

Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

JULY 2023

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JERRY OLLERICH TRUCKING OBSERVING 50 YEARS OF BUSINESS

Page 13

ROUTE TO:

- Owner
- Safety Manager
- Controller
- Driver Lounge

88TH ANNUAL CONVENTION AGENDA AND REGISTRATION

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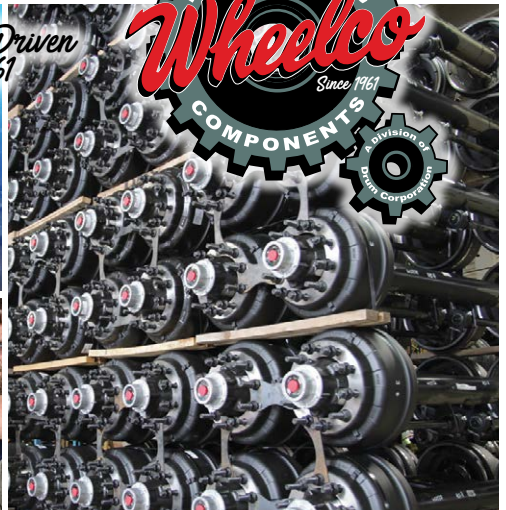


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- A Preferred Fleet Customer has access to Fleet HQ service reports through Goodyeartrucktires.com.
- To enroll as a Goodyear Preferred Fleet customer, contact your local Goodyear Commercial dealer.

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On the cover



Photo Courtesy of Jerry Ollerich Trucking

Jerry Ollerich Trucking, Sioux Falls, SD has been a member of SDTA since 1981.



• **SAVE THE DATE** •
SEPTEMBER 13-15, 2023



88TH ANNUAL CONVENTION

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MESSAGE FROM THE **Chairman**

Ladies and gentlemen, I don't know where the time goes, but it is already July. In another month, we will be talking about school starting.

I would like to announce that Pam Kolseth, SDTA's Comptroller, will be retiring effective at the end of July. She has served this organization for over 46 years, and her retirement is very well deserved. I would encourage everybody to send a card or call the office and congratulate Pam on this well-deserved newfound free time.

I have been reading about the downturn in the trucking industry. They are backpedaling on the driver shortage now when you look at the cost of operation and the national average revenue. The figures reported per mile for the cost of operation are \$2.25 per mile vs. \$2.22 per mile in revenue earned. Any logical businessman can figure out that this is not sustainable. I have never been able to figure out why anybody would try to operate just to keep a man busy.

I wonder how many times trucking companies will "shudder" their business in the next 12 months, thus increasing the driver pool. I don't know how long it will take to turn this around. From what I can tell, there are way too many trucks running, just pulling loads, rather than dealing with the customers they have spent their years building relationships with. This business is never easy, but when you don't expand on the short-term windfall, you're leaving money on the table. You also have to be smart and grow your customer base.

I would like to encourage all members to participate in Wreaths Across America's virtual convoy. This is a very worthwhile project! I know the veteran families would be very appreciative of a wreath at their loved ones final resting place.

Bob Willey
Bob Willey Trucking
bwilleytrucking@gmail.com



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MESSAGE FROM THE President

Christine's Corner

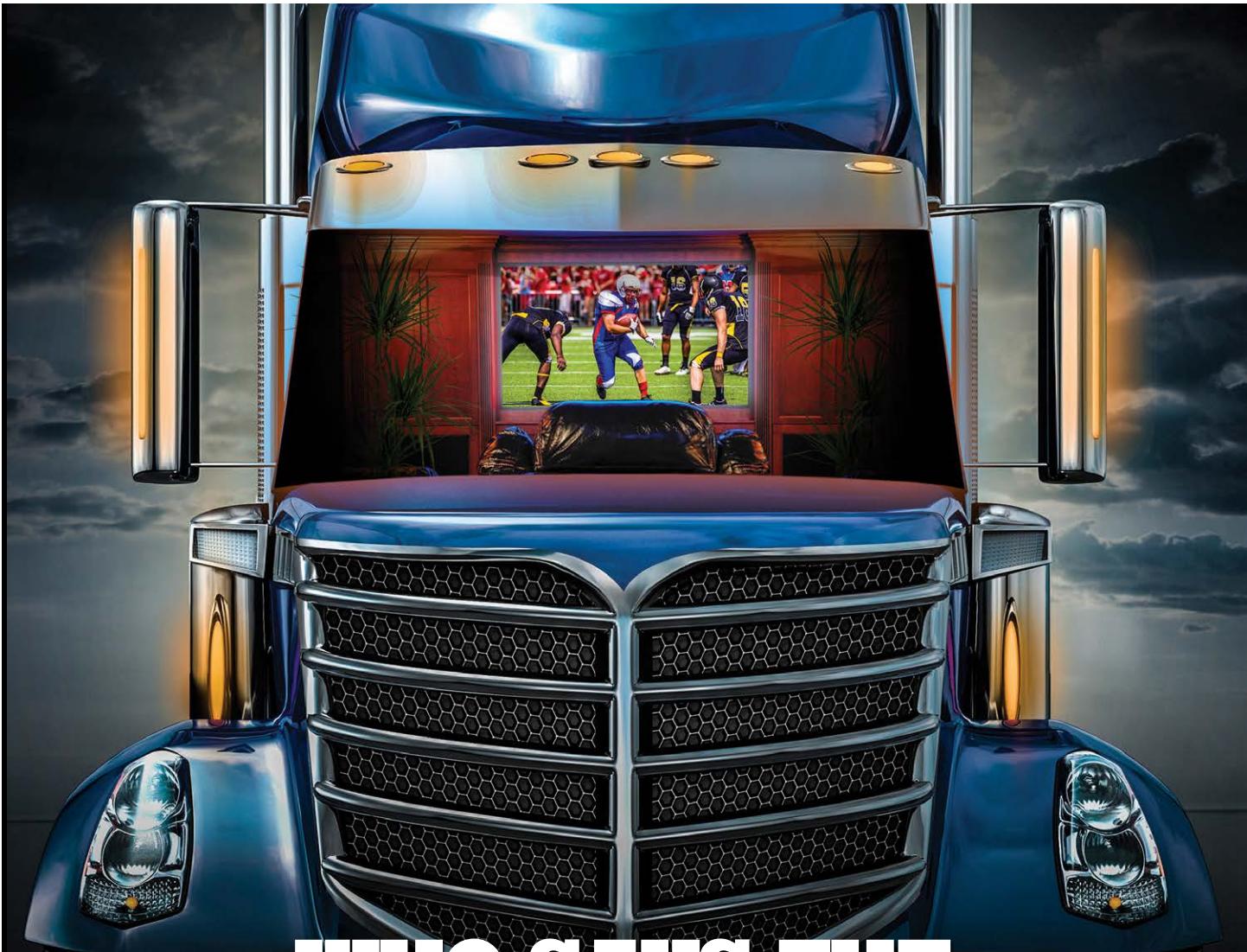
We hope you all enjoyed your time celebrating the 4th of July with family and friends.

Here at SDTA, we continue to stay fully engaged in all the craziness going on with the Federal Government. Association member Jason Rush with North American Truck and Trailer and myself attended the ATD (American Truck Dealer) Fly-in to Washington, DC. The focus was to bring four legislative issues to our congressmen. After a busy day of briefings from NADA on Tuesday, we met with Senator John Thune and Representative Dusty Johnson to discuss the following:

- Support for Catalytic Converter Anti-Theft Legislation (H.R. 621/S. 154) and asked to include language to deter theft on emission control devices for Heavy-Duty Trucks.
- Repeal the Federal Excise Tax on New Heavy-Duty Trucks by Cosponsoring (H.R. 1440/S.694) Promote the Transition to a Cleaner, Greener, and Safer Truck Fleet.
- Tone down the "REPAIR Act" legislation that would regulate trucks, despite having no application to the consumer market.
- Reform the EPA's Aggressive "Phase 3" Greenhouse Gas Proposal for Heavy-Duty Vehicles. This legislation includes little to no consideration for Affordability, Vehicle Reliability, and EV Infrastructure.
- A highlight was meeting Representative Johnson in the hallway as he was off to take a vote. He popped in to vote and came out and discussed all things trucking and heavy truck dealerships. We managed to work in a quick tour around the capitol as Jason shared his story and how their business has been impacted with all these new regulations. Senator Thune and Representative Johnson have been great supporters of SDTA and SDADA over the years, and we thank them for making time for us in their busy schedules.



Continued on Page 19.



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JULY 2023 DRIVER OF THE MONTH



Dan Norgaard, Old Dominion Freight Line, Watertown, SD, was selected as the July 2023 Driver of the Month by the South Dakota Safety Management Council.

Dan has been with Old Dominion Freight Line for eight years. He has been a professional truck driver for over 45 years and has driven more than four million accident-free miles.

Dan has continued to show his commitment to both Old Dominion Freight Line and the local community. He has participated in the SD Truck Driving Championships 29 times in his career, since his rookie year in 1992. He has numerous best written exam awards, four best pre-trip awards, and was named the SD Grand Champion in 2013. He has also participated in the National TDCs 15 times, twice as a volunteer. Dan's highest National finish was in 2010, when he took third place.

Dan has been selected as the Driver of the Month five times. He has been involved in the Convoy for Special Olympics for 10 years. He has been participating in the Trucker Buddy Program for numerous years. Dan has been the recipient of the 100 "Just One More Award" from Old Dominion Freight Line. He has been the Vice President of the SD Champions Club since 2022. He is also on the entertainment committee of the Lake Cochrane Improvement Association, which is in charge of the Walk Run event.

There is no better example of what a dedicated and professional driver should look like.

Dan and his wife Susan are the parents of two daughters, Jennifer, 39 and Katie, 36. They reside in Gary, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Dan Norgaard for being selected as the July 2023 Driver of the Month.

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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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Upcoming Events



MARK YOUR CALENDAR

AUGUST 16 - 19, 2023

National Truck Driving Championships
Columbus, OH

SEPTEMBER 10 - 16, 2023

National Truck Driver
Appreciation Week

SEPTEMBER 13 - 15, 2023

SDTA 88th Annual Convention
Ramkota Hotel & Conference Center
Sioux Falls, SD

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.
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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.
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FEBRUARY 13, 2024

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

I am Bob Willey from Gettysburg SD. I am currently chairman of the board of the South Dakota Trucking Association, serving a two-year term. I have been an active board member for twenty-five years.



The SDTA has a project this year to raise funds to support Wreaths Across America. SDTA has committed to the purchase of 5000 Christmas wreaths, to be placed at the Black Hills National Cemetery and the South Dakota Veterans cemetery in December. Each wreath has a cost of \$17.00. Any funds received in excess of the 5000-wreath goal will be forwarded to Wreaths Across America to be used on final resting places in Arlington National cemetery.

I would like to provide the opportunity for individuals, and organizations to make a donation to this worthy project. If you or your VFW Post would like to help with our Christmas Wreath project, a check can be made out to the; South Dakota Trucking Association and mailed to either of the following addresses.



Bob Willey
1001 E. Garfield Ave.
Gettysburg, SD 57442

South Dakota Trucking Association
3801 S. Kiwanis Ave.
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Thank You for your support.
SDTA Chairman
Bob Willey

You can also sponsor a wreath by scanning the QR Code or visiting the link on page 29.

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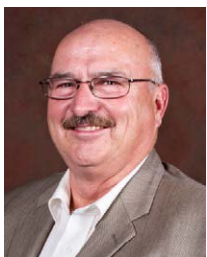
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Jerry began driving semis at age 16, and has 59 years of experience driving, closing in on 8,000,000 miles of safety, with one accident at age 18.

He has worked with, hired, and mentored numerous drivers, many of whom became his good friends.

His self-employment has been an enjoyable way to earn a living, and presently, he has no intention of retiring, because, “I’ve never worked a day in my life!”

Jerry has been a member of South Dakota Trucking Association since 1981, was selected as Driver of the Month in 1994, has served on the Association Board of Directors for many years, and recently completed his two-year commitment as Chairman of the Board. He encourages everyone in the trucking industry that membership in the SDTA brings countless resources and rewards to them, and he highly recommends that every South Dakota trucking company become a member.

Jerry and his wife, Jean, have four children, seven grandchildren, and reside in Sioux Falls.



Jerry & his 1976 Peterbilt Model 362.

Congratulations, Jerry Ollerich Trucking!



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Step Up Push to Bring Veterans Into Trucking

Military Members Possess a Wide Range of Transferable Skills

Michael Freeze | Features Editor | *Transport Topics*

JULY 14, 2023 — If there's an issue that is much discussed in industry circles, it's undoubtedly dealing with the worker shortage, more specifically, the technician shortage.

According to American Trucking Associations, the number of qualified technicians needed to field the workforce is about 75,000, while the Bureau of Labor Statistics projects that tech demand will grow by 5% from 2020 to 2030, adding approximately 19,100 jobs. Some studies push that number past 20,000.

Unlike the efforts that have been made for the ongoing driver shortage — for instance, dropping the minimum age for interstate commercial travel from 21 to 18 — there isn't a particular legislative maneuver to tip the scales allowing more inflows of qualified applicants to the world of auto technology. Much of the groundwork to promote the industry and encourage participation lies with associations, training schools and other company recruitment efforts.

It surely is not an easy task to raise awareness of a career that severely lacks personnel in general, but as a veteran, I thought that it should be appealing for most veterans to enter this field. However, I understand that frustration. According to data from BLS, as of 2021, more than 10% of veterans were employed in the transportation and material moving occupation, including the logistics and trucking industry.

Anecdotally, I personally know several of my shipmates who have been driving trucks for decades and know their way around a diesel engine. If I didn't know any better, I'd think that percentage would be much higher.

I was once an outgoing service member wondering where my next career move would be. Although I wanted to pursue a career in writing, I was a certified degaussing specialist with a vast knowledge of electrician experience and a sprinkle of gas turbine engine technology know-how. If someone from an association group or tech school asked me if I was interested in a career as an auto technician, I'd probably jump at that opportunity. I still think most recently honorably discharged vets would feel the same way today.

Military veterans possess a wide range of transferable skills that seamlessly align with the requirements of the trucking industry. Their training in logistics, transportation and supply chain management, combined with their discipline, adaptability and attention to detail, make them well-suited for the demands of the profession.



Members of the military were celebrated during American Trucking Associations' Management Conference & Exhibition in San Diego in 2022. (John Sommers II for Transport Topics)

Another aspect from the military others and I found viable was a strong emphasis on leadership development and teamwork. Most vets have firsthand experience in leading teams and collaborating effectively in diverse environments. These skills enable them to work cohesively with dispatchers, fellow drivers and other technicians. There's also the ability to lead by example, communicate effectively and solve problems under challenging circumstances.

And lastly, I believe as akin to a college graduate, we're trainable! To become a degaussing specialist, I was stationed at Great Lakes, Ill., to solely study the ins and outs of a vessel's degaussing system (a process of reducing a ship's magnetic field to make it undetectable to magnetic mines), its function and maintenance procedure processes for nearly 8 hours a day/5 days a week for a year. I studied like my life depended on it, because it literally did when my ship sailed across the Persian Gulf in the early '90s.

In my mind, tapping into this skilled talent pool would allow fleets to enhance their operational efficiency, improve safety records and foster a culture of professionalism. It is a win-win situation that not only provides meaningful employment opportunities for veterans but also contributes to the growth and success of the industry as a whole.

The author was a third-class petty officer, electrician's mate in the U.S. Navy.

Reprinted from Transport Topics.



SDTA'S 88TH ANNUAL CONVENTION

SEPTEMBER 13-15, 2023 • BEST WESTERN RAMKOTA HOTEL
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TENTATIVE AGENDA

WEDNESDAY, SEPTEMBER 13, 2023

- 8:00 AM Open for Booth Setup - *Setup prior to 4:00 PM*
- 3:00 PM Registration Desk Opens
- 4:00 PM Vendor Appreciation Social & Game Night:
Indoor Lawn Games (*Oversized Jenga, Connect Four, Lawn Darts & more*)
- 6:00 PM Dinner

THURSDAY, SEPTEMBER 14, 2023

- 8:00 AM Registration & Check-in at the Brandon Golf Course
Shotgun start at 9:00
Transportation on own
(*2100 E Aspen Blvd, Brandon, SD*)
- 1:00 PM Axe Throwing at Axes and Ales
Transportation on your own
(*3016 W 57th St, Sioux Falls, SD*)
- 4:00 PM Registration Desk Opens
- 4:30 PM Social & Visit Displays
- 6:00 PM Dinner, Football & Fun:
 - Award Golf Prizes
 - Vikings vs. Eagles on the big-screen
 - Cornhole Tournament

FRIDAY, SEPTEMBER 15, 2023

- 7:45 AM Registration Desk Opens
- 8:00 AM Breakfast
 - Formal Opening 88th Annual Convention
 - Welcome
 - SDTA and SDTA Services Inc. Annual Meetings
- 9:00 AM Business Session 1: MVR/CSA Monitoring, Driver Training & Telematic Alerts All-In-One
Presented by Samba Safety

FRIDAY, SEPTEMBER 15, 2023 CONTINUED

- 9:45 AM Business Session 2: Rotating Open Forum Sessions
 1. The Benefits of Tire Alignment For Your Fleet, Mike Bickett, MD Alignment
 2. Get Back to Running Your Business and Let Limestone Inc. Bookkeeping Handle Your Books
 3. Digital Tire Monitoring - How Could That Affect Your Bottom Line
 4. Engine Forum: Preparing for Electrification
 5. FMCSA Update: Cindy Gerber, Highway Safety Specialist - State Programs & Willie Moravec, Safety Investigator
 6. Update: One Year Into New Computer System with Motor Carrier Services, SD Dept. of Revenue
- 12:00 PM Awards Luncheon
 - Fleet Safety Awards
 - SDHP Annual Safety Award Presentation
- 1:30 PM Business Session 3: Updates from SD Highway Patrol & SD Motor Carrier Enforcement
- 2:30 PM Driver of the Year Interviews
- 3:00 PM Heavy Duty Truck Dealer Meeting
- 5:00 PM Capitol Club Reception - By Invitation Only
- 5:00 PM Social & Visit Displays
- 6:30 PM Chairman's Banquet
 - Pride of the Show
 - Safety Director of the Year
 - Chairman's Award
 - Driver of the Year Presentation
- 8:00 PM Driver of the Year Reception



SDTA'S 88TH ANNUAL CONVENTION September 13, 14 & 15, 2023

HEADQUARTERS:

Best Western Ramkota Hotel
3200 W. Russell St, Sioux Falls, SD 57104
(605) 336-0650

Company _____ Email _____

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	9/13	9/14	9/14	9/14	9/15	9/15	9/15
<i>Print name(s) as they will appear on name tag. Mark your attendance with a "x" if attending and leave blank if unable to attend. Food count based off of these #s - Please complete.</i>	Dinner	Golf	Axe Throwing	Dinner & Football	Breakfast	Lunch	Banquet
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 Non SDTA Member \$300
 First Time Motor Carrier Member Attendee \$160
 Spouse/Guest \$165
TOTAL REGISTRATION FEES: \$ _____

We would like to SPONSOR at the following level: (For sole sponsorship opportunities call the SDTA office for pricing)

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 Ruby \$1,500
 Emerald \$1,000
 Sapphire \$750
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TOTAL SPONSORSHIP FEES: \$ _____

We would like to be an EXHIBITOR: (Includes one free registration)

- Display Space \$600 - 10' booth
 Double Display Space \$900
 Triple Display Space \$1,100
 Outdoor Display \$500 (Tractor/Trailer) circle appropriate equip.

Display Times: Wednesday 4:00 - 6:00 pm / Thursday 4:30 - 6:00 pm / Friday 5:00 - 6:30 pm **TOTAL EXHIBITOR FEES: \$ _____**

INFORMATION MUST BE RECEIVED BY SEPTEMBER 1, 2023, TO BE INCLUDED IN THE CONVENTION PROGRAM.

COMPANY NAME: _____

CHOICES FOR THURSDAY, SEPTEMBER 14, 2023:

1) GOLF OUTING - SDTA has scheduled a golf outing at the Brandon Golf Course, on Thursday, September 14, 2023. A continental breakfast will be available on the golf course. Registration runs from 8:00 a.m. - 8:45 am. with a shotgun start at 9:00 a.m. Lunch will be provided. Participants will be split up unless specified. **\$150* per golfer**
TRANSPORTATION IS ON YOUR OWN. *unless not attending convention, then \$200



NAME _____ NAME _____

NAME _____ NAME _____

TOTAL GOLF REGISTRATION FEE: \$ _____

I WOULD LIKE TO SPONSOR _____ GOLF HOLE(S) AT \$200 PER HOLE

Golf hole sponsorships are available on a first come first serve basis. Sponsorships received after 18 holes are taken will be placed elsewhere. **TOTAL GOLF HOLE SPONSORSHIP: \$** _____

OUR COMPANY WANTS TO SIT AT A GOLF HOLE AS AN EXHIBITOR FOR A SPONSORSHIP OF \$275

OR

2) AXE THROWING - SDTA has scheduled an axe throwing event for Thursday, September 14, 2023, from 1-3 pm. The event will be held at JJ's Axes and Ales, located at 3016 W 57th St, Sioux Falls. **TRANSPORTATION IS ON YOUR OWN.**



NAME _____ NAME _____

NAME _____ NAME _____

TOTAL AXE THROWING REGISTRATION FEE: \$ _____

TOTAL REGISTRATION FEES: \$ _____

TOTAL SPONSORSHIP FEES: \$ _____

TOTAL BOOTH FEES: \$ _____

TOTAL GOLF REGISTRATION FEES: \$ _____

TOTAL GOLF HOLE SPONSORSHIP: \$ _____

TOTAL AXE THROWING FEES: \$ _____

TOTAL DUE: \$ _____

PAYMENT OPTIONS:

CHECK ENCLOSED CREDIT CARD: Visa MasterCard American Express Discover

Credit Card No. _____ Expiration Date _____ / _____ CVV: _____

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Authorized Signature _____

Christine's Corner continued from Page 5.

I recently returned from a TAEC (Trucking Association Executives Council) Convention held in Rhode Island. The hot topics continue to be the same conversation in regards to the electrification of transportation and the negative impact this will have on drivers time, weight, and expense, not only to the consumer but also to the carriers. It seems to be never-ending. SDTA Board Member Chris Lutick was also in attendance, and we enjoyed some fellowship time discussing SDTA and how to be successful into the future.

As many of you know, my brother played in the NFL for 24 years, and while on the East Coast, his name rings pretty loudly still. I had the best time presenting Chris Maxwell, President of the Rhode Island Trucking Association, with a semi-deflated autographed football. He was a great sport with the joke, and many in the crowd got a good chuckle.



The convention is just around the corner, with a kickoff date of September 13th in Sioux Falls. We will have a productive event planned sprinkled with networking, golf, axe throwing, food, and celebrating the trucking industry.

Onward,

Christine M. Erickson

SDTA President

cverickson@southdakotatrucking.com

SDTA Promoting Trucking Through Community Outreach



On Tuesday, June 20th, South Dakota Road Team Captain Mike Whitehead spoke to two Driver's Ed classes in Luverne, MN, on how to share the road with large trucks.



Members of the SDTA Safety Management Council cleaned ditches near Hartford, SD on Tuesday, June 20th.

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Emergency Response Guidebooks				
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25+	\$4.70 ea.	\$3.53 ea.	\$5.40 ea.	\$4.05 ea.
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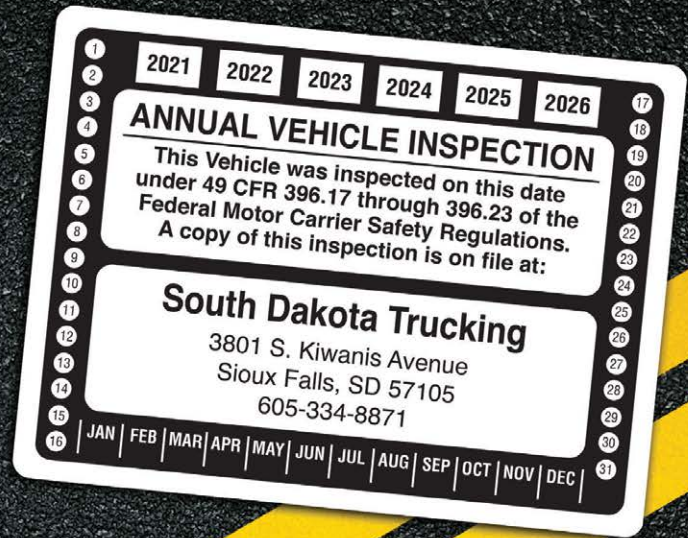
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	\$250	\$311	Call for price

Prices do not include \$10 set up fee or shipping and taxes.

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NTSB Looking at Risk Parked Semis Posed to Greyhound Bus in Fatal Illinois Accident

BY JIM SALTER AND HEATHER HOLLINGSWORTH

ST. LOUIS (AP) — Big rig driver David Chernov was hauling Jimmy Dean sausages on Interstate 70 when he had to stop for the night or risk violating federal regulations limiting driving time for truckers. An Illinois rest area was full, so Chernov parked on the wide shoulder of the exit ramp leading to it — a common practice for truck drivers.

Just before 2 a.m. Wednesday, Chernov was awakened to a frightening jolt that sent him airborne into his dash. He got out and saw the horror: A burning Greyhound bus jammed into his trailer, passengers pushing and kicking at windows trying to get out.

The accident near St. Louis killed three of the 22 bus passengers and left 14 other people, including the driver, injured. The National Transportation Safety Board is trying to determine what caused the bus to strike three parked rigs and will look at factors such as driver fatigue. Investigators also are specifically looking at the safety risks posed by trucks parked on ramps.

“It’s absolutely an issue,” NTSB board member Tom Chapman said.

An estimated 13 million trucks operate on U.S. roadways, and there aren’t nearly enough overnight parking places at rest areas, truck stops or elsewhere to accommodate them. Meanwhile, federal regulations require electronic monitoring that tracks the driver’s hours behind the wheel. Violations of “Hours of Service” regulations can result in fines, sometimes reaching thousands of dollars.

As a result, truckers nearing their hourly limits are often forced to find alternative spots to pull off for the night. Many opt for highway off-ramps, especially those at rest areas. The practice is illegal in Illinois and most states but police often look the other way, aware of the plight truckers face. Illinois State Police also are investigating the Greyhound crash and it isn’t clear if truckers who were parked near the ramp could be ticketed.

Chernov, who helped pull passengers from the wreckage and extinguish a fire on the bus, insisted he was parked legally because he was far enough on the shoulder and from the highway entrance. He said there were no signs prohibiting parking along the ramp, as there are at some rest stops.

Had his night gone as planned he wouldn’t have even been there, he said. Chernov told The Associated Press that he had hoped to make it to Troy, Illinois, to stop Tuesday night, but was at the end of his allowable 11 hours on the road.

“I was 15 minutes from Troy, but these electronic logs will violate you for driving 10 extra minutes to find a parking space,” Chernov said.

Some trucking industry advocacy groups say the electronic monitoring has created a situation that compromises safety. “Drivers run out of time on their clocks and have to find a safe place to park their rigs, and in most cases truck stops are full or they do not have enough time to make it to another location,” said Michael Boston, president of the 35,000-member National Owner Operators Association.

Collin Long, director of government affairs for the Owner-Operator Independent Drivers Association, said truckers are often faced with parking on a ramp or finding a remote location off the highway, a spot that has its own dangers.

“We’ve had instances of drivers assaulted, murdered, robbed because they’re parking in places they shouldn’t be,” Long said. “It puts them in a real no-win situation.”

But others say electronic monitoring has helped make roadways safer by requiring rest for truckers. As much as it inconveniences Chernov, he fears that large trucking companies would take advantage of drivers if monitors were removed. But he favors flexibility.

Executive Director Zach Cahalan of the Truck Safety Coalition, which seeks to reduce deaths and injuries resulting from accidents involving trucks, said that before electronic monitoring, paper log books

“were referred to as comic books commonly in the industry because they were fiction” and easy to falsify.

“The rules were always there and to blame people holding you accountable for rules that keep you and other people safe is absurd,” Cahalan said.

Still, the number of people killed in accidents involving large trucks increased 10% in the first half of 2022 compared to the previous year, according to estimates released in January by the National Highway Traffic Safety Administration.

It isn’t known how many accidents nationally involve parked trucks. Studies in two states found alarming numbers.

Last year, the California Department of Transportation released a study showing that from 2014 to 2018, 1,626 crashes in the state involved parked trucks, resulting in 131 deaths. A 2020 study by the Texas Department of Transportation found that from 2013 to 2017, 2,315 accidents involving parked trucks were blamed for 138 deaths.

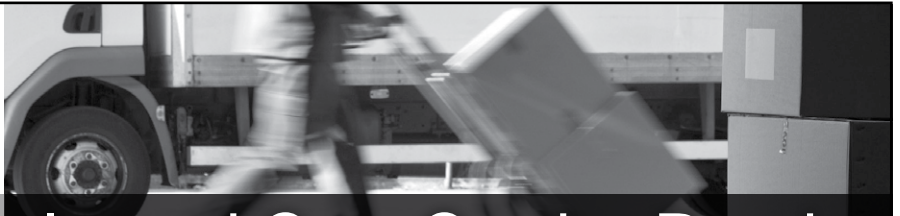
A statement from the U.S. Department of Transportation acknowledged the truck parking shortage and said more than \$70 million has been invested under President Joe Biden’s infrastructure law for truck parking facilities. Recent grants have included \$22.9 million to Texas, \$10.5 million to Louisiana, \$15 million to Florida and \$22 million to Tennessee.

Republican U.S. Rep. Mike Bost of Illinois sponsored legislation that seeks \$750 million over three years to build truck parking spaces across the nation.

As for electronic monitoring, Chernov would like to see some allowance so truckers can find safer parking even if it means going over the time limit by a few minutes. Bost agreed.

“The reality is we need to allow for common sense,” Bost said.

Article originally published by the AP News on July 14, 2023.



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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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Industry Applauds Advancement of 5 Bills to Support Trucking

The trucking industry applauded the recent approval of five bills by the House Transportation & Infrastructure Committee recently that will support the trucking industry and strengthen the supply chain.

“The comprehensive and bipartisan bills that advanced would address some of the root causes of ongoing supply chain challenges and improve the overall safety, efficiency and resiliency of freight transportation,” said ATA President and CEO Chris Spear. “ATA has repeatedly engaged with Congress to discuss persistent challenges facing our industry, and we thank Chairman Graves for his attention to these issues and for his leadership of today’s markup. We also commend the bill sponsors who worked with us and other key stakeholders to craft solutions that would benefit our industry, the economy, and American consumers.”

Details on the five trucking bills that advanced are below:

1) *The Truck Parking Safety Improvement Act*

Introduced by: Reps. Mike Bost (R-Illinois), Angie Craig (D-Minnesota), Daniel Meuser (R-Pennsylvania), Troy Nehls (R-Texas), Eric Swalwell (D-California), Nancy Mace (R-South Carolina), Pete Stauber (R-Minnesota) and Brian Babin (R-Texas)

Purpose: The bill would establish a competitive grant program to fund truck parking projects across the nation.

Background: There is currently only one parking spot for every eleven truck drivers on the road today, and drivers spend an estimated 56 minutes every day looking for a safe place to park. Providing drivers with access to safe parking spots at night

and rest breaks mandated by federal hours-of-service rules would increase highway safety, improve supply chain efficiency, improve the quality of life for drivers and make fulfilling careers in trucking more attractive to a new generation of truckers that will include more women and other currently underrepresented demographics.

2) *The LICENSE Act*

Introduced by: Reps. Darin LaHood (R-Illinois), Henry Cuellar (D-Texas), Dusty Johnson (R-South Dakota), Troy Balderson (R-Ohio), Jim Costa (D-California) and Josh Harder (D-California)

Purpose: The bill would make permanent two DOT waivers that provide flexibility for the licensing of qualified new drivers to meet trucking’s workforce needs.

Background: These waivers improve the application process for individuals seeking Commercial Driver’s Licenses by allowing skills test examiners to also administer the CDL knowledge test, and to administer a driving skills test to any applicant regardless of the applicants’ state of domicile or training. The waivers were extended multiple times with no findings of adverse safety impacts by both the Trump and Biden administrations during the COVID-19 pandemic.

3) *The CARS Act*

Introduced by: Rep. Lance Gooden (R-Texas)

Purpose: The bill would provide a 10% weight tolerance specifically for sting-steered automobile transporters.

Background: A weight tolerance for automobile transporters, which are hauling heavier hybrid and electric passenger cars

to market, would enable these vehicles to maximize the use of their equipment to get clean cars to auto dealers. Without exceeding federal bridge weight limits, this bill would reduce the number of miles traveled by heavy-duty trucks that must now complete multiple trips because they are unable to fully load their equipment due to current weight limits.

4) *The Dry Bulk Weight Tolerance Act*

Introduced by: Reps. Rick Crawford (R-Arkansas) and Salud Carbajal (D-California)

Purpose: The bill would allow a 10% weight tolerance for dry bulk carriers to allow for the shifting of cargo, in vehicles loaded at or below federal weight limits, during transit.

Background: This flexibility would increase the efficient movement of dry bulk cargo, including agricultural goods, and would ensure that companies moving those goods are not unfairly penalized due to the shifting weights due to braking and other standard events on our highways.

5) *H.R. 3447*

Introduced by: Rep. Greg Stanton (D-Arizona)

Purpose: The bill would provide a 2,000-pound weight exemption to hydrogen-powered vehicles, similar to the exemption currently enjoyed by both battery-electric and natural gas-powered heavy-duty trucks. This legislation would reduce emissions while restoring technology- and fuel-neutrality in federal regulations for companies investing in new, cleaner heavy-duty vehicles.

Article originally published by the American Trucking Associations

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