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SUMMER 2021

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION



76TH ANNUAL NDMCA CONVENTION

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FAMILY BOND KEEPS THE STOVES' RUNNING

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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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MESSAGE FROM THE PRESIDENT

HELLO MEMBERS,

As I approach my final months as NDMCA President I am humbled to be a part of such a great industry.

The trucking industry is truly the backbone of America – keeping our lives, businesses and economy moving forward every day by safely delivering everything we rely on. From the delivery of today's most critical supplies; to the delivery of daily essential goods.

It has been a true honor to serve this great organization. Throughout the last two years we have navigated through many challenges to include finding a way to move this organization forward in a bit of a different structure. We made some hard decisions that I believe will be to the betterment of the organization for the future.

I would like to thank everyone that has assisted me and has been a sounding board throughout my tenure. I would especially like to thank Wally Keller who was always just a phone call away. I also wish to thank Kacey Heidrich at the NDMCA office for her help and assistance. We truly appreciate all that you do for this organization.

In just about 2 months, I will pass the gavel to Eric Grove who is with Magnum LTL. I know that he will do an excellent job leading

this organization on the road ahead.

This year our Annual Convention is scheduled for September 14-15 at the Alerus Center and Canad Inn in Grand Forks. All the details can be found on page 4. I hope to see you all there. I do not know of a greater gathering of industry professions in this state. We are excited to welcome speakers Harold Sumerford with J&M Tank Lines/ATA First Vice President, Larry Oxenham, a top asset protection expert, and Hypnotist Erick Kand. The meeting will kick off with our Annual Scholarship Golf Tournament at King's Walk Golf Course. However, one of my favorite things about the NDMCA Convention is the Annual Awards Banquet. This event celebrates individuals and companies who have shown a commitment to safety, helping to solve the challenges the trucking industry faces today. I hope that you plan to attend.

Thank you again for allowing me to serve this organization.

PAT



PAT SEVERSON



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CONVENTION INFORMATION & SCHEDULE

2021 NDMCA ANNUAL CONVENTION

September 14-15, 2021 • Grand Forks, ND • Alerus Center

Tuesday, September 14, 2021

NDMCA Foundation Scholarship Golf Tournament

Kings Walk Golf Course, Grand Forks

Presenting Sponsor RDO Trucks Centers, Supporting Sponsor Karriers Inc.

10:00 am Golf Arrival and Registration
11:00 am Foundation Golf Tournament
3:30 pm – 5:00 pm Vendor Set Up – Alerus Center

NDMCA Annual Convention

5:00 pm Convention Registration
5:30 pm – 6:00 pm Vendor networking
6:00 pm – 7:00 pm Fun Night Social *Sponsored by Fargo Freightliner/Forks Freightliner, IState Truck Center and Westlie Truck Center*
7:00 pm – 7:30 pm Fun Night Dinner
7:30 pm Foundation Golf Tournament Awards
8:00 pm – 9:15 pm Erick Kand, Hypnotist Extraordinaire *Sponsored by Interstate PowerSystems and UPS*
9:30 pm Fun Night Dessert *Sponsored by Allstate Peterbilt Group*

Wednesday, September 15, 2021

7:00 am Leadership Breakfast *Sponsored by Johnsen Trailer Sales, PrePass and UPS*
7:55 am Opening Remarks
8:00 am Keynote Speaker: **Larry Oxenham** to present: *Don't Kill your Golden Goose – Protect & Perpetuate your Business*
9:30 am Industry Segment Meetings
– Allied: **Kelly Krapu**, Chair
– LTL: **Eric Bischke**, Chair
– Private: **Reggie Hooten**, Chair
– Specialized: **Jeff Jacobson**, Chair
– Truckload: **Tracy Buzich**, Chair
10:30 am – 11:00 am Vendor Networking Break *Sponsored by Pro Transport and Leasing, EW Wylie and TMI Transport*
11:00 am Educational Breakout Session
12:00 pm Member Lunch with Keynote Speaker **Harold Sumerford Jr.**, J&M Tank Lines, ATA First Vice President *Sponsored by Wallwork Truck Centers*
2:00 pm Educational Breakout Session
3:00 pm Vendor Networking Break *Sponsored by Pro Transport and Leasing, EW Wylie and TMI Transport*
3:30 pm Annual Board Meeting and Annual Foundation Meeting
5:30 pm Last chance vendor networking
6:00 pm Awards Banquet Social *Sponsored by Nelson International*
7:00 pm Annual Safety Awards Banquet *Sponsored by Great West Casualty Company, Dixon Insurance and Interstate Truck Licensing, Butler Machinery, Vaaler Insurance, PrePass, Cummins NPower, Britton Transport, Karriers Inc., Greater Grand Forks*

SAFETY AWARDS BANQUET

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 for Fleet Safety, Service Technician of the Year, Safety Professional of the Year, Trooper of the Year and Driver of the Year will be given in 2021 in recognition for achievements in the previous year.

REGISTRATION INFORMATION:

Register Online at www.ndmca.org

Registration Deadline – 9-6-2021

- ▶ First Member Company Rep. (Excludes Golf) – \$200.00
- ▶ Additional Member Company Rep. (Excludes Golf) – \$185.00
- ▶ Wednesday Only – \$150.00
- ▶ Banquet Ticket – \$100.00
- ▶ Fun Night Ticket – \$100.00
- ▶ Golf – Individual – \$80.00
- ▶ Golf – Team – \$320.00
- ▶ Fun Night Dinner Sponsor – \$325.00
- ▶ NDMCA Foundation Golf Hole Sponsor – \$200.00
- ▶ NDMCA Foundation Golf Lunch Sponsor – \$325.00
- ▶ Convention Supporting Sponsor – \$500.00
- ▶ Additional Sponsor Opportunities Online

Registrations are transferable.

LODGING INFORMATION

The North Dakota Motor Carriers Association has secured a room block at the Canad Inn for \$89 per night until August 14th. Reservations can be made by calling 701-772-8404.

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CONVENTION SPEAKERS



HAROLD SUMNERFORD JR.

*J&M Tank Lines,
ATA First Vice President*

Harold joined J&M Tank Lines in 1976. He has over 40 years' experience in the industry. When joining, the company had 114 company trucks and basically hauled cement in Georgia and Alabama. The company grew to 500 trucks and had expanded into refrigerated vans and flatbeds. In 2002, Harold was named CEO and decided to spin off any businesses that were not related to tanks. Currently, at 415 tractors and 720 tankers, the company is involved in transportation of both dry and liquid products. J&M currently has 552 employees and 11 terminals. Its corporate office is in Birmingham, Alabama.

Harold is currently the First Vice Chairman of American Trucking Associations, the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight.



LARRY OXENHAM

Author, Senior Advisor

Larry Oxenham is one of America's top asset protection experts, having helped thousands of professionals achieve financial peace of mind by teaching them how to properly structure their assets for lawsuit protection and tax reduction. He has authored and co-authored several articles and books on the subject including *The Asset Protection Bible* and *How to Achieve Financial Peace of Mind through Asset Protection*. His career has been credited with helping thousands of people save millions of dollars. Larry Oxenham is a nationally recognized speaker who has trained thousands of professionals at hundreds of conventions, conferences and seminars across the country.



ERICK KÄND, HYPNOTIST EXTRAORDINAIRE

Erick Känd has hypnotized over 20,000 people worldwide. He's performed in EVERY state of the USA. Check out his YouTube channel, it has over 4 MILLION views!

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the traditional Hypnosis Show. Self-selecting volunteers experience true hypnosis phenomena and become the true stars of the event! The stage is filled like a big production with "cast members" drawn from the audience. Music and sound are an integral part of the performance, making it a headline experience with a big impact.

Erick radiates confidence to his volunteers, and encourages them to display their talents while ensuring each performance appeals to the tastes of everyone.

While some Stage Hypnotists claim to be "Certified" Hypnotists, most are "winging it" with little depth to their Hypnosis training. Erick portrays Hypnosis in a positive light while treating participants with the courtesy and respect they deserve. Expect an unforgettable experience, and people will be saying, "I was skeptical, but now I'm a believer!"

NDMCA Foundation Scholarship Applications

Apply online at [NDMCA.org](https://www.ndmca.org)



67TH LEGISLATIVE ASSEMBLY

NDMCA LEGISLATIVE SUMMARY

LEGISLATIVE SUMMARY: Over 900 bills were introduced during the 67th Legislative Assembly. NDMCA tracked 78 bills and took positions for or against 34 bills. The 19 bills below were the most impactful policy bills to the trucking industry and were used to score lawmakers support for trucking. Each bill was given a score of plus or minus one, three, or five depending on their importance. NDMCA achieved a 95% success rate on advocacy efforts.

Bill	Bill Name	NDMCA Position	Pass/Fail
HB1051	Workforce Safety and Insurance: Attorney fee reimbursements to employers when out-of-state claim disputes occur, protecting ND employers from additional legal costs	Support	Passed
HB1084	Workforce Safety and Insurance: adds recreational marijuana to the list of controlled substances that would prevent an injury from being a compensable claim	Support	Passed
HB1100	Commercial driver's license disqualifications for leaving the scene of an accident if an object was struck by a commercial motor vehicle	Oppose	Failed
HB1175	COVID-19 Business Liability Protection	Support	Passed
HB1257	Removes seat belt requirements for those under the age of 18	Oppose	Failed
HB1271	Workforce Safety and Insurance - Mandate to cover mental injuries that occurred on the job over time resulting in increased employer premiums	Oppose	Failed
HB1380	Legacy Fund earnings framework that includes a funding source for infrastructure improvements	Support	Passed
HB1408	Adjustment to the definition of wages to include fringe benefits for purposes of calculating workers' compensation benefits	Oppose	Failed
HB1420	The legalization of adult use marijuana	Oppose	Failed
HB1425	In-State Legacy fund investment policy and the creation of the Legacy Infrastructure Revolving Loan Fund	Support	Passed
HB1431	Infrastructure Bonding package that includes funding for water and road and bridge infrastructure	Support	Passed
HB1433	Presumption of contracting COVID-19 at work for purposes workers compensation benefits	Oppose	Failed
HB1434	Limited employers ability request work history	Oppose	Failed
HB1464	Motor vehicle fuel tax increase	Oppose	Failed
SB2026	Allows the Department of Transportation to conduct a long combination vehicle study and pilot projects	Support	Passed
SB2109	Commercial driver's license disqualifications for human trafficking	Support	Passed
SB2121	Primary seatbelt law for passenger vehicles	Support	Failed
SB2130	Requires a cost-benefit analysis for mandated health insurance coverage measures	Support	Passed
SB2203	10% surcharge paid by employers if they have a negative balance in any given year	Oppose	Failed



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WSI DECLARES 50% DIVIDEND FOR 2021-22 POLICY YEAR

During the June 2021 WSI Board meeting, the Board of Directors made a recommendation to issue a 50% premium dividend credit to policyholders.

The dividend credit will be applied against policyholders renewing during the FY 2021-22 policy year, who are in good standing with the agency and are not minimum premium accounts. The credit will reflect 50% of the prior year's premium less safety discounts, ensuring no account total is less than \$250 after the dividend credit is applied.

Favorable investment returns contributed to increased surplus growth resulting in the fund exceeding statutory surplus requirements. When surplus requirements are exceeded, dividends are required.

Including this recent dividend, total WSI dividends issued in 16 out of the last 17 years amount to approximately \$1.6 billion. This includes the estimated \$93 million dividend for the 2021-22 policy year.



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2021 UPCOMING EVENTS

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Celebrate My Ride
NDMCA No Zone Display

AUG 18 Grand Forks, ND

Driving Skills for Life
NDMCA No Zone Display

SEPT 18 Grand Forks, ND

NDMCA Foundation Scholarship Golf Tournament
Kings Walk Golf Course

SEPT 14-15 Grand Forks, ND

76th NDMCA Annual Convention
Alerus Center

OCT 13-14 West Fargo, ND

DOT Compliance and AVI Maintenance Seminar
DoubleTree By Hilton

OCT 26-27 Mandan, ND

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FAMILY BOND KEEPS THE STOVES' RUNNING

Father and son sleeper team partners see the U.S. together

Finding good partners for a sleeper team isn't always easy. Two individuals willing to ride together in the close quarters of a tractor all day for five days each week can be a tall order.

Partners Kevin and Scott, however, don't just make it work, they enjoy traveling the country side-by-side. Not just partners, they are also father and son, who agree spending so much time together in the tractor is an opportunity more so than a job.

Kevin Stovicek began with UPS as a seasonal employee for peak season. Shortly after he was hired as a full-time driver, Kevin heard UPS was looking to put on more sleeper teams. Scott, who had 20 years experience, was employed with another company that was falling on hard times. When Kevin told his dad about the opportunity with UPS, he filled out the application and shortly after father and son became a team.

According to the 'Rolling Stoves', as their team is called, working with family has its advantages. One of the biggest being familiarity and understanding. "You need a lot of trust to be in a sleeper team. You need good communication and to be able to understand each other," Kevin said. Scott agreed and added that being able to trust the person driving when you're sleeping is crucial, as is getting along with that person.

Similarities in the pair extend beyond their last name. With their easy-going personalities, there are no issues when it comes to making decisions, says Kevin. Not even when it comes to dinner. "I'm the picky one, my father will eat anything," Kevin laughed, adding that Scott usually lets him pick the restaurants. Though the beginning of the week starts with dad's homemade sandwiches and a full cooler.

While the routes change regularly, enjoying their job does not. Traveling together for almost seven years and counting, Scott and Kevin see a lot and share a lot, building memories that will last beyond their time on the road. "We have a lot of laughs in the truck. We've gotten to see things together and both appreciate the job," Scott said. The pair also celebrates well over 1 million miles on the road without an accident.



As Scott nears retirement after almost 35 years in the industry, their remaining year and a half in the cab is bittersweet for Kevin who can't see himself as part of another team. (Kevin has 10 years as a truck driver.)

"We're getting our best bonding in while it lasts," Kevin said. Adding that once the "dream-team" is done, he will likely take a day run. "Nobody can take his [Scott's] spot."

In a true testament to their friendship, Scott and Kevin also spend time together off the clock. The pair purchased a 1969 Plymouth Roadrunner five years ago. Together, they've replaced rubber, fluids and other basics. On the weekends, they take the vehicle to local car shows.

"We're not just father and son, we're best friends too," Scott said.





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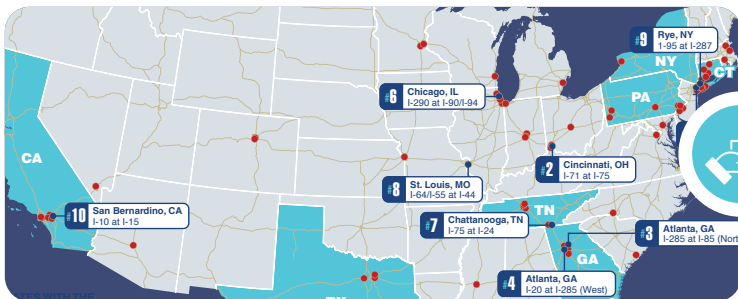
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CMV SAFETY SUMMIT PROMOTES BEST PRACTICES AND PARTNERSHIPS

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

The second Western Regional Commercial Vehicle (CMV) Safety Summit was held May 25-26 in Denver, Colorado.



The second Western Regional Commercial Vehicle (CMV) Safety Summit was held May 25-26 in Denver, Colorado.

It brought together approximately 230 representatives from law enforcement and driver licensing agencies, universities, and industry to share research and best practices to improve data quality and the collection and use of CMV data, with the ultimate goal of improving highway safety.

The summit highlighted ways states have worked to improve data quality, improve the ways they collect data, and/or new ways they are using the data to improve commercial vehicle safety. The North Dakota State University (NDSU), Upper Great Plains Transportation Institute (UGPTI) hosted the event with the Colorado State Patrol. Funding was provided through a cooperative agreement with the Federal Motor Carrier Safety Administration (FMCSA). Participants from across the country participated in the hybrid event either online or in person.

Representatives from agencies and universities in each state and territory in the FMCSA western region provided information on current projects and partnerships, topics of interest, and innovative approaches they have implemented. The agenda was developed based on these inputs, and included the following sessions:

- state-specific examples of best practices,
- resources and tools readily available to states,
- current research and partnerships, and
- a round-table discussion of state-specific issues.

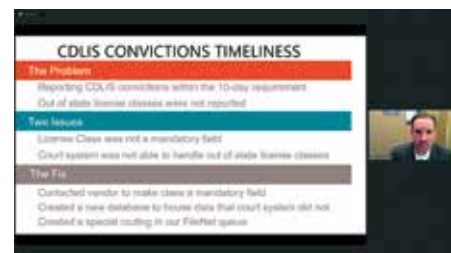
In addition, an opening session focused on the impact and lessons learned from COVID-19 with federal, state, and industry perspectives. Representatives from FMCSA also provided updates regarding rulemakings and current programs, and were available for questions and discussion.

The summit emphasized partnerships with universities and the capabilities universities have to assist agencies. These capabilities include conducting data analysis and evaluation, building tools to visualize data, helping to develop innovative strategies, leading training efforts, and/or organizing and hosting an event such as the summit to bring together various stakeholders in the state or region.

Representatives from a number of agencies and universities provided presentations and information at the summit including from two North Dakota agencies — Brad Schaffer, the Driver's License Division Director for the ND Department of Transportation (DOT); and Lt. Dave Wolf, Regional Commander, and Lt. Adam Dvorak, Assistant Operations Commander for Motor Carrier Operations with the North Dakota Highway Patrol (NDHP).

Mr. Schaffer presented information at the Best Practices and Innovative Processes session and discussed process improvements they have implemented to enhance conviction reporting in North Dakota. Specifically,

they were having problems meeting the 10-day reporting requirement to report convictions to the Commercial Driver's License Information System (CDLIS). Reporting delays are a concern because they could enable CDL holders convicted of disqualifying offenses to continue driving without being detected. The NDDOT researched the root cause of the issue and found that the system used by the courts could not handle out-of-state license classes (a mandatory field for reporting to CDLIS) and that license class was not a mandatory field for the system used in-state. Working with the vendors and multiple stakeholders, the team made the license class a mandatory field for the in-state system and created a separate database to capture out-of-state license classes. These changes drastically improved their conviction reporting numbers to CDLIS.



Brad Schaffer, Driver's License Division Director for the NDDOT, presents on process improvements to enhance conviction reporting in ND.

NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE

Article continued on page 17 ►

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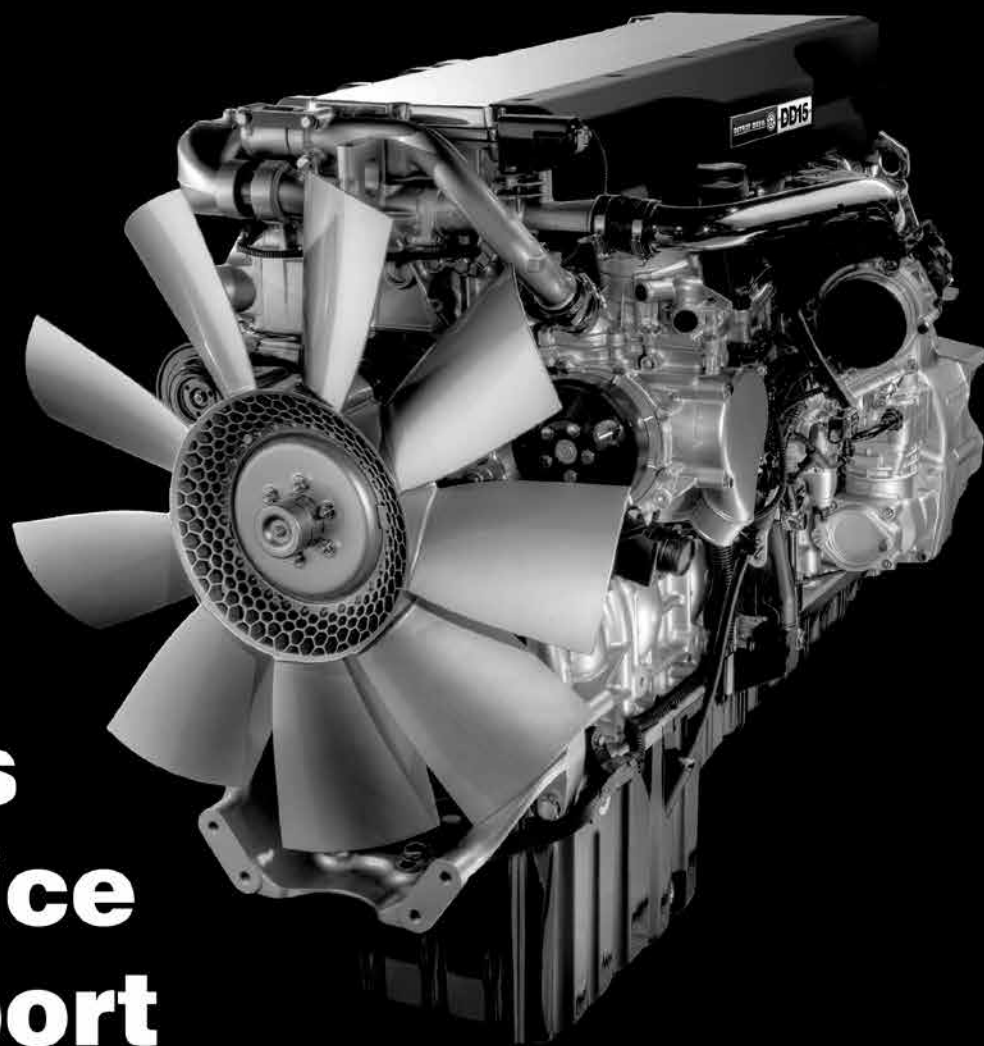
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CMV SAFETY SUMMIT PROMOTES BEST PRACTICES AND PARTNERSHIPS

Lt. Wolf and Lt. Dvorak presented information in the Round-table Discussion of State Issues session regarding issues in the ND oilfield areas with commercial vehicle-related crashes.

Lt. Wolf gave a brief history of the Bakken Shale Formation and how it peaked in 2012 with 217 drilling rigs (currently there are only 15 rigs). Each rig produces 125 full-time jobs. Crashes and fatalities have also increased substantially in the oilfield counties because of the increased passenger and commercial vehicle traffic servicing the rigs and wells, out-of-state workers unaware of driving habits in inclement weather, and the large amount of county roadways engineered for old traffic patterns and not patrolled by the NDHP because of limited available staffing. Lt. Wolf discussed the factors related to crashes and injuries in the oilfield regions and noted that they include speeding, failure to yield, seatbelt usage, distracted driving, and driving too fast for conditions.

The NDHP are implementing a number of strategies to reduce crashes including partnering with the North Dakota Motor Carriers Association to conduct safety seminars.

They also work closely with the NDDOT to plan new inspection sites and improve signs for drivers. Lt. Dvorak added to the discussion indicating how they want to dig deeper into the data. For example, he would like to determine why a driver was driving too fast for conditions. Were they an inexperienced driver? Was there a problem with the roadway? Was the driver in a hurry? Identifying this additional information may lead to more targeted strategies to reduce crashes.



Lt. Adam Dvorak, Assistant Operations Commander for Motor Carrier Operations with the NDHP, discusses examining additional information related to CMV crashes.

related to commercial vehicle safety. In addition, all of the videos and presentations from both the 2021 and 2018 Commercial Vehicle Safety Summits are accessible through the site.



Lt. Dave Wolf, Regional Commander for Motor Carrier Operations with the NDHP, presents on issues in the ND oilfield areas with CMV-related crashes.

NDSU-UGPTI has established a Commercial Vehicle Safety Center that serves as a point of contact for universities, law enforcement, and driver licensing agencies seeking assistance to establish partnerships to improve commercial vehicle safety (www.ugpti.org/outreach/cvsc/). The center also hosts webinars and maintains a resources page with articles and reports

DESCRIPTION OF PROPOSED 2021 NDMCA FOUNDATION BYLAW CHANGES

At the May NDMCA Foundation meeting a series of bylaw amendments were reviewed. As required by Article XIII of the Bylaws, proposed amendments must be approved by two-thirds vote of the Board of Trustees at the annual meeting of the NDMCA Foundation, provided notice of the substance of the proposed amendments is provided to the membership no less than 30 days prior to the meeting.

If you have questions about the proposed amendments, contact Kacey Heidrich at 701-223-2700.

SUBSTANCE OF AMENDMENTS

- 1. Clarify that trustees must be "members" with the association to be qualified to serve on the board of trustees.**
- 2. Change the term of trustees from two to three.** The bylaws state that no more than 1/3rd of the trustees can be elected each year. Three year terms would make this possible.
- 3. Change references to Executive Vice President to Association office or Association staff.** This will allow the current structure of the Association to carry out the duties defined.
- 4. Change references of Directors to Trustees.** This is to make the titles consistent throughout the document.
- 5. Change references of Board at Large to Board of Trustees.** This is to make text consistent throughout the document.
- 6. Change the approval of Amendments from the Board of Trustees to the Association Board of Directors.** Since the Foundation is an extension of the Association, the Association BOD should have oversight over changes to the Foundation Bylaws. Notification should be made to the Foundation if changes are made.

KEYNOTE SPEAKER ANNOUNCED

Harold Sumerford Jr.
ATA First Vice Chairman

2021 NDMCA Convention
Grand Forks
Sept. 14-15





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