranked the Economy, Driver Shortage and Lawsuit Abuse Reform as their top three concerns.

More than 4,000 trucking industry stakeholders participated in this year’s survey, including motor carriers, truck drivers, industry suppliers, driver trainers, and law enforcement among other groups. For the first ever, law enforcement personnel represented nearly five percent of respondents, so the report includes a ranking of the top three law enforcement concerns.

The complete results of the annual survey were released as part of 2023 American Trucking Associations’ Management Conference and Exhibition.

A copy of the full report is available at truckingresearch.org

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DRIVER OF THE MONTH NOMINATION FORM & RULES

Date: _____ Jacket Size: _____

Name of Driver: _____ Age: _____

Marital Status: _____ Spouse's Name: _____

Residence Address (in full): _____

Children & Ages: _____

Name of Carrier: _____

Home Terminal Address (in full): _____

Phone Number: _____ Email: _____

Years Employed by Present Employer: _____ Total Years of Experience: _____

Type of Equipment Operated: Truck Tractor-Semitrailer Doubles Other

Type of Driving: Over the Road City Other

Total Mileage: _____ Mileage with Present Employer: _____

of Accidents: _____ Chargeable Dates: _____

_____ Non-Chargeable Dates: _____

Has your driver ever been selected as a Driver of the Month or Driver of the Year in South Dakota or any other state?

Yes No If yes, when?: _____

Participation in truck driving championships or other transportation related activities: _____

Basis of Nomination: _____

With this entry, company agrees to send their driver, if selected as Driver of the Month, to the South Dakota Trucking Association Annual Convention, where the driver will participate in a personal interview. Drivers not being interviewed will not be eligible for the Driver of the Year honors. Interview times will be scheduled Friday afternoon during the convention.

With this entry, the company agrees to submit Driver of the Year Entry Form for National Competition if your driver is selected as the South Dakota Driver of the Year.

Submitted by: _____ Title: _____

RULES:

Driver may be nominated for Driver of the Month for any outstanding act of heroism, a contribution to highway safety, an extraordinary act of courtesy, an exceptional deed or act of service to mankind within the community reflecting positively on the motor carrier industry, or for a long period of safe and courteous driving. An outstanding act shall be deemed to mean unusual or other than the normal every day courtesies afforded by truck drivers.

ELIGIBILITY:

1. The nominated driver must be an employee of a member in good standing of the South Dakota Trucking Association.
2. The nominated driver must have been an employee of the present employer for at least two years and have a minimum of five years overall experience.
3. South Dakota domiciled* drivers are eligible for nomination for an outstanding act performed in any state. * The intent of the word "domiciled" shall be interpreted to mean: Any driver reporting to or regularly dispatched from a terminal within the state of SD (in keeping with the Federal Motor Carrier Safety Regulations definition of his/her home terminal) regardless of where the driver may dwell.

4. A driver may receive the Driver of the Month award only one time in any contest year. He/she may be renominated in any subsequent year.
5. Nominations for outstanding acts on the highway shall be accompanied by supporting evidence (letters, statements, news clippings, etc.). A clear, factual account is absolutely necessary. Vague generalizations will not be accepted.
6. A copy of recent driver motor vehicle record check must accompany the nomination.
7. Drivers nominated and not selected as Driver of the Month will be held over and used in the following month's selection.
8. Entries must be in the SDTA office no later than the 10th of each month for that current month's contest.
9. Nominations may be made by any party, but must be approved by the employer or a representative of the employer.
10. The annual contest will run from September of the previous year through August of the current year.
11. Company agrees to submit a professional head and shoulders photo of the winning driver.

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Trucker Out-Of-Service Orders Hit All-Time High

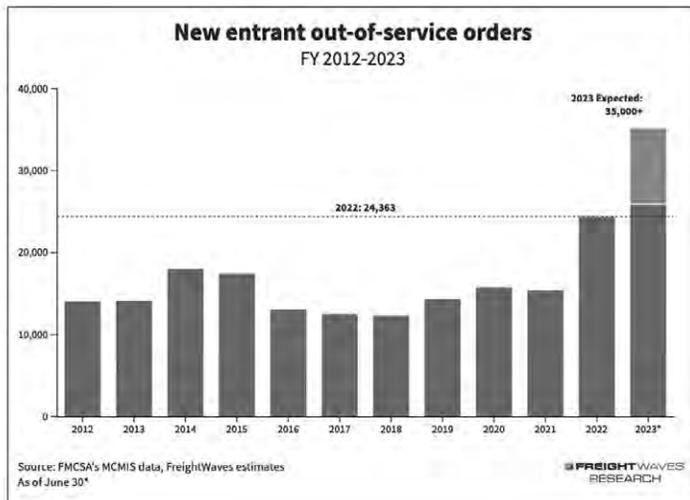
Carrier shutdowns authorized by FMCSA for new entrants likely surpassed 35,000 in FY23

John Gallagher | October 16, 2023 | *FreightWaves*

New-entrant out-of-service (OOS) orders issued to carriers will surge to an all-time high in 2023, according to the latest government data, a trend that has mirrored the dramatic increase in new-carrier operating authorities issued since 2020.

The Federal Motor Carrier Safety Administration began keeping track of new-entrant OOS orders in 2012. Since then, after climbing to a record 24,363 in FY2022, such orders already topped that number as of June 30 in FY2023, with 25,955, according to FMCSA's Motor Carrier Management Information System (MCMIS).

Data for the full fiscal year, which ended Sept. 30, will not be available until December. But OOS orders occurring in FY2023 likely surpassed 35,000, based on trends over the past eight quarters (see chart).



New-carrier entrants are defined by FMCSA as “a motor carrier not domiciled in Mexico that applies for a U.S. Department of Transportation identification number in order to initiate operations in interstate commerce.”

FMCSA initiates a safety audit within the first 18 months of a new-entrant carrier going into business. If the carrier fails or refuses the audit or cannot be reached to perform the audit, the agency issues an OOS order.

“A new entrant may not operate in interstate commerce on or after the effective date of the OOS order,” according to FMCSA regulations. In addition, “a new entrant that operates a [commercial motor vehicle] in violation of an OOS order is subject to federal fines and penalties.”

FMCSA was not immediately available to comment on the surge and its implications.

One explanation is that, because operating authorities increased to record levels over the past few years (made up mostly of single trucks or small fleets), new-entrant OOS orders would parallel the trend because the pool of potential OOS recipients has gone up as well.

Daniel Koors, an owner-operator and council member for CDL Drivers Unlimited, an advocacy group aimed at helping improve working conditions and lifestyles for commercial drivers, is not surprised that OOS orders are at a record high. He believes current economic conditions in the trucking sector are accelerating the trend.

“It’s simple — there’s not enough money in the market right now to maintain these new drivers,” Koors told FreightWaves. “Many are barely able to maintain their homes let alone their trucks.”

Koors said that in addition to maintenance costs, fuel costs and freight rates are working against new entrants.

“I would say a majority of the new entrants that have fallen out are the ones that started during the pandemic,” he said. “They don’t have the back-office support, they don’t have the capital, they jumped in when things were hot, and they didn’t set up the relationships needed to get them through this downturn.”

To the extent that the record new-entrant OOS orders might represent an overall decline in trucking capacity, it adds to evidence that a bursting “capacity bubble” looms, which could result in higher freight rates as the market attempts to readjust.

Reprinted from FreightWaves.

A photograph of a man and a woman shaking hands in a professional setting. The man is on the left, wearing a light blue shirt, and the woman is on the right, wearing a light-colored button-down shirt. They are both smiling and looking at each other. The background is a bright, out-of-focus office environment with large windows.

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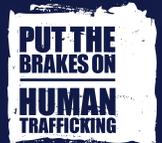
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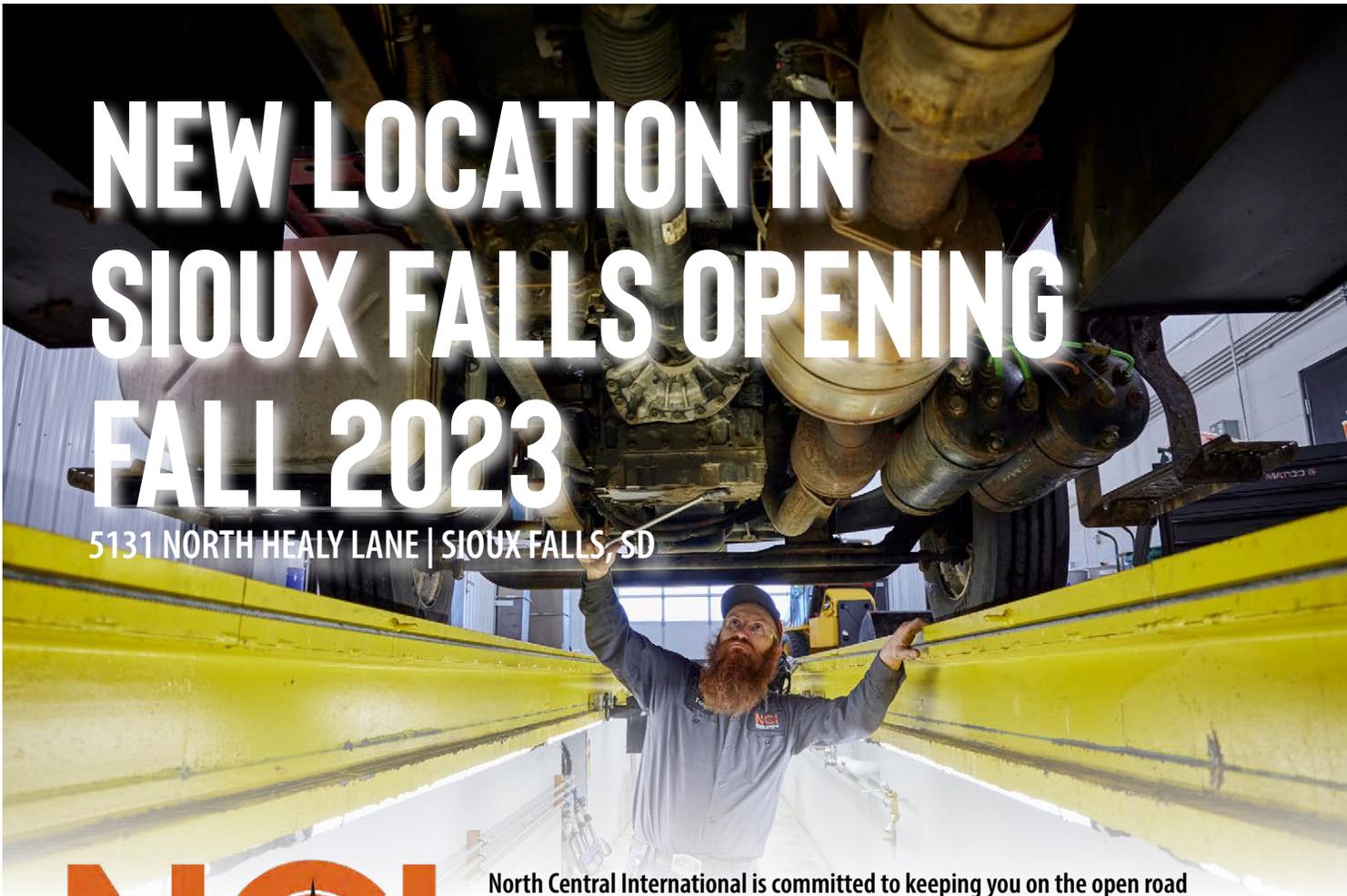
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