

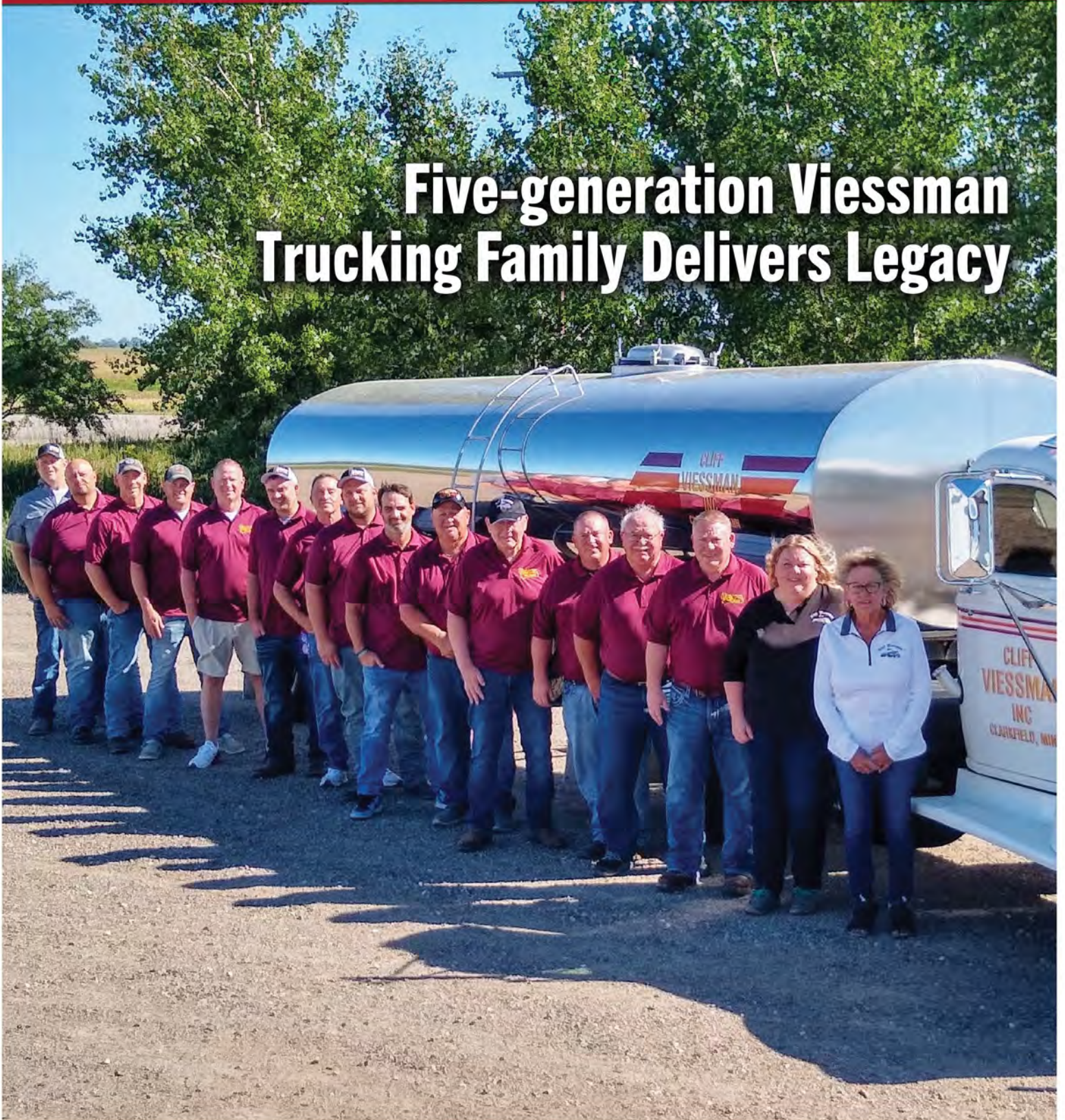
# Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING

NOVEMBER 2022

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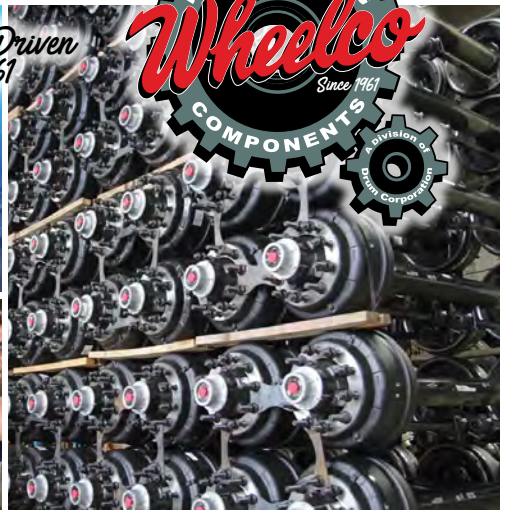


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- To enroll as a Goodyear Preferred Fleet customer, contact your local Goodyear Commercial dealer.



# South Dakota TRUCKING NEWS



## NOVEMBER 2022

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# CHECK THIS OUT

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## Working To Impact Our Members' Workforce

### Our CDL Theory Training Program

We began providing online entry-level driver Theory training in 2022 as a service to members of the South Dakota Trucking Association (SDTA). Our goal was to give businesses and CDL seekers a high-quality, low-cost CDL training option in the South Dakota region that was available online from any device.

Even if a student isn't from this area, they can still take our CDL Theory training. Our curriculum is fully compliant with the current FMCSA ELDT Training standards and we are a member in good standing of the Training Provider Registry as a Theory provider.

Once a student has completed our ELDT Theory they will need to get Behind-the-Wheel training before they can take the third party test to get their CDL.

### Our Behind the Wheel Partners

The problem with Theory only programs is that students can't get their CDL if they only complete Theory! How will they get connected with a local company and get the training they need to get on the road?

That is our niche! We want our students to find their dream job right here in South Dakota, so we have created a directory for SDTA member businesses that are willing to take on individuals with a CLP and help them get Behind-the-Wheel training or be referred to a Behind-the-Wheel trainer to get their full CDL.

If your company is interested in being listed as a Behind the Wheel Partner, please call SDTA today!

## How It Works



### Theory Training

This portion is completed fully online. A student can do it in the comfort of their own home. This program meets and exceeds the federal minimum standard for Theory training. The training should take approximately 13 hours to complete.

**Member: \$300 Non-Member: \$350**



### Behind-the-Wheel Training

This portion of the training happens in a truck with a trainer who is an experienced CDL holder. A student can do our Theory training and find their own Range and Road Training, or they can go with one of our recommended companies and get both training and possibly a job!



### Hazmat Endorsement Training

This online training course meets and exceeds the federal minimum standards for Hazardous Materials Theory training. The course covers the 13 required Hazardous Materials topics. The training should take a student or driver approximately 2 hours to complete.

**Member: \$75 Non-Member: \$125**

For more information on our online training program or to sign up, please call the SDTA office.



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# CHAIRMAN'S MESSAGE

## SDTA'S EXECUTIVE COMMITTEE

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JUSTIN ANDERS, VICE CHAIRMAN  
TOM MURPHY, TREASURER  
RYAN VIESSMAN, SECRETARY  
JERRY OLLERICH, PAST CHAIRMAN  
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GENE PHILLIPS  
MICHELLE SCHIPPER  
RANDY THOMPSON  
CLIFFORD TJADEN  
WAYNE VIESSMAN  
STEPHEN WILLERS



As I write this the day before elections, for the most part the dust has settled. The only thing really still up in the air as far as results, is the control of the US Senate. That will be decided in four weeks with a runoff election in Georgia.

I am so glad that the marijuana issues lost on the ballot. For our industry, having medical marijuana is a nightmare. We still have to drug test and operate under the Federal guidelines. Until we have a test that will determine impairment, how can we implement legalizing it? Something has to be developed that will determine the extent of usage. Even President Biden is proposing decriminalization of possession and usage of the drug.

Next we have the Wholestone Foods ballot measure. This results were close, with about a 2,000 vote difference. I am sure it will be litigated, but hopefully it will be a short lived process. I hope this will send a message to anyone wanting to use the election process for their personal agenda.

Wishing you a Happy Thanksgiving from the Willey's!

*Robert Willey*

Bob Willey, SDTA Chairman  
Bob Willey Trucking  
Gettysburg, SD







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# Christine's Corner



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I feel like each month when I write my message, I'm in a state of 'busyness,' running from thing to thing. I love the fast-paced and changing industry. There is so much to learn, and I certainly realize I have a ways to go, but I am up for the challenge. You should never stop learning or growing.

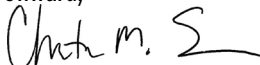
I had the opportunity to attend the American Trucking Association Convention with Board Member and ATA Chair Rick Hoogendoorn at the end of October. Time was spent diving into all the big issues with the ATRI reveal and how these industry issues will impact the direction of trucking. I got to meet several different vendors and learn about how they can provide services and value to you, our members. Look for some announcements with new partners in the months to come. Conventions like these provide so many opportunities to network and learn from others' experiences.

November 9th was probably one of the best days when all of our mailboxes were a little less full from political ads and our TV commercials went back to mundane advertisements. With all joking aside, the election was full of surprises, both from a state-wide perspective as well as nationally. SDTA played a major role in the Wholstone vote in Sioux Falls. We had the opportunity to stand with all of our agriculture partners and business leaders in support of the process, being open for business, and refusing to let one business dictate how we do business. I am forever grateful to our partners for taking a bold stand for what's right. Value-added agriculture is critical to South Dakota, and trucking plays a significant role in that. Political campaigns can bring out the worst and the best, and for me, we had a lot of conversations about trucking and the importance it has in our state and nation, vs. the doom and gloom that those 'big trucks are going to clog our roads.' During this time, we also caught the eye of Bill Zortman with Kelo Radio. SDTA has been a weekly guest for the last several months, and we hope to continue this relationship to promote the trucking industry.

SDTA held its board meetings in November as well. This proved to be a productive time to discuss the past, present, and future. We do know we have many challenges as we move forward, but with this board and a committed staff, we will find ways to ensure our association is sustainable into the future. I am excited to announce that SDTA has partially transitioned to QuickBooks, and you will see more and more changes to streamline processes, increase communications, and provide more value to you as members. I welcome the feedback and hope that you know you can reach out to your SDTA staff anytime.

Lastly, the South Dakota Road Team along with members of the SDTA were able to attend the annual Junior Achievement JA Inspire event in Sioux Falls with a couple of trucks present. The Road Team Captains did a fantastic job showing the middle schoolers how to properly get in and out of the truck as well as getting them excited about a possible career in trucking. These events have proven to be successful, and we thank our partners for allowing the Road Team to be present as well as showcasing your equipment. Stay tuned, we will be opening interviews for the Road Team in the near future. If there are additional events we can be at, do not hesitate to reach out.

Wishing you all a safe and healthy holiday season.

Onward,  
  
Christine M. Erickson







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## NOVEMBER 2022 DRIVER OF THE MONTH



**Kenneth Isburg**  
Professional Truck Driver

Kenneth Isburg, Rude Transportation, Sioux Falls, SD, was selected as the November 2022 Driver of the Month by the South Dakota Safety Management Council.

Kenneth started driving for Rude Transportation 26 years ago and has perfect attendance. He is always willing to come in on his days off if needed!

Kenneth has accumulated 3.4 million miles with only two non chargeable accidents (occurred in the parking lot) in 2002 and 2007.

His customers give him wonderful reviews. He maintains his equipment. He is a great mentor to other drivers as well! Kenneth is always positive.

Kenneth is the father of two, Kate (29) and Brittany (28). He resides in Sioux Falls, SD.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Kenneth Isburg for being selected as the November 2022 Driver of the Month.

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# Condolences



## **Peter C. Stedman** *March 16, 1958 - November 5, 2022*

Peter C. Stedman departed this world on November 5, 2022 at the age of 64 in Tallahassee. "Pete" was born March 16, 1958 in Armonk, New York, the third son of Bruce and M. Caroline Stedman. Most of his young life was in the area of Dobbs Ferry, NY, until the family moved to Boca Raton, FL when he was 15. He easily went from sports suited to the northeast to being an excellent barefoot water skier, a standout basketball player in high school, and his friendly, very funny, and easy going demeanor meant he made friends anywhere he was. He trained at Embry-Riddle Aeronautical University as an airline mechanic, going on to work for Emerald Air in Texas, and then onto Republic Airlines, which became part of Northwest Airlines, in Minneapolis, where he was for 17 years. A move to Tallahassee, where other family members lived, was then pursued, and Pete then went through training to be a commercial truck driver. He performed in this capacity for several companies over a 17 year period, with most of that being with Blachowske Truck Lines. He loved seeing places all over the country, talking about bad drivers (laughing while doing so, of course), and was proud of his safe driving record. He was truly dedicated to his work, no matter what that work was. He also was never without a home project, rarely staying still unless he was watching football, most notably the New York Jets. He was also a wonderful son, brother, husband, father, friend and neighbor who will be missed tremendously by all who knew him. Pete is survived by his wife of 31 years, Linda Barberis Stedman, his son Peter Bruce (Emma) of Tallahassee, his stepson, Travis Barberis of Tallahassee, his brothers William (Marcia) of Fairfax, VA, and Andrew (Marianne) of Azel, TX, his sister, Nancy (James Silvanima) of Tallahassee, and a host of nieces and nephews. The family wishes to especially thank Dr. Viralkumar Bhanderi for his help and dedication to Pete during our difficult time. In lieu of flowers, donations may be made in Pete's name to The American Cancer Society.

Memorial contributions can be made to the SDTA Trucking Foundation through the SDTA office in honor of those lost.

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*Rest In Peace*





# FIVE-GENERATION VIESSMAN TRUCKING FAMILY DELIVERS LEGACY



Left to right: Matt Viessman, A.J. Grong, Andy Viessman, Randy Viessman, Brent Kosbab, Doug Viessman, Cody Nelson, Ryan Viessman, Jason Viessman, Joey Viessman, Zach Jorgenson, Abby Maas, Rod Viessman, Barb Jorgenson, Micky Viessman, Wayne Viessman



In 1961, Virgil Viessman started a one-truck milk hauling business in Worthington, Minnesota. Little did he know what his small little start up would become one of America's largest specialty haulers, with about 500 trucks transporting goods across the U.S. and Canada under three company names.

Between Viessman Trucking (a.k.a. Cliff Viessman, Inc.), Jacobson Transport & Johnsrud Transport, the three companies owned by the Viessman family have 15 truck terminals in eight Midwest states. Viessman's and Johnsrud's haul food-grade products, such as corn syrup, dairy, sucrose, dry sugar and vegetable oil, while Jacobson's transports HAZMAT products, such as liquid propane, gasoline and fertilizer.

Not only did Virgil kick start a booming trucking business, he and his wife Carrie, also started a five-generation family business. More than 60 years later, about 20 or Virgil and Carrie's grandchildren, great-grandchildren and even great-great grandchildren work for Viessman Trucking in nearly every function of the business, from drivers, dispatchers, mechanics and body shop techs to managing wash bays, terminals, truck part sales, and company-wide operations.

But sadly, the Viessman Trucking story had a tragic beginning. Only a few years after starting his bulk milk hauling business, Virgil was killed in a truck accident between Marshall, MN and Clarkfield, MN, in 1965.

However, this devastating turn of events didn't stop the Viessman family from continuing to build on Virgil's legacy. Virgil's son and daughter-in-law, Cliff and Rose Viessman, began managing the milk hauling business in Clarkfield, MN, in addition to running their fertilizer business in Primghar,

Iowa. Meanwhile, the couple were also raising 10 children!

After running both companies in two states for five years, Cliff decided to sell his fertilizer business in 1970 and used the money to expand the trucking company, increasing his milk-hauling fleet to eight trucks. Cliff, Rose and their 10 children moved north to Clarkfield, MN.

Between 1970 and 1977, five of Cliff and Rose's sons (Wayne, Doug, Randy, Terry and David) graduated high school and started their own milk routes, consisting of 20 to 30 stops a day, which is unheard of nowadays. During this time, Cliff added a second terminal in New Prague, MN, which was run by the second Viessman son, Doug. By 1977, Viessman Trucking grew from eight trucks to thirty-five trucks with two terminals.

In 1980, Barb (Cliff and Rose's daughter) joined the company as Office Manager. In 1982, the company's primary customer made a move to Dawson, MN. As a committed carrier, Viessman Trucking followed the customer and built a third terminal and corporate office in Dawson, which is currently managed by David Viessman.

In 1984, Cliff tasked his son, Randy, with managing a new terminal in Marshall, MN, and this was the company's first venture into transporting liquid corn sweetener and wet feed.

In 1985, Cliff charged Doug with managing a new terminal in Mankato, MN, as part of the new venture transporting vegetable oils. With the addition of Marshall and Mankato terminals, Viessman Trucking grew to 55 truck running throughout the Midwest.

In 1987, Cliff moved the corporate office to Gary, SD, a small town on

the border of Minnesota and South Dakota. Cliff and Rose's oldest son and two daughters, Wayne, Barb and Sandy, joined him in the new headquarters. Wayne served as vice president and is now the CEO of Viessman Trucking. Barb serves as office manager, and Sandy worked in billing.

Also in 1987, Viessman's entered the truck salvage business by starting Dawson Truck Parts, Inc., managed by Terry (Rose and Cliff's fifth son), and the Marshall Truck Salvage, which was run by Mickey (Cliff and Rose's seventh son).

In 1990's, Viessman Trucking grew organically and by acquisition, purchasing Jacobson Transport Inc., in Wahpeton, ND, and the Kalhoff Trucking of Paynesville, MN. Cliff's youngest son, Rod, managed the new Paynesville terminal and now works at the companies headquarters. Viessman Trucking also added a terminal in Columbus NE to transport corn sweetener feed and starch. In 1999, they expanded east and opened a terminal in Dayton, OH, to transport sucrose sweetener.

In 2000's, the company expanded south and purchased a terminal in Memphis TN, to transport oil and sweetener products. In 2018, Viessman's purchased Johnsrud Transport, Inc. of Des Moines, IA, which transports vegetable oil across the country.

In 2021, Viessman's celebrated 60 years of trucking success. With several fourth-generation Viessman family members now on the leadership team and fifth-generation kids growing up and joining the family business, viessman Trucking is poised for another 60 years of building on an incredible legacy.

*Reprinted from Trucking Minnesota - Oct. 2022*





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*Thanksgiving*

*from all of us at the SDTA office*

*Chris M. S.*

*Michelle Wells*   *Tom Kolseth*

*Patty Hinz*   *Gay Steensma*

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# Driver Shortage Update 2022

Economics Department | American Trucking Associations, Inc. | Washington, DC 20003 | October 25, 2022

The American Trucking Associations estimates in 2022 the truck driver shortage will remain near its historical high at nearly 78,000 drivers. ATA calculates the shortage estimates by determining the difference between the number of drivers currently in the market and the optimal number of drivers based on freight demand. ATA's 2022 projection is the second highest level on record after 81,258 in 2021.

- While all sectors in the industry struggle with finding enough qualified 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 make up just 8% of all drivers, well below their representation in the total workforce of 47%;
  - Inability of some would-be and current drivers to pass a drug test;
  - Other barriers to entry such as minimum driving age, driving history and criminal background;
  - Lifestyle disadvantages, especially in the longer-haul market with greater time away from home;
  - 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.

At current trends, the shortage could surpass 160,000 in 2031. 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 ten years, the industry will have to recruit nearly 1.2 million 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 are notwithstanding the impact of potential regulations or laws in the future, either positive, such as lowering the minimum age of eligibility for a commercial driver's license, or negative, which could lower productivity per driver resulting in more drivers needed to haul the same amount of freight.

Because there is no single cause of the driver shortage, that means there is no single solution. One trend that is currently transpiring is driver pay and earnings are going up significantly. Data from ATA, which was released earlier this year, showed that the average truckload driver made over \$69,000 in 2021, including salaries and bonuses but not benefits. This figure reflects an 18% increase in annual compensation from 2019. This data also showed that over 90% of truckload carriers raised driver pay in 2021.

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 general freight, long-haul for-hire truckload industry increased 7.5% on average per year over the last two and a half years, compared to 2.6% in the 10 years preceding.

While this is good for drivers and those looking to enter this occupation, pay alone will not solve the driver shortage. For example, some drivers may choose to work less when offered a pay increase and be home more often. In fact, almost forty percent of truckload carriers reported to ATA that increases in pay last year resulted in drivers choosing to drive less, make the same amount of money and be home more often.

The truck driver shortage probably seems much worse to motor carriers than the current figures suggest because of a quality versus quantity issue. Many carriers have strict hiring criteria based on driving history, experience and other factors. As a result, despite receiving applications for employment, motor carriers are finding few eligible candidates, which is a quality issue. This analysis does not consider the quality of applicants.

The driver shortage is not unique to the U.S. According to a report released earlier this year by IRU, the world road transport organization based in Geneva, Switzerland, the driver shortage is in many countries throughout the world. While some countries report it in terms of number of jobs open, which will be higher than an actual shortage number as ATA reports<sup>1</sup>, it is a problem for this occupation in much of the world. For example, according to the IRU report, in 2021, Germany had between 57,000 and 80,000 unfilled truck driver jobs; Italy was up to 20,000 drivers short; Argentina had 45,000 unfilled truck driver jobs; and Mexico reported roughly 54,000 unfilled driver jobs; China had 1.8 million unfilled truck driver positions.

For a full report click [HERE](https://ata.msgfocus.com/files/amf_highroad_solution/project_2358/ATA_Driver_Shortage_Report_2022_Executive_Summary.October22.pdf): ([https://ata.msgfocus.com/files/amf\\_highroad\\_solution/project\\_2358/ATA\\_Driver\\_Shortage\\_Report\\_2022\\_Executive\\_Summary.October22.pdf](https://ata.msgfocus.com/files/amf_highroad_solution/project_2358/ATA_Driver_Shortage_Report_2022_Executive_Summary.October22.pdf))





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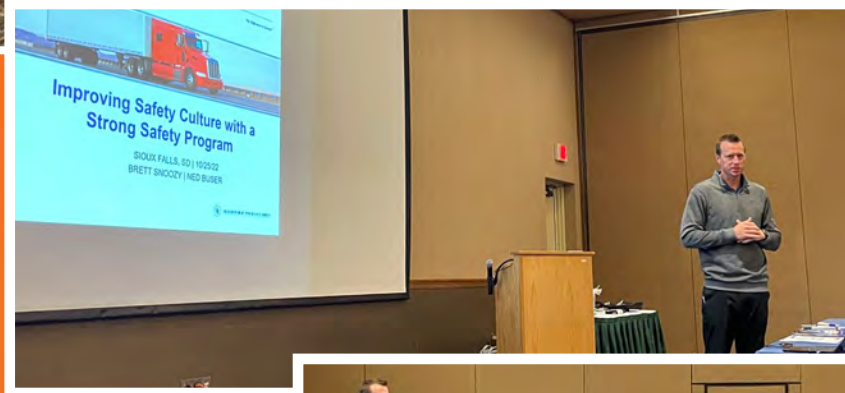




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# Biden overlooked diesel fuel inflation. Why that's extra bad for the economy.

Rick Newman-Senior Columnist | Tue, November 8, 2022, 2:19 PM

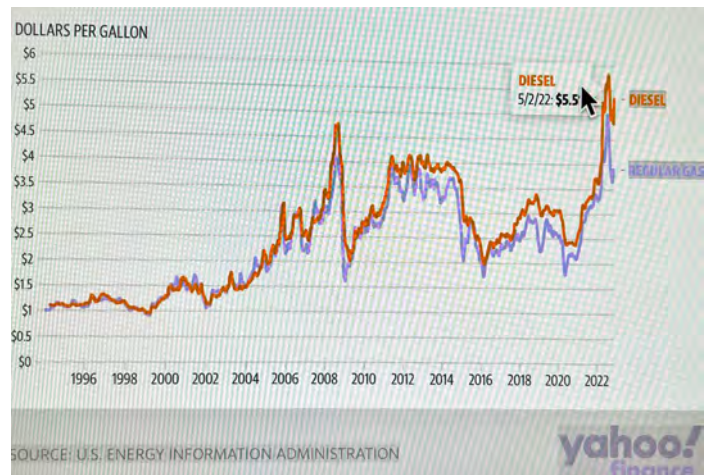
For the last six months, President Biden and his top advisors have obsessed over gasoline prices, for obvious reasons. That's because no single price rattles consumers as much as the cost of gas, which crept up to a new record high of \$5 per gallon in June. So it comes as no surprise that soaring gas prices corresponded directly with Biden's sinking approval rating.

Since then, gas prices have fallen by about \$1.10 per gallon. Biden may have helped a little by releasing oil from the US strategic reserve. Market forces, tough, have been a bigger factor. Still, that hasn't stopped Biden from touting the drop in prices and [claiming he deserves the credit](https://www.kiplinger.com/investing/economy/biden-touts-lower-gas-prices-will-they-stay-there). (<https://www.kiplinger.com/investing/economy/biden-touts-lower-gas-prices-will-they-stay-there>)

But Biden has largely ignored another important type of fuel: diesel fuel, which is critical for the production and transportation of many everyday products. There's a reason for Biden's silence: Diesel prices remain uncomfortably high, and they're contributing to food inflation and other consumer pain points. Around the same time gas hit \$5, diesel hit a record high of \$5.81 per gallon. Gas prices are now 22% below their peak, but diesel is just 8% lower. On a year-over-year basis, gas prices are up 15% while diesel is up 43%.

High diesel prices are a kind of hidden inflation, because most consumers never buy diesel. But it's an important input in the production and transportation of many things, including food and consumer goods shipped around the country. Inflation, at 8.2%, is still uncomfortably high, a huge reason Biden's approval rating is underwater and Democrats seem headed for resounding defeat in the midterms. A big part of the reason is rising input costs for everyday consumer products.

The American Farm Bureau Federation sent a [letter to Biden](#) on November 4 drawing attention to the problem. "Our nation's food supply is driven by diesel," Farm Bureau president Zippy Duvall wrote. "High diesel prices are severely impacting our farmers and ranchers, causing increased costs to consumers, and adding to food insecurity." While the pace of gasoline inflation has moderated substantially in recent months, food inflation has generally gotten worse, and now stands at 13% year-over-year. Wages are only rising by around 5%, so it takes a bigger chunk of the family paycheck to fill the refrigerator.



The US energy market is complex and there's no single cause for higher diesel prices. Part of the explanation is a 4% reduction in diesel refining capacity that began in 2020, when oil prices crashed and many producers lost money. There's less refining capacity for gasoline, too, which is why the "spread" between the cost of oil and the cost of refined products has been [higher than normal for most of this year](https://www.eia.gov/finance/markets/products/prices.php) (<https://www.eia.gov/finance/markets/products/prices.php>)—there's a bottleneck in the conversion of crude oil into consumer products, which tends to push the cost of finished products up.

After Russia invaded Ukraine on Feb. 24, Biden imposed a ban on US purchases of Russian oil and oil products. That barely affected the supply of raw crude, since only 3% of US oil imports came from Russia, and those have been easily replaced with oil from other sources. But Russia supplied 20% of America's imported oil products, includes grades of oil and certain distillates ideal for conversion into diesel. The loss of those imports has created marginal shortages of the input fuel that becomes diesel, which is not really a problem for gasoline supplies.

Demand for diesel has also remained strong due to robust spending on goods shipped by truck during the Covid pandemic, which seems likely to hold up into this year's holiday shopping season. Droughts have lowered water levels on rivers such as the Mississippi, moving some cargo off of barges onto trucks. There are also season factors that affect diesel prices, such as increased demand in the winter for heating oil, which is very similar to diesel. All of these things have left diesel prices sitting close to record highs.

(Continued on page 25)





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## Biden overlooked diesel fuel inflation. Why that's extra bad for the economy *Continued*

Biden has tried to combat high gasoline prices by releasing nearly 200 million billion barrels of oil from the US reserve, which has probably brought down oil prices a bit, and kept both gasoline and diesel prices lower than they would be otherwise. But global energy markets remain tight, with sanctions on Russia diverting global flows of oil, oil products and natural gas and causing way more uncertainty than usual.

The energy war between Russia and the west is far from over. In early December, a European ban on purchases of Russian oil will get into effect, along with a corresponding US-led effort to impose a price ceiling on Russian oil. The goal is to reduce the oil revenue going into Russia's coffers, which is its largest source of funding for the illegal war in Ukraine. But Russia won't easily abide by the price caps and could seek ways to punish US and European energy consumers.

Nobody's sure what will happen and one possibility is more turmoil that pushes prices up.

Biden's options have always been limited, and he could be

more constrained going into 2023. The last of Biden's oil releases from the strategic reserve should come in December. Biden could order another release, but the dwindling size of the reserve and the end of the midterm election season probably mean he won't. The loss of that reserve oil could mean tighter supply and higher prices.

Biden could do other things to help encourage more US fossil-fuel capacity, such as speeding the federal permitting process and approving more drilling on federal territory. But he has been channeling progressive Democrats' antipathy toward the oil and gas industry and seems unlikely to change. It's also true that the fossil-fuel industry is undergoing long-term retrenchment as the whole world shifts from oil and gas to greener forms of energy. Oil and gas firms are very reluctant to invest in new refineries or other types of expensive infrastructure, knowing that the future of the business is murky.

So keep an eye on diesel prices if you want to know where inflation is heading.

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- West River Legislative Reception - 5:30 to 7:30 p.m., Minerva's in Rapid City, Monday, November 28, 2022.
- East River Legislative Reception - 5:30 to 7:30 p.m. (NextGen Group meeting at 4:30), Minerva's in Sioux Falls, Wednesday, November 30, 2022.
- Winter Executive Committee Meeting - 10:00 a.m. on Monday, February 13, 2023 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.
- Tri-State Safety Meeting, Sioux City IA, March 19-21, 2023
- ATA Safety Management Council, Hilton, Minneapolis MN, April 4-6, 2023
- SDTA Black Hills Log Haulers Conference (TBD)
- Call on Washington (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 11, 2023 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 12, 2023
- South Dakota Truck Driving Championships, Sioux Falls, May 20, 2023
- West River Poker Run and Golf Outing, Rapid City/Deadwood, June 2023 (TBD)
- East River Golf Outing, Brandon, July 20, 2023
- ATA National Truck Driving Championships, Columbus OH, August 16-19, 2023
- SDTA Conference Sioux Falls Ramkota, September 13-15, 2023
- National Truck Driver Appreciation Week, September 10-16, 2023
- ATA Conference, Austin TX, Austin Convention Center, October 14-17, 2023
- Fall Board of Directors Meeting & Pheasant Hunt, Presho & Pierre, November 9-10, 2023
- West River Legislative Reception, Rapid City, November 28, 2023 (location TBD)
- East River Legislative Reception, Sioux Falls, November 30, 2023 (location TBD)





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A photograph of a man and a woman shaking hands. 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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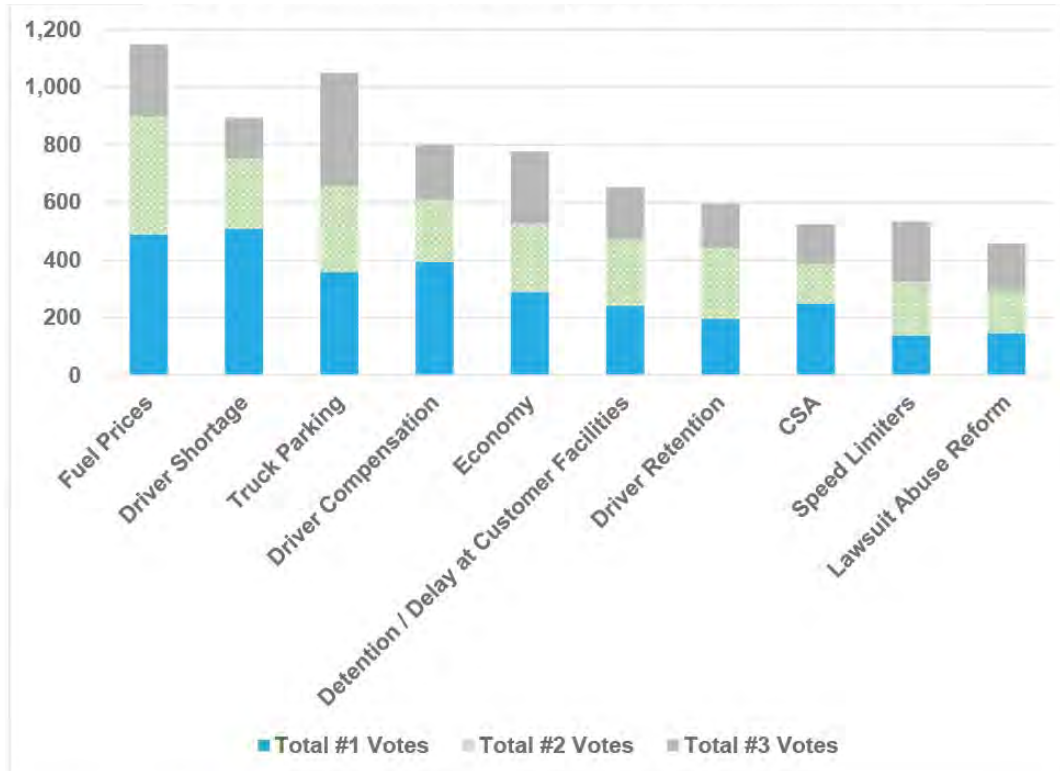
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## TOP 10 CRITICAL ISSUES IN THE TRUCKING INDUSTRY



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2024  
2025  
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2023  
2024  
2023

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### **EXPIRED**

2022  
2020  
2018  
2016  
2014  
2012  
2010  
2008  
2006  
2002  
2000  
1998  
1996  
1992  
1990  
1988

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2024  
2023  
2024  
2025  
2024

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