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SPRING 2023

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION

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The North Dakota Motor Carriers Association has been publishing the Rolling Along magazine since 1948. Each issue provides members with information concerning their association and the issues impacting the trucking industry.



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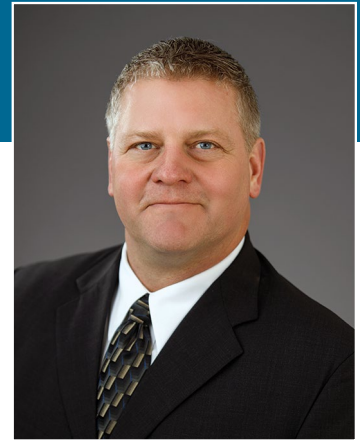


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# MESSAGE FROM THE PRESIDENT



ERIC GROVE

## Greetings Members,

I hope by the time this issue hits your desk things look more like April than January. It has really been a brutal winter for all of us, between road closures, cold temperatures, and the backlog of our freight that puts enormous pressure on our crews and customers. I cannot wait for spring to begin.

The North Dakota Motor Carriers Association is gearing up for a busy spring and summer. The NDMCA Foundation in conjunction with other state and local entities will be hosting a variety of No-Zone display's again this year. If you have not volunteered to help and assist with these events, please consider volunteering your time. The No-Zone provides the public the opportunity to sit in a CMV and experience the perspective of our drivers. It helps to promote safety on the road and respect for what we do. The other benefit is it also allows us to engage youth and adults regarding trucking related careers and the importance of our industry. An excellent opportunity for us to excite our youth with the great career opportunities we have to offer them!



The winter has been a shining example of how our industry in the face of adversity keeps our nation moving forward. I appreciate all our dedicated trucking force does to make that possible!

This year's Truck Driving Championship (TDC) will be held June 10th at the Red River Valley Fairgrounds. The TDC is an excellent way to showcase your companies' best drivers and promote your business. If you have never been to the event, I encourage you to check it out. In addition, the TDC committee will also be hosting the Safety Expo and Touch A Truck from 11am-2pm that day. Included with this issue is a registration form if you are interested in showcasing your business or a truck at the Expo. Again, this event highlights all the wonderful things about our industry and allows the public to experience it firsthand.

Just a reminder that Road Check this year will be held May 16-18th. More information about this year's event can be found on page 4 of this issue.

The winter has been a shining example of how our industry in the face of adversity keeps our nation moving forward. I appreciate all our dedicated trucking force does to make that possible! Stay safe!

Sincerely,

Eric Grove

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## INTERNATIONAL ROADCHECK IS MAY 16-18 WITH EMPHASIS ON ABS AND CARGO SECUREMENT

The Commercial Vehicle Safety Alliance (CVSA) has announced May 16-18 as this year's International Roadcheck. International Roadcheck is a high-visibility, high-volume 72-hour inspection and enforcement event where CVSA-certified inspectors in Canada, Mexico and the U.S. will conduct inspections of commercial motor vehicles and drivers at weigh/inspection stations, designated inspection areas and along roadways.

This year, inspectors will focus on anti-lock braking systems (ABS) and cargo securement to highlight the importance of those aspects of vehicle safety. Although ABS violations are not out-of-service violations, ABS play a critical role in reducing the risk of collisions by preventing the wheels from locking up or skidding, allowing a driver to maintain control of the vehicle while braking. In addition, improper cargo securement poses a serious risk to drivers and other motorists by adversely affecting the vehicle's maneuverability, or worse, causing unsecured loads to fall, resulting in traffic hazards and vehicle collisions.

During International Roadcheck, inspectors will conduct their usual roadside safety inspections of commercial motor vehicles and drivers. Data will be gathered from those three days and shared later this year, as a snapshot of the state of commercial motor vehicle and driver safety.

International Roadcheck also provides an opportunity to educate the motor carrier industry and general public about the importance of safe commercial motor vehicle operations and the North American Standard Inspection Program.

During a routine North American Standard Level I Inspection, inspectors focus on two areas – driver and vehicle safety compliance.

- **Vehicle safety** – Inspectors will ensure the vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, fuel and exhaust systems, frames, lighting devices, steering mechanisms, suspensions, tires, wheels, rims, hubs and windshield wipers are compliant with regulations. Inspections of motorcoaches, passenger vans and other passenger-carrying vehicles also include emergency exits, seating, and electrical cables and systems in the engine and battery compartments.
- **Driver safety** – Inspectors will check the driver's operating credentials, hours-of-service documentation, status in the drug and alcohol clearinghouse, seat belt usage, and for alcohol and/or drug impairment.

Vehicles that successfully pass a Level I or Level V Inspection without any critical vehicle inspection item violations may receive a CVSA decal, which is valid for three months. If the inspector does identify critical vehicle inspection item violations, as outlined in the North American Standard Out-of-Service Criteria, the vehicle will be restricted from operating until the identified out-of-service conditions have been corrected. Inspectors may also restrict the driver from operating if the driver is found to have driver out-of-service violations, such as not possessing a valid or necessary operating license or exhibiting signs of impairment.

CVSA's law enforcement member jurisdictions in cities, states, districts, provinces and territories in Canada, Mexico and the U.S. participate in International Roadcheck with support from trucking associations, transportation safety organizations and federal agencies, such as the Federal Motor Carrier Safety Administration, Transport Canada and Mexico's Ministry of Infrastructure, Communications and Transportation.

*“Improper cargo securement poses a serious risk to drivers and other motorists by adversely affecting the vehicle's maneuverability, or worse, causing unsecured loads to fall, resulting in traffic hazards and vehicle collisions.”*



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## TECHNOLOGY HELPS MINIMIZE TRACTOR-TRAILER PAIRING ERRORS

By: Stephen Bennett

### Fleets, Telematics Vendors Develop Solutions

Searching a lot for the right trailer and driving away with the wrong one can set off a chain reaction of events, each exacting a cost. Technology designed to help prevent that mistake is in use by some carriers, while some telematics vendors are developing tractor-trailer pairing capability to add to their systems.

Nussbaum Transportation, a carrier in Hudson, Ill., with 550 tractors and approximately 1,300 trailers, started using technology to support tractor-trailer pairing more than three years ago. The capability is provided as part of the Phillips Connect system. Before that, locating the correct trailer was often a time-consuming challenge, said Tony Morthland, Nussbaum's director of maintenance, noting that some lots measure many acres and contain large numbers of trailers. "It could be 15 minutes to 45 minutes, depending on what size lot it is, to find what they need," he said.

Nussbaum Transportation started using technology to support tractor-trailer pairing more than three years ago as part of the Phillips Connect system. Nussbaum Transportation maintains drop lots at various locations across the country, and keeps storage trailers on the lots of some of its customers, noted James Grier, Nussbaum's director of fleet service. Before the carrier implemented the matching capability, Grier said, it wasn't uncommon for drivers to call from a lot because they couldn't find a trailer. "It might be backed into a dock getting loaded or unloaded," he explained.

Now, from their tablet device, drivers are able to locate a trailer and know if it's up to a dock or, for instance, if it's the second or third trailer in a line. "We can save countless hours in a given week [because] drivers are not having to hunt for a specific trailer," Grier said.

The driver's screen display shows the unit number of the trailer, and whether it is loaded or unloaded, he added. "It'll also let them know if the DOT is up-to-date or not," Grier continued. "So that they don't accidentally hook to an expired DOT trailer that we're working on getting through service."

Hours-of-service regulations prompted more carriers to go into intermodal and drop-and-hook operations to maximize drivers' time, according to Chris Corlee, director of product management for Orbcomm, and that has heightened the imperative of matching tractors and trailers correctly. He noted that this has become a growing issue among carriers for the last seven to 10 years.

Tractor-trailer ratios, typically more than one trailer per tractor, shifted to still more trailers per tractor, Corlee said. Carriers that emphasized intermodal and drop-and-hook operations figured they were relieving drivers of loading and unloading periods, maximizing "turn time," he explained. "But you also introduce the human error risk," he said adding that a driver will take a different trailer than they're scheduled to.

"Maybe he's supposed to go pick up trailer 128761," Corlee said. "He picks up trailer 128716. It's as simple as that. You just transpose two digits — you end up grabbing the wrong trailer." After that, a series of complications and costs mount up.

"The driver doesn't realize he's got the wrong trailer till he opens the seal and backs [up] to the dock door," hours or a day later, he continued. Tasks required to rectify the mistake include hauling the correct trailer to the receiver, and returning the wrong trailer to the yard where the driver picked it up. "And now you've got a broken seal issue on top of that," Corlee said. Another cost, he noted, is unpaid mileage.

Corlee said Orbcomm's system uses a low-energy Bluetooth device or "beacon" on the back of tractors, which syncs with another Orbcomm device on the trailer. "Whenever the truck beacon backs up in front of a trailer, it's actually broadcasting, and then our trailer device picks up that broadcast signal and makes that match [via Bluetooth]," he explained. The truck and trailer numbers are transmitted to the vendor's telematics unit, also mounted on the trailer. The data — tractor and trailer number — on the vendor's platform confirms the identities of the truck and the trailer that are paired.

Corlee specified that the information does not indicate whether the pairing is correct. Orbcomm's integrations with transportation management systems, such as McLeod, enable a carrier to determine whether the pairing is correct, using dispatch's record for the trailer, the dispatched tractor and the load number, he said.

Among other telematics vendors that said they were developing functionality to support correct tractor-trailer pairing is Clariance Technologies. Paul Sniegocki, chief technical officer, said the company field tested a product it's calling the virtual tether on its own fleet, which operates among the company's manufacturing locations. The company is aiming to conduct field tests with fleets this year, Sniegocki said. The product is designed to confirm a pairing when a driver connects the tractor to a trailer via the J560 7-pin plug.

Finish reading at <https://www.ttnews.com/articles/technology-tractor-trailer-pair>





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# NORTH DAKOTA EXPANDS OVERWEIGHT, OVERSIZE PERMIT OPTIONS

By: Noel Fletcher

## Flexible Permitting Law Part of State Efforts to Reduce Red Tape

Trucking companies in North Dakota are going to be able to have greater flexibility and efficiency serving the agriculture industry with overweight and oversize permits due to a new law passed at the request of the state highway patrol.

The new flexible permitting law was signed by Gov. Doug Burgum on March 16 and filed with the secretary of state on March 23. It is a result of Burgum's executive order in August to reduce and streamline the state's regulations to improve people's lives and grow the economy. The order also created a Red Tape Reduction Working Group to review agency regulations, restrictions, requirements and policies that have become outdated, inefficient and overly burdensome.

"By cutting red tape and streamlining regulations, we can lower the cost of government, improve efficiency and empower our citizens to reach their full potential," Burgum said. As of March 23, Burgum had signed 33 of the more than 50 bills to reduce red tape in state government, including revamping the truck permitting law.

"Our administration has embraced innovation over regulation, and these bills support that approach by doing away with unnecessary, duplicative and burdensome red tape. We appreciate all of the cabinet agencies, noncabinet team members and members of the public who contributed to these efforts with their ideas and suggestions, and the Legislature for continuing to support and promote efficient government," he added.

One key provision of the new law allows trucking companies with oversize and overweight loads to use a 129,000-pound permit on the interstate system when carrying weights over 80,000 pounds and under 105,501 pounds. Before the law, companies buying the 129,000 overweight permit for 30 days or an annual permit had to also get an interstate permit when traveling over 80,000 but under 105,501 pounds.

North Dakota Motor Carriers lobbyist Arik Spencer, urged legislators to pass the bill while testifying on behalf of NDMCA, since it increased efficiency by removing the need for trucking companies "to purchase two permits for the same load and route and would simply allow the trucking industry to use their 129,000 permits on the interstate system."

Spencer also advocated modifying the state code to "allow the motor carrier industry to purchase oversize and overweight permits for a 30-day period rather than just on a per-trip or annual basis. This change acknowledges that freight movement is dynamic and that vehicles break down, road closures occur, or there are times of the year that see increased freight movement."

Jackie Darr, permit office supervisor for the state highway patrol, said during recent testimony, "Companies with truck breakdowns or that hire someone to assist for a short term would prefer this option. The option would also be beneficial to the ag industry during planting and harvest season."

Now trucking companies can decide if they want a 30-day permit for overweight and oversize permits for a single trip, but also can get an annual permit. The new law also lets them decide if they want their annual permits to start Jan. 1 and expire on Dec. 31 or after a given date expiration of 365 days. Darr noted that all oversize and overweight permits would be for legal weights or bridging weights due to axle configurations. "This change would not affect any bridge structures for travel due to weight limitations," she said.

Lawmakers also approved of the suggested \$50 price for 30-day permits, which follows the same 30-day pricing structure for state permits. Spencer said the NDMCA "thanks the North Dakota Highway Patrol for recognizing that these changes will benefit the trucking industry by increasing efficiency without sacrificing safety." NDMCA collaborated with the highway patrol office, the state transportation department and Association of General Contractors on ways to improve the old law.

The state's construction industry especially favored the law enabling companies to choose when annual permits expire. "Construction season is limited in our state due to weather. This would allow them to purchase all permits at once instead of waiting for a current permit to expire," Darr noted. A state legislative analysis of the bill found that providing companies with additional permitting options would have no a fiscal impact on revenue for permit sales.

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# LEGISLATIVE SESSION

# UPDATE

The 68th Legislative Assembly is well underway and is anticipated to end in late April. With a total of 989 bills introduced this session, legislators have had a full slate. The North Dakota Motor Carriers Association have been focusing on three main policy areas: Infrastructure Funding, Truck Size & Weight, and General Business. Here is a breakdown of the key bills in each area.

## Infrastructure Funding

**HB 1012:** This is the DOT appropriations bill. The bill is currently in Senate Appropriations. It passed out of the House with a total budget of \$2.4 billion. The Senate is looking for areas that can be trimmed down. However, there will likely be 50% of Motor Vehicle Excise tax revenues going to DOT. Previously 100% of the Motor Vehicle Excise tax revenues went to the General Fund. While the bill may still change, there is going to be significant funding for infrastructure.

**HB 1102:** Enables DOT to apply to multiple federal agencies for funding. It has been returned to the House.

**HB 1379:** This will determine how Legacy Fund earnings should be utilized. Currently the bill includes the use of 7% of the 5 year average. Currently, the amount available to spend for the 2023-2025 biennium is approximately \$486.6 million. Among a variety of other things, those earnings would provide significant amounts for road and bridge infrastructure, workforce development & enrichment, and tax relief. An amount equal to 1% of the 5 year average value of the legacy fund assets would become part of the principal. It's important to note that this bill is expected to change as the session moves toward the final days.

**HB 1147:** Would have created a county and township bridge fund using a portion of Legacy Fund Earnings. The bill ultimately failed as it was rolled into HB 1012, the DOT appropriations bill.

**SB 2113:** Creates a Flexible Transportation Fund, enabling DOT to have match for federal grants and funds for local roads and bridges. It has been sent to the Governor for signature.

**NDMCA will continue to monitor the outstanding bills as the session comes to a close.**

## Truck Size & Weight

**HB 1060:** This bill provides more flexibility for permit fees, including a monthly option. It was signed by the Governor on March 15th.

**HB 1181:** This increases the width of oversized permits from 10 to 12 feet and enables travel at night with proper lighting. It was signed by the Governor on March 29th.

## General Business

**HB 1003:** This is the University Systems appropriations bill. It includes additional funding and flexibility for the Career Builders program. This is a public/private partnership to provide financial assistance for in-demand occupations such as CDLs and diesel technicians.

**HB 1253:** This would have required a tarp or other method to prevent aggregate material from blowing, dropping, sifting, leaking, or otherwise escaping. The bill was amended to strip the tarping requirement and increase failure to secure the load fine from \$20 to \$100. After heated and lengthy floor debate, the amendment was not adopted, and the bill ultimately failed.

**HB 1475:** This would increase the speed limit on the interstate to 80 mph. It passed both Chambers but was vetoed by the Governor this week who cited the Vision Zero initiative to reduce traffic deaths as the reason. He also noted his desire to have a primary seatbelt law in place. The House was unable to garner enough votes to override the veto.

**SB 2362:** This would make not wearing a seatbelt a primary offense. It has passed both Chambers.

**SB 2388:** This bill regarding medical marijuana, was amended in the House to clarify that an employer is not prohibited from disciplining an employee for working with marijuana in the employee's system.



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## DOT FOCUSES ON STRATEGIC INVESTMENTS IN SUPPLY CHAIN

By: Noel Fletcher

### Buttigieg, Trottenberg Address AAPA Legislative Summit

Moving from past years' actions to address the pandemic, Department of Transportation leaders want to make strategic federal investments in infrastructure projects to increase supply chain resiliency and enhance the U.S. economy in the world. These sentiments were shared by Transportation Secretary Pete Buttigieg and Deputy Secretary Polly Trottenberg during separate addresses March 29 at the 2023 American Association of Port Authorities Legislative Summit.

"We have made good progress on issues that affect people profoundly. I'm proud to play a role in supporting, funding and reinforcing America's ports," Buttigieg said, adding that more work is needed "to keep goods moving smoothly and to keep the price of goods down, and we're not letting up with that work."

He noted DOT serves as a steward in continuing to build the Freight Logistics Optimization Works (FLOW program) for accurate and useful information about goods movement in U.S. supply chains. (FLOW is a government/industry partnership to exchange information between supply chain stakeholders within the nation that provides future and near-time intermodal freight information for cargo movements throughout the supply chain. Participants include marine and surface transportation carriers, terminal operators and warehouses.

Trottenberg said her office is focusing on decisions about long-term strategic investments in infrastructure projects that will last for decades. "We are really transforming the level of investment we're making," Trottenberg remarked. "We have a multiplicity of programs and we're very excited to get those dollars out the door." She said DOT aims to ensure its federal investments "are going to increase the throughput of goods and strengthen the resiliency of the supply chain, create good-paying jobs and spur domestic manufacturing," while also improving the environment.

Another development at DOT is the creation of the Office of Multimodal Freight now being organized within Buttigieg's office, revealed Andrew Petrisin, DOT supply chain adviser, who is heading the new organization. The new office, which has been working with state freight advisory committees, will look at multimodal freight issues as a national system with global implications. Among its functions will be to gather data, conduct research and provide a venue for state freight stakeholders to speak with Buttigieg.

Petrisin said having a freight office for the first time within the Office of the Secretary of Transportation will help establish national freight policies and become a key conduit for all the various government and private sector transportation modes within the supply chain.

## KENTUCKY LAW AIMS TO ATTRACT NONRESIDENT TRUCK DRIVERS

By: Noel Fletcher

### Gov. Andy Beshear Signs Package of Workforce Bills

Kentucky's Gov. Andy Beshear has signed a package of five workforce development bills, including legislation to entice out-of-state truckers to move there. Among the bills enacted recently were legislation to support truck drivers, health care workers, military families, school employees and students.

"For the first time in my lifetime, some of the biggest, most advanced companies on the planet are picking us for the biggest investments they've ever made. Our small businesses are also thriving and growing," Beshear remarked, adding that he is enacting the laws to bolster workforce development and the state's economy.

Beshear signed House Bill 320 (an act relating to commercial driver licenses) to make it easier for the state to attract more truck drivers by allowing a commercial driver license applicant who has a nonresident operator's license and a commercial driver instruction permit to take the CDL skills test in Kentucky.

He said the CDL legislation "shows we are interested in attracting more of these jobs to Kentucky and supporting the trucking industry. The new law also establishes a nonresident CDL testing fee of \$150 and mandates that applicants must be in compliance with all necessary federal requirements.

The CDL bill, sponsored by state Rep. Chris Freeland (R), attracted strong support in the current regular session of the Kentucky General Assembly. It passed unanimously (97-0) in the House on March 9 and went unopposed (37-0) on March 16 in Senate before being signed by the governor March 22.

Kentucky employed 28,260 heavy and tractor-trailer truck drivers, according to May 2021 U.S. Census statistics, and ranked in the second-highest national tier (25,740 to 44,800) for truck drivers in that category. The top-level states have between 45,780 and 202,270 drivers in the classification. Figures indicated the state with highest employment in heavy and tractor trailer truck drivers was Texas (202,270) followed by California (179,450), Florida (88,980), Pennsylvania (87,390) and Ohio (86,200).

## WESTERN REGION CMV SAFETY SUMMIT FOCUSED ON DISTRACTED DRIVING AND WORK ZONE SAFETY

By Dr. Brenda Lantz, Associate Director, North Dakota State University, Upper Great Plains Transportation Institute

The most recent Western Region Commercial Vehicle Safety Summit was held November 29-30, 2022, in downtown Denver, Colorado. This was the third western region CMV Safety Summit hosted by North Dakota State University (NDSU), Upper Great Plains Transportation Institute (UGPTI), with support from a Federal Motor Carrier Safety Administration (FMCSA) cooperative agreement.

This Summit focused on efforts to reduce distracted driving by CMV drivers and others operating around CMVs, and to improve CMV safety in work zones. It brought together more than 150 representatives from law enforcement, driver licensing agencies, universities, and industry to share best practices, resources, new research findings, and partnerships.

All presentations and materials from the Summit are available at the site [www.ugpti.org/events/safetysummit2022/agenda.php](http://www.ugpti.org/events/safetysummit2022/agenda.php).

### State Best Practices

A highlight of the Summit was a session focused on sharing state best practices and included a discussion on Idaho's *Engaged Driving Initiative called Shift* from the Idaho Transportation Department in the Office of Highway Safety. In addition, the Nevada State Police, Highway Patrol Division provided an overview of Nevada's *Strike Force Operations and Badge on Board Campaigns*. This session concluded with an interesting presentation from the Insurance Institute for Highway Safety discussing the Association between *Broadened Cellphone Bans and Police-Reported Rear-End Crash Rates* in California, Oregon, and Washington.

### Resources and Tools

Another informative session at the Summit provided an overview of resources and tools available to both state agencies and industry. The Commercial Vehicle Safety Alliance (CVSA) discussed the *Operation Safe Driver program and the New Outreach Opportunities with Digital Media*. Attendees were also introduced to the *Work Zone Safe* program that *Teaches Teen Drivers to Safely Navigate Work Zones*. The Virginia Tech Transportation Institute (VTTI) described their *Smart Work Zone System Development*; and the Training, Research and Education for Driving Safety (TREDS) program at the University of California, San Diego, discussed their program called *Just Drive: Deliver Distraction Free with Resources to Prevent Distracted Driving Among Commercial Drivers*.

### Research and Partnerships

An additional session focused on university research and examples of partnerships with state agencies. The Texas A&M Transportation Institute (TTI) discussed research to *Make Rural Roads Safer in Texas, including New Data Tools and Approaches to Driver Training*. VTTI provided some interesting perspectives on *Commercial Driver Distraction, including Recent Insights from Naturalistic Driving Studies*.

This session wrapped up with a joint presentation from Lt. Dave Wolf, Regional Commander, and Lt. Adam Dvorak, Assistant Operations Commander, Motor Carrier Operations, with the North Dakota Highway Patrol (NDHP), and Dr. Kimberly Vachal, Program Director with the Rural Transportation Safety and Security Center at NDSU-UGPTI. The three presenters discussed their long-term, valuable partnership and the variety of CMV Safety Projects they have accomplished together through the years. The most recent project involves NDSU-UGPTI creating a customizable dashboard tool dedicated to CMV crash prevention, designed to harness multiple data sources that support timely NDHP resource decisions.

### Roundtable Discussion

There were additional sessions on cross-agency efforts and FMCSA research, and the Summit concluded with a roundtable discussion of challenges and/or topics of interest. States learned from other states a variety of strategies and new ideas they could take back to their own state. In addition, each table shared their main takeaways from the presentations and discussion over the two days, including new information they had learned and programs they plan to consider implementing.

All the presentations and materials from the Summit are available at the site [www.ugpti.org/events/safetysummit2022/agenda.php](http://www.ugpti.org/events/safetysummit2022/agenda.php). Information and presentations from past Western Region CMV Safety Summits are available from the NDSU-UGPTI Commercial Vehicle Safety Center site at [www.ugpti.org/outreach/cvsc/](http://www.ugpti.org/outreach/cvsc/).

*"This Summit focused on efforts to reduce distracted driving by CMV drivers and others operating around CMVs, and to improve CMV safety in work zones."*

## 2023 UPCOMING EVENTS

**JUN 21** Understanding Hours of Service in the Trucking Industry Webinar-FMCSA

**JUL 18** Permitting and Driver Qualification Webinar-NDHP

For additional details and to register visit [www.ndmca.org](http://www.ndmca.org)

# INDUSTRY NEWS

## WALLWORK WINS GOLD!

Wallwork Truck Center (WTC) was recognized by Kenworth Truck Company with the Gold Award for Dealer Excellence. This is the second year in a row that the dealership was presented with the Gold Award and the 24th award since the inception of the program.

The Gold Award is presented for Outstanding Performance of the highest level of performance in the Kenworth criteria.

“To be rated one of the top dealer groups in North America demonstrates the hard work and dedication of – our employees. We also thank our customers for their patronage and support in achieving this award. We continue to heavily invest in training to grow and develop the diesel technicians in our market to support our customers that depend on vehicle uptime. We are ecstatic to receive Kenworth’s prestigious Gold Award for the second consecutive year,” said Wallwork Truck Center General Manager, Casey Lindgren.

Wallwork Truck Center is 1 of only 9 dealers to receive the Gold Award in the United States and Canada. The metrics dealers are evaluated on operational performance, facility quality, customer satisfaction, and financial performance. WTC ranked high in the following categories: heavy duty truck market share, PACCAR MX certified technicians, service bay capacity, extended service hours and PACCAR Parts availability.

Wallwork Truck Center is North Dakota’s and Western Minnesota’s Kenworth dealer, with locations in Fargo, Bismarck, Minot, Williston, Dickinson, Grand Forks, and Fergus Falls.



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**WHO WILL YOU NOMINATE?**

Nomination forms can be found online and be submitted by email or by mail.

**Nomination forms must be submitted to NDMCA by the close of business on June 1, 2023.**

Nominations are reviewed by an independent committee. Not all awards will be given each year as they are dependent on the quality of the nominations submitted.

Each year the North Dakota Motor Carriers Association gathers at our annual convention to give special recognition to industry professionals who go above and beyond and show an unwavering commitment to safety. Awards given in 2023 are in recognition for achievements in the previous year. NDMCA offers awards in the following categories:

- **Fleet Safety Awards**
- **Service Technician of the Year**
- **Service Manager of the Year**
- **Safety Professional of the Year**
- **Driver of the Year**

## NDHP PERMITTING OFFICE UPDATES

Recent changes to the permit NDHP Permit system.

Single trip permits are now valid for 5 days.  
Effective date was February 21, 2023

40 MPH rule for overweight loads has been removed from the NDHP Permits system.  
Effective date was March 10, 2023

New policies showing changes are posted to the NDHP website.  
<https://www.nd.gov/ndhp/motor-carrier-operations/permit-policies>



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