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NOVEMBER 2021

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South Dakota TRUCKING NEWS



NOVEMBER 2021



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CHAIRMAN'S MESSAGE

In all my years of driving this nation's highways, I have never encountered dangerous fog conditions as I did the first Thursday of November. I was down to 30 mph many times that early morning.

Delivering a load of liquid to the south side of Pipestone, Minnesota, the MN Highway Patrol stopped me and told me that I had to take a 12-mile detour because of a fatal accident that happened shortly before. Tragically, one semi had pulled out in front of another semi, and the second semi's driver was killed. When I passed by the accident scene about an hour later, it looked as though the collision caused a horrendous fire, destroying most of the second semi and trailer. The accident really unnerved me. I relate this story to iterate to all of you and your drivers: Be super careful and alert while driving in adverse conditions, and better yet, stay put until the weather clears. I'm sure the semi companies involved (and their insurers) wish they had, as well. No "hot load" is worth anyone's life.

On a much different note, during many emails among your Association's Exec Committee, an interesting item arose. Your Association's Past Chair Robert Christian gave me permission to paraphrase what has transpired among the Black Hills Log Haulers Association, in which he is very involved.

"The BHLHA was contacted by the timber industry, (Neiman Enterprises) for allegiance and support. The Forest Service is attempting to only release one-half of the timber to be harvested, as their studies have shown that move is necessary to maintain a healthy forest. This decision by the Forest Service will jeopardize another mill and could put the Black Hills Forest in jeopardy of catastrophic fires or another bug infestation. And of much importance, once a mill is shut down, it will be gone forever. I reached out to Christine for SDTA support. Christine, Philip Christian and myself met with Neiman management to discuss the issue. Christine reached out to the contacts she had, met with our Lieutenant Governor, SD Economic Development, some of our Congressional Delegate's offices and everyone else who would listen concerning this danger to our state's logging/lumber mill economy."

I thank Robert, Philip and Christine for being proactive on this issue. I look forward to an update when they hear back from all those contacted.

In next month's article, I will be relating the results of SDTA's annual pheasant hunt and fall board meeting. As they did last year, my son and grandson are traveling from St. Paul to hunt with us. The pheasant hunt is a great way to network with other truckers and industry personnel, and maybe even bag a few birds. If you didn't attend this year, clear your schedule next November and attend the pheasant hunt and board meeting. All members are very welcome to attend both.

I also encourage you to attend the Legislative Receptions scheduled for early December. Details can be found on page 11 of this publication.

Thanksgiving Blessings to you and yours.

A handwritten signature in cursive script that reads "Jerry Ollerich". The ink is dark and the signature is written in a fluid, personal style.

Jerry Ollerich, SDTA Chairman
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PRESIDENT'S MESSAGE



The 2021 American Trucking Associations (ATA) Management Conference and Exhibition (MC & E) was well attended with several major issues on the forefront. Many times I have said that most issues affecting this industry are national issues. There was not a dull moment at the ATA MC & E, whether we were talking about the economy or any other trucking industry issue, there were many opinions expressed with few answers. It seems there are more rules proposed every day. We really need to keep a vigil watch on the proposed and newly enacted laws and rules.

Similarly, at the SDTA (South Dakota Trucking Association) Fall Board of Directors Meeting, we had very lively discussions about both federal and state issues. I know I am preaching to the choir when I say that now more than ever, it is time to be a member of a state trucking association. We have many issues on the radar that everyone will need to be informed about. Your SDTA is always there to serve; if you have questions or comments, please give us a call.

We have our annual legislative receptions scheduled for Monday, November 22nd at Minerva's in Rapid City and Thursday, December 9th at Minerva's in Sioux Falls. Both are scheduled for the hours of 5:30 to 7:00 p.m. and will include lite hors d'oeuvres and drinks. In Sioux Falls, the SDTA NextGen Group is scheduled to meet from 4:30 to 5:30, immediately before the legislative reception. We have always used these times to let our legislators know what challenges our industry is facing. Without that information, legislators cannot properly consider our needs when they make decisions for South Dakota. Please plan to attend one or both of these receptions. For planning purposes, please send an RSVP to Patty at patty@southdakotatrucking.com

Soon, I will be headed to Pierre to, represent your interests to the South Dakota Legislature. It should be a very interesting year that will again be focused on money. I am sure we will be talking about several Bills as they are considered by the State Legislature. If in the past you have not been receiving my Legislative updates by email, please get your current email address to me. As in past years, I will be sending frequent updates about issues that you need to know about throughout the 2021 Legislative Session.

Christine and I have mutually decided that in December, I will pass the torch to her with regard to writing columns for the Trucking News. I wish you all Godspeed and let you know that even though I am "retiring" effective April 1, 2022, I am not "retired" until that time and as such am always willing to take your calls and provide advice as I have for the last 20+ years.

Keep up the good work!

Myron L Rau
President



Christine Erickson Executive Director cverickson@southdakotatrucking.com	Pam Kolseth Comptroller pam@southdakotatrucking.com	Michelle Wells Executive Assistant michelle@southdakotatrucking.com	Jay Steensma Printshop Manager jay@southdakotatrucking.com	Patty Hinz Office Assistant/Graphic Designer patty@southdakotatrucking.com
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NOVEMBER 2021 DRIVER OF THE MONTH



Greg Keller

Professional Truck Driver

Greg Keller, professional truck driver for A&A Express, Brandon, SD, was selected as the November 2021 Driver of the Month by the South Dakota Safety Management Council.

Greg has been a professional truck driver for the past 35 years, with the last 24 years logged for A&A Express. He has 5.1 million accident-free miles in his career.

Aside from Greg's sustained commitment to his daily duties as a career over the road temperature controlled truck driver, he's a proud father and an attentive husband who somehow finds time to volunteer and donate to local charities. Greg drove over 128,000 miles in the last 12 months and consistently produced high levels of productivity with zero accidents and zero CSA points. He is always professional and pleasant to work with.

Greg and his wife Michelle are the parents of one adult daughter, Christine. They reside in Sioux Falls, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Greg Keller for being selected as the November 2021 Driver of the Month.

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November 1st, I had the opportunity to sit in a focus group for Southeast Technical College Strategic Planning here in Sioux Falls. This was an incredible opportunity to represent SDTA and some of the challenges we face in workforce and barriers. I invited Michelle Wells to attend with me. In her group she was asked to present.

Kudos to her for jumping in with both feet.

I share this for a couple different reasons.

1. I believe in making sure our Association has a seat at the table statewide and even nation wide.
2. We have an incredible team who represent you well and hope to get them out and about to participate in these opportunities.
3. If you have opportunities in the communities in which your businesses are located we are excited to come participate and/or present.

More to come!

Christine Erickson
SDTA Executive Director



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News Release

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TAEC LEADERS RECOGNIZED FOR SERVICE TO THE INDUSTRY: Trucking Execs Honored for 135 Years of Service to the ATA Federation

Nashville, Tennessee – Today, the American Trucking Associations recognized 10 state trucking executives for their service to the industry during the annual ATA Management Conference and Exhibiton.

“ATA, and our industry, is powered by our state executives,” said ATA President and CEO Chris Spear, “They are our boots on the ground, on the front lines advocating on trucking’s behalf in statehouses across the country. We salute these men and women for their service to the industry and thank them for all that they do for the Federation.”

This year, ATA honored 10 executives with a combined 135 years of experience at today’s ATA General Session, sponsored by Transtar Insurance Brokers Inc. Those executives were:

- Sheri Call, President and CEO of the Washington Trucking Association, was recognized for five years of service;
- Gary Langston, President and CEO of the Indiana Motor Truck Association; Matt Hart, Executive Director of the Illinois Trucking Association; Chris Maxwell, President and CEO of the Rhode Island Trucking Association; and Jon Samson, ATA Vice President of Conferences; were honored for 10 years of service;
- Paul Enos, CEO of the Nevada Trucking Association; John Esparza, President and CEO of the Texas Trucking Association; and Tom Crawford, President and CEO of the Missouri Trucking Association; were celebrated for 15 years of service;
- ★ Myron Rau, President of the South Dakota Trucking Association, was recognized for 20 years of service;
- and Minnesota Trucking Association President and CEO John Hausladen was honored for 25 years of service.

“Our TAEC executives are the backbone of the federation. Without their hard work, ATA and the ATA federation do for our industry would be impossible,” said incoming ATA Chairman Harold Sumerford Jr., CEO of J&M Tank Lines Inc. “Thank you to these tremendous men and women, and to all our state executives for what they do for our industry.”



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5:30 p.m. - 7:00 p.m.

and

Thursday, December 9th, 2021

Minerva's

301 South Phillips Avenue

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5:30 p.m. - 7:00 p.m.

We strive to maintain a good rapport with South Dakota Legislators.
It is important to have good attendance from our membership at this event.
If you personally cannot attend, please consider sending a member of your staff.

Please RSVP by

Monday, November 15, 2021 - Rapid City

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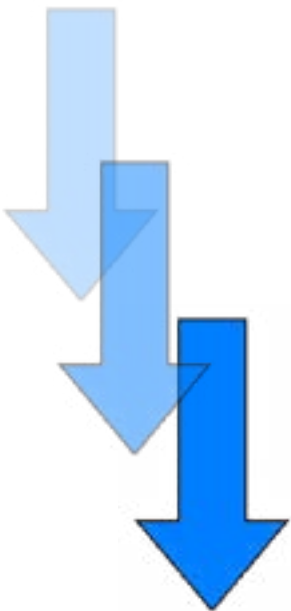


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The American Trucking Associations estimates that in 2021 the truck driver shortage will hit a historic high of just over 80,000 drivers. This figure is the difference between the number of drivers currently in the market and the optimal number of drivers based on freight demand.

- While all sectors in the industry struggle with finding enough drivers, the driver shortage is most acute in the longer-haul (i.e., non-local) for-hire truckload market.
- There is no single cause of the driver shortage, but some of the primary factors include:
 - High average age of current drivers, which leads to a high number of retirements;
 - Women making up only 7% of all drivers, well below their representation in the total workforce;
 - Inability of some would-be and current drivers to pass a drug test, a problem exacerbated by an increasing number of states legalizing marijuana (a substance still banned federally);
 - The federally mandated minimum age of 21 to drive commercially across state lines poses a significant challenge to recruiting new drivers;
 - The pandemic caused some drivers to leave the industry, plus truck driver training schools trained far fewer drivers than normal in 2020;
 - Lifestyle issues, notably time away from home, especially in the longer-haul market;
 - Infrastructure and other issues, like a lack of truck parking spots, which causes drivers to stop driving earlier than they need to so they can get a spot for the night, and congestion which limits drivers' ability to safely and efficiently make deliveries;
 - Other barriers to entry like inability of potential candidates to meet carriers' hiring standards for driving record or criminal histories.

At current trends, the shortage could surpass 160,000 in 2030. This forecast is based on driver demographic trends, including gender and age, as well as expected freight growth. As part of this study, ATA estimates that over the next decade, the industry will have to recruit nearly 1,000,000 new drivers into the industry to replace retiring drivers, drivers that leave voluntarily (e.g., lifestyle) or involuntarily (e.g., driving records or failed drug test), as well as additional drivers needed for industry growth. These trends do not account for the impact of potential laws that may either alter the industry dynamics positively (e.g., lower the minimum age to drive across state lines) or negatively (e.g. regulatory mandates that push drivers to exit the industry or be less efficient).

Because there is no single cause of the driver shortage, that means there is no single solution. Recently, driver pay and earnings have gone up significantly, for a career that was already a well-paying path to the middle class for Americans without a college degree. Data from the Department of Labor shows that average annual earnings of production and non-supervisory employees, with the vast majority of those being driver occupations, in the long-haul for-hire truckload industry is increasing roughly five times the historical average. While this is good for drivers and those looking to enter this occupation, rising pay rates alone will not solve the driver shortage because some drivers will choose to work less at a higher pay rate, negating the impact of the increase. The solution to the driver shortage will most certainly require increased pay, regulatory changes and modifications to shippers', receivers' and carriers' business practices to improve conditions for drivers.



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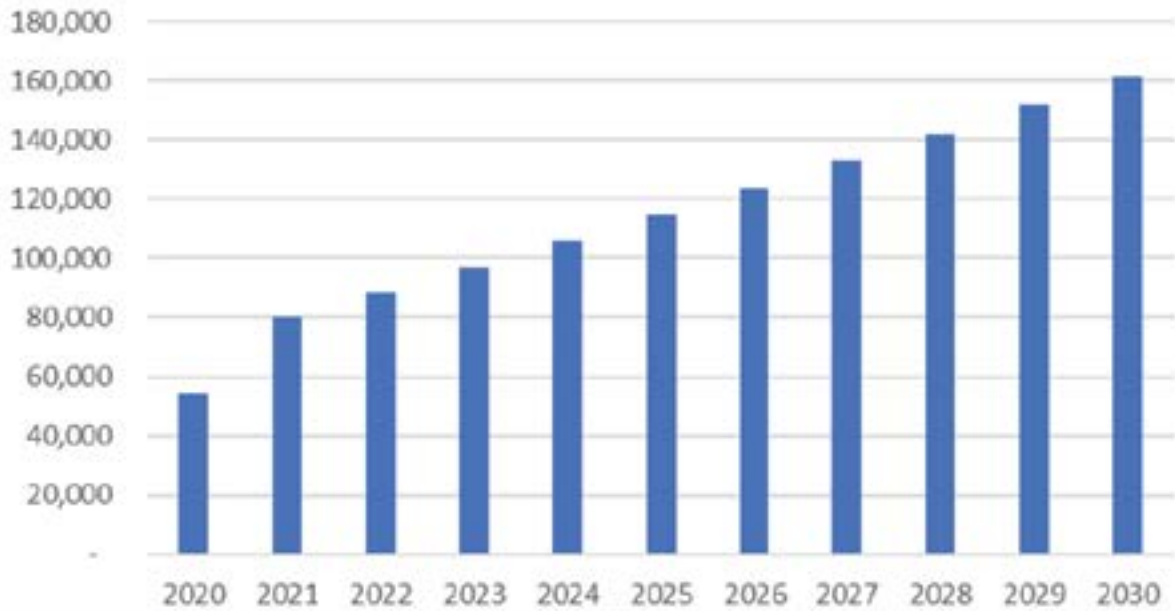
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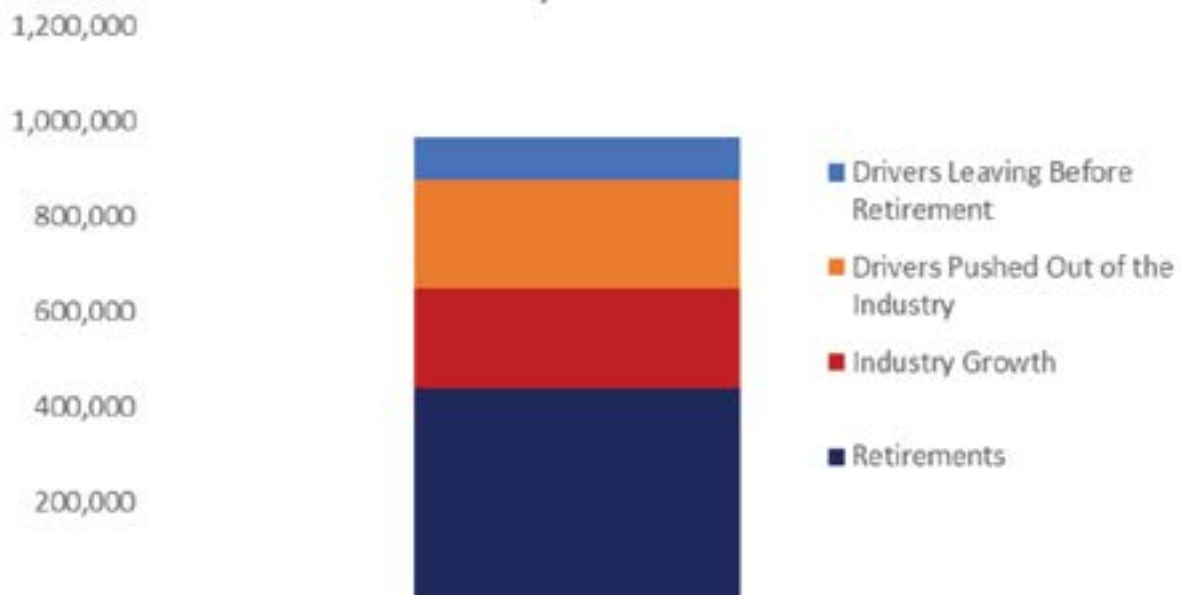
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Thank you to all members who participated in this year's pheasant hunt. A special thank you to Karl Fischer and Mike Rounds of Fischer Rounds & Associates for donating their land for this years hunt. Thanks to Justin Larson & Lowell Somsen who served as our guides during the hunt.



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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Upcoming

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- West River Legislative Reception - 5:30 to 7:00 p.m. at Minerva's in Rapid City - Monday, November 22, 2021.
- East River Legislative Reception (NextGen Group meeting at 4:30) - Minerva's in Sioux Falls - Thursday, December 9, 2021, from 5:30 to 7:00 p.m.
- Winter Executive Committee Meeting - 10:00 a.m. on Monday, February 14, 2022 at the Ramkota River Centre, Pierre. Followed by the Winter Board of Directors Meeting at 12:30 p.m. The Winter Reception with Legislators will follow at 6:00 p.m. All events of the day are scheduled at the Ramkota River Centre in Pierre.
- Spring Log Haulers Seminar - 2022 (specific date TBD) tentatively at the Deadwood Mountain Grand.
- SDTA Call on Washington - 2022 (specific dates TBD)
- Spring/Summer Board of Directors Meeting and the Cliff Tjaden Fishing Event at the AmericInn, Chamberlain. The Executive Committee will meet at 10:00 a.m. on Thursday, May 5, 2022 followed by a full board meeting starting at 1:00 p.m. on the same day. The fishing Calcutta will be held after a social and hosted dinner. The Cliff Tjaden Fishing Event is scheduled for 7:30 a.m. to 3:30 p.m. on Friday, May 6, 2022.
- South Dakota Truck Driving Championships, Southeast Technical Institute, Sioux Falls, SD starting at 7:00 a.m. on Saturday, May 14, 2022.
- Wheel Jam, State Fairgrounds, Huron, SD - June 2 through 5, 2022.



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SDTA Fall Board of Directors Meeting - RedRossa, Pierre, SD - November 12, 2021



During the Sioux Falls Convoy for Special Olympics an American flag was given to Bob Willey in honor of the loss of his father James. Bob is a huge participant as well as a supporter of the SD Convoys for Special Olympics.

He was unable to attend this year's Convoy so the flag was presented to him at the Fall Board of Directors Meeting, in Pierre, SD.

Thanks Bob for all you do!

Thank you to all of our Board Members for taking the time out of your busy schedules to attend this meeting.



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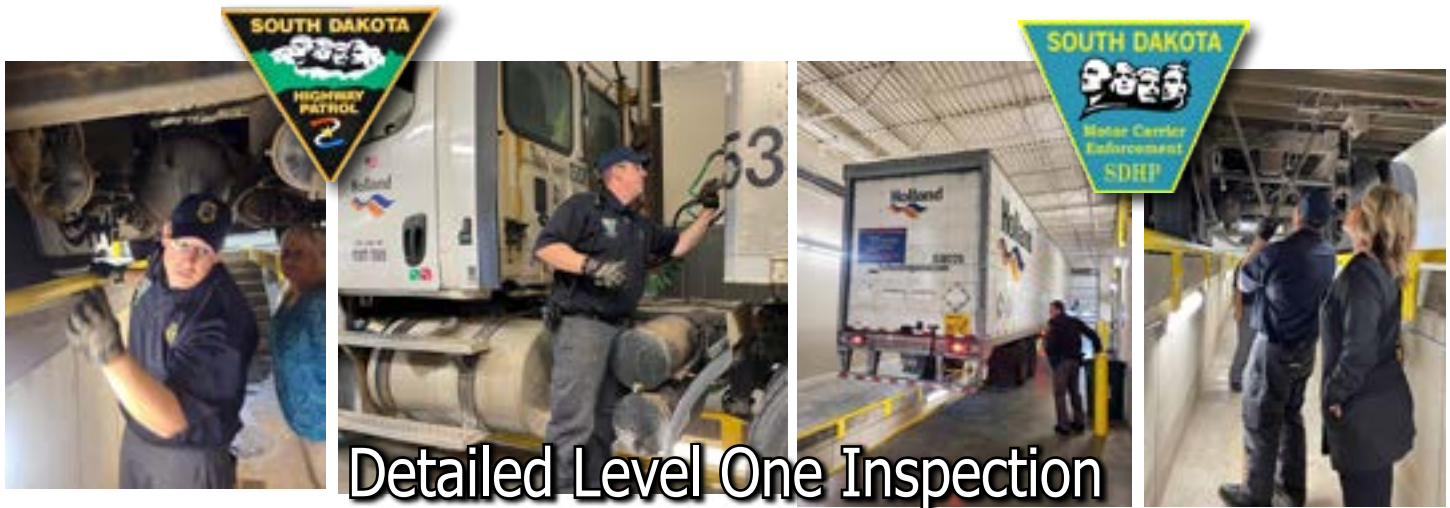


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Special Thanks to SD Highway Patrol Sergeant Koll as well as SD Motor Carrier Inspector Lentz and Inspector Mehsin for taking the time to give a second demonstration of a detailed Level One Inspection for Executive Director Christine Erickson and Executive Assistant Michelle Wells. Both Christine and Michelle were unable to attend the fall seminar on October 5th and were very appreciative of the offer to do a special demonstration for the two of them.

Thanks also goes to the Holland driver who allowed us to spectate as Master Inspector Phil Lentz performed a detailed level one inspection on his equipment.



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- They benefit from the fact that they can bounce ideas off of each other to better understand these changes?
- Even if you aren't in the Sioux Falls area, you can always join these meetings via Zoom.

WHAT IS THIS GROUP YOU ASK... It's the SDTA Safety Management Council.

For more information contact Michelle at: michelle@southdakotatrucking.com

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ELECTRONIC LOGGING DEVICES

Mobile Carriers Are Sunsetting 3G Soon. Will your ELD be affected?

Mobile carriers are shutting down their 3G networks to make room for more advanced network services, including 5G. As a result, many older cell phones and other mobile devices will be unable to use data services.

Once a 3G network is no longer supported, it is highly unlikely that any ELDs that rely on that network will be able to meet the minimum requirements established by the ELD Technical Specifications, including recording all required data elements and transferring ELD output files.

Therefore, any ELD that requires 3G cellular connectivity to perform its functionality will no longer be in compliance with the technical specifications in the ELD rule after the 3G network it relies on is sunset. When in an area that does not support 3G, a 3G device will register a malfunction. In accordance with 49 CFR 395.34, the carrier has 8 days to get the malfunction resolved, in this case by replacement, unless an extension is granted.

The announced sunset dates are below.* These are dates for completing the shutdowns. Mobile carriers are planning to retire parts of their networks sooner.

- AT&T 3G: February 22, 2022
- Sprint 3G (T-Mobile): March 31, 2022
- Sprint LTE (T-Mobile): June 30, 2022
- T-Mobile 3G: July 1, 2022
- Verizon 3G: December 31, 2022

Note: Many other carriers, such as Cricket, Boost, Straight Talk, and several Lifeline mobile service providers, utilize the AT&T, Verizon, and T-Mobile networks.

*Sunset dates are subject to change. Contact your mobile carrier for up-to-date information.

What actions do motor carriers need to take?

Confirm whether your ELD relies on a 3G network

If you are unsure if your ELD relies on a 3G network, contact your ELD provider. If your ELD does not rely on 3G, and meets all minimum requirements, no further action is needed.

Ask your provider for their upgrade or replacement plan.

If your ELD relies on a 3G network, ask your ELD provider about their plan for upgrading or replacing your device to one that will be supported after the 3G sunset, and complete the necessary actions as soon as possible.

The earliest announced sunset completion date is February 22, 2022. See all announced dates listed above and plan accordingly to avoid service disruptions and compliance issues. FMCSA strongly encourages motor carriers to take the above actions as soon as possible to avoid compliance issues, as portions of carrier 3G networks will be unsupported in advance of the announced sunset dates.

Contact ELD@dot.gov



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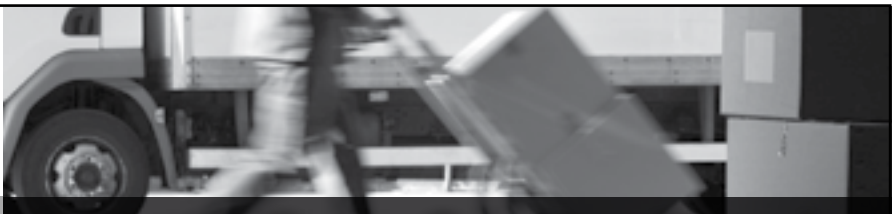
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