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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.



Rolling Along is published quarterly (April, July, October and January) by the North Dakota Motor Carriers Association. Statements of fact and opinion are the responsibility of the authors alone and do not imply an opinion on the part of the officers, members or staff of the North Dakota Motor Carriers Association.

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NEWS & NOTES FROM THE EXECUTIVE VICE PRESIDENT



MIKE GERHART
mike@ndmca.org

HELLO MEMBERS,

As the NDMCA starts the new year, I would like to extend my gratitude to our members for your support in 2019. Your support provides the resources necessary to advocate for the trucking industry and helped make 2019 a successful year. NDMCA's success includes working with lawmakers in 2019 to pass three bills that benefit the trucking industry:

House Bill 1291 provides the trucking industry the ability to purchase permanent trailer registrations in North Dakota. This legislation went into effect on August 1, 2019.

Senate Bill 2151 changes the expiration date on annual permits sold by the North Dakota Highway Patrol changing the expiration date from the end of the calendar year to a year from the date of purchase. This legislation went into effect in July 2019.

House Bill 1199 makes it legal for CMV's to utilize platooning technology in North Dakota. This technology enhances safety and increases profitability. This legislation went into effect in August 2019.

Along with the successful passing of legislation, the NDMCA accomplished the following in 2019:

Grew our membership with over twenty new companies investing in the future of the NDMCA.

Worked with the NDDOT and the NDHP to relax the heat restriction on permits.

Published the first NDMCA buyers' guide which profiles the association's great members.

Transitioned *Rolling Along* to a full-color publication.

Provided training to over 500 industry professionals in partnership with the North Dakota Highway Patrol and the Federal Motor Carriers Safety Administration.

Provided three scholarships to member families through the NDMCA Foundation.

Provided learning and networking opportunities at our Annual Convention with great speakers like Barry Pottle, the ATA Chairman, and North Dakota's Lieutenant Governor, Brent Sanford.

Recognized some of the best drivers in the industry at the 2019 Truck Driving Championship.

As you can see, there were many success stories in 2019; however, the association's greatest success is its dedicated members who support the NDMCA, the Board of Directors who provide great leadership, and Kacey Heidrich, NDMCA office manager, who provides support behind the scenes. Thank you for all you do and for providing me the opportunity to represent the trucking industry.

I would like to extend a special heartfelt thanks to Britton Transport for their involvement with Wreaths Across America. Wreaths Across America honors and remembers service members who have sacrificed all for our great country. May we never forget the sacrifices they made.

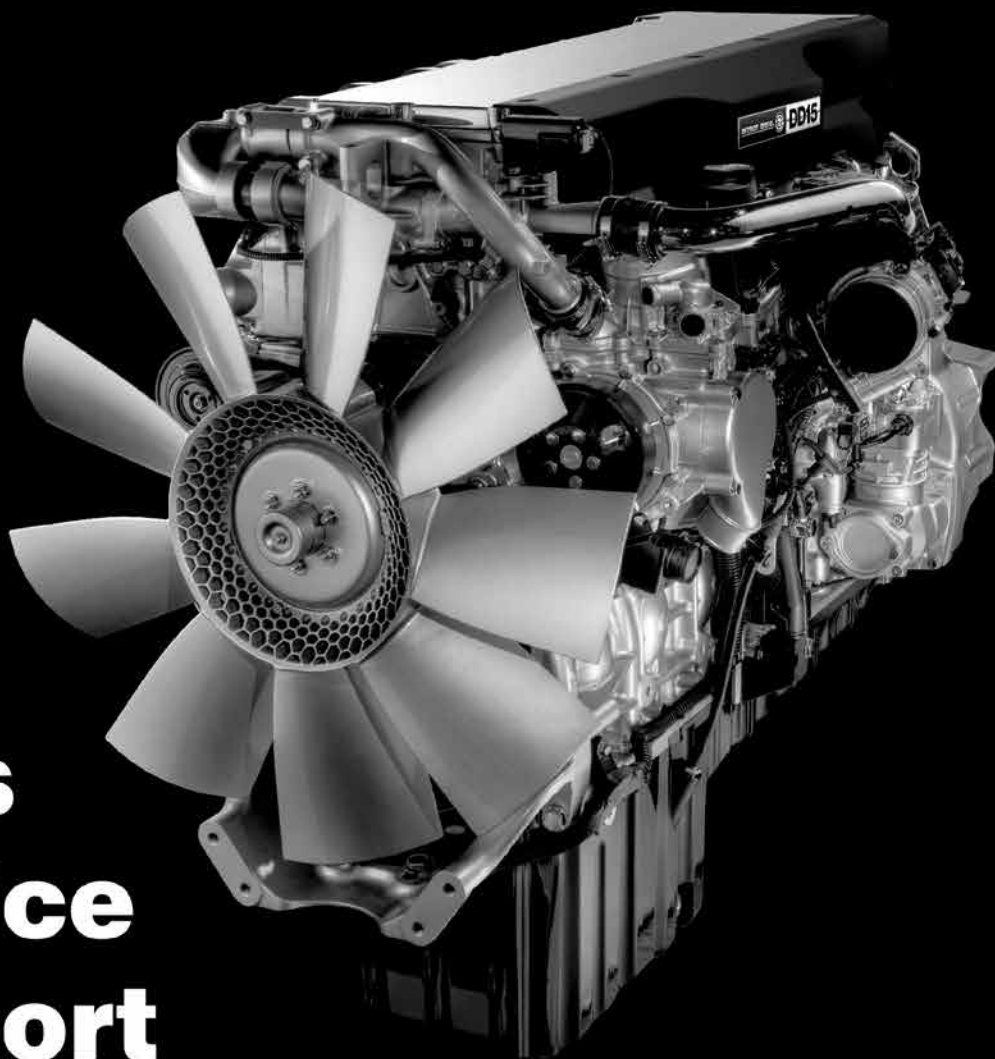


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MESSAGE FROM THE PRESIDENT



PAT SEVERSON

HELLO MEMBERS,

I would like to say how proud I am of all our members and what a great job you all do in supporting our industry. I would also like to thank all our board members and office staff, Mike Gerhart and Kacey Heidrich, in supporting our members as well. Like it or not, we are all in this together and what a great job we do in supporting highway safety, education, and facilitating

meetings with stateside officials when issues arise. I speak for all our board members and we are blessed to have you all as members of this association. Always remember we are here to bring you the best membership experience we can. With the close of 2019 and the beginning of 2020, I want to wish you all a safe and prosperous new year. Again, thank you all for your support in 2019 and I look forward to serving you in 2020.

PAT

“
We are blessed to have
you all as members of this
association.”

Holiday Greetings

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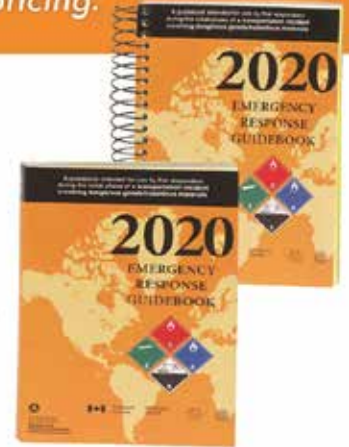
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CONGRATULATIONS TO OUR SCHOLARSHIP RECIPIENTS

I am **BRADEN SELINGER** and am the son of Dave and Cindy Selinger. My mother is employed at Fisher Sand & Gravel Co. in Dickinson, who is involved in the trucking industry and associated with NDMCA. I am the youngest in the family with two older sisters. I am a sophomore at NDSU pursuing a degree in Physical Therapy. I have chosen the medical profession as it is of great interest to me as it will allow me to help patients to prevent or manage their condition so they can achieve long-term health benefits. During the past years I have volunteered for many community service activities and have belonged to numerous clubs.



My name is **JARRON WALDIE**. I was born and raised in Jamestown, North Dakota. My parents are Curtis and Denise Waldie. I have three older brothers, one younger brother and a younger sister. I am currently a senior at Jamestown High School, and I am actively involved in band, swimming; and track. I enjoy hanging out with friends and family.



My family has a long history in the transportation industry. From my great grandfather, to my grandfathers, to my father. I have been around trucks all my life. I've been helping at Crossroads Repair Shop for the past year and it has helped me further my desire to continue my education in the general diesel mechanic industry. I plan on attending a technical school in the fall of 2020.

I'd like to thank the NDMCA for the scholarship which will be helpful as I continue my education.

Thank you for selecting me as the NDMCA scholarship recipient. My name is **BRAYDEN GROLL** and I was born and raised in Dickinson, North Dakota where I attended elementary school, junior high school, and high school. Throughout my primary education I maintained straight A's and I am proud to say I ended my high school career by graduating from DHS with highest honors.



While at Dickinson High School, I was involved in cross country, hockey, and the National Honor Society, to name a few. These activities ultimately taught me many skills necessary to be successful in life such as leadership, communication, and collaboration, which I already find relevant as I am just beginning my college journey. While in Dickinson, I became involved in the Saint John's youth group which opened the door for many opportunities to volunteer in the community, surrounding area, different states, and even another country. I have made countless unforgettable memories helping others on the three mission trips I attended, as well as all the work we did for our own community.

I am now in Grand Forks, ND, at the University of North Dakota, diligently working towards my Bachelor of Science in Biology with a Professional Health Emphasis. After I graduate, I plan to attend medical school with the dream of becoming a surgeon.

My family are lifelong residents of Dickinson, ND, where they remain active in the community. My mother has worked for Fisher Industries in Dickinson for 25 years, which is my connection to the trucking industry and the North Dakota Motor Carriers Association Scholarship that I am truly thankful for.

VISION CAMPAIGN



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INDUSTRY PARTNERSHIP PROGRAM

The North Dakota Motor Carriers Associations Industry Partnership Program is designed to provide for opportunities and recognition for levels of support to the Association. Sponsorship is open to both Allied and Carrier members. Levels are based on annual investments in Association sponsorship opportunities by an annual contract paid in full, quarterly or monthly or can be done on an event by event basis. Registration fees, booth fees and membership fees are not included in the calculation.



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NEW MCO COMMANDER AT NDHP



DAVID WOLF

Greetings! I would like to take this time to introduce myself to the industry members of the North Dakota Motor Carriers Association and share some vision and goals I have as the new Motor Carrier commander for the North Dakota Highway Patrol.

I'll begin by telling you a little bit about myself. I was born and raised in Bismarck, ND, and graduated from Century High School. I attended the University of North Dakota in Grand Forks and received my bachelor's degree in Criminal Justice. After graduating from UND, I attended the police officer training program at UND-Lake Region in Devils Lake. I was hired after graduation and worked for the Beulah Police Department for two years. My dream was always to become a State Trooper. I applied and was accepted to the North Dakota Highway Patrol in January 1997. I successfully completed the academy in June 1997, and was stationed in Hettinger, ND. I enjoyed small town life but decided to take a transfer to Fargo in 1999 where I still reside. I worked as a traffic trooper in Fargo until 2007 when I was promoted to the rank of Sergeant. In 2013, I was promoted to the rank of Lieutenant and served in Grand Forks, overseeing the Northeast Region of the state. I moved back to Fargo in 2014 under the Motor Carrier Region and worked there until my recent promotion overseeing Motor Carrier Operations for NDHP. I have done a variety of duties within the NDHP but feel I have found a home, working with the trucking industry and serving the state of North Dakota in Motor Carrier Operations.

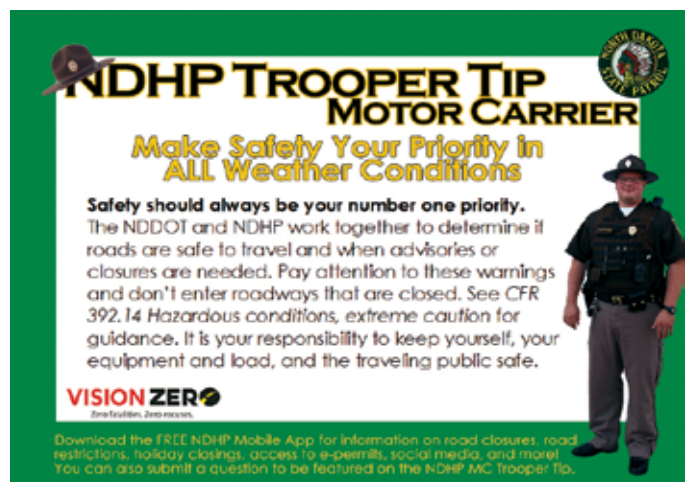
I have been married to my wife Heidi (Verwey) for 24 years and have two children, Devin (17) and Aiden (14). Heidi is a library media specialist for the West Fargo school district and both of my sons attend West Fargo High School. My oldest son is following in our footsteps and will be attending UND in the fall of 2020. Both of our children are active in baseball and hockey which keeps us busy attending their sporting events. In my spare time, I enjoy golfing, watching movies, and spending time with family and friends.

Since beginning work with Motor Carrier, I have come to know the degree of importance traffic safety has to everyone in the commercial vehicle industry. I plan to continue the strong relationship the NDHP has with the NDMCA, its membership, and our federal and state partners. It is my goal to promote traffic safety and be accessible to the public stakeholders in order for us to work together to enhance traffic safety.

North Dakota has recently started the Vision Zero traffic safety strategy under Governor Burgum. Vision Zero ties together a variety of strategies all working toward a single goal – zero motor vehicle crash fatalities and serious injuries. I believe the NDHP, with the help of organizations such as the NDMCA, can partner together to help work toward the goal of zero serious injury and fatal crashes on our roadways. Events such as the training seminars put on by NDMCA throughout the year contribute to the success of Vision Zero and provide the industry the opportunity for state and federal partners to discuss issues of commercial vehicle safety. If you have time, visit <https://visionzero.nd.gov/strategies/CommercialMotorVehicles> to learn more about the efforts we are taking to educate the motoring public on large truck and bus safety.

I look forward to getting to know all of you in my new role, and wish you all a safe and happy holiday season.

Lt. David Wolf
MC Operations



PANOS NAMED DIRECTOR OF NDDOT



BILL PANOS

Bill Panos was recently appointed the Director of the North Dakota Department of Transportation (NDDOT) by Governor Doug Burgum. Bill previously served as director of the Wyoming Department of Transportation from 2015 to 2019, and as director of the Wyoming Department of School Facilities from 2013 to 2015. Prior to moving to Wyoming, he obtained 37 years of experience in leading private and public sector organizations. Bill has played a leadership role in infrastructure issues for the United States. He served on the Board of Directors for the American Association of State Highway Transportation Officials (AASHTO), the National Operations Center of Excellence, and was Chairman of the AASHTO Committee on Transportation System Operations.

Since coming to NDDOT, Bill has made an effort to visit each of the DOT's district offices to get to know the staff members. "Our employees are the heart and soul of this agency and I am looking forward to supporting their work as we continue to provide critical transportation services to the citizens of North Dakota," says Bill. One of those critical services to North Dakota residents is REAL ID. Starting Oct. 1, 2020, travelers will need a REAL ID-compliant form of identification to board a commercial flight or gain access to secure federal facilities, including military bases, nuclear facilities and some federal offices. Now is the time for residents to plan ahead to ensure compliance with REAL ID requirements. REAL ID is intended to improve the reliability and accuracy of driver's licenses and identification cards while inhibiting the ability of terrorists and others to evade detection by using fraudulent identification. Getting your REAL ID is easy according to the NDDOT. Simply go online to www.dot.nd.gov/real-id, make an appointment and check the list make sure you have ALL the necessary documents to get your REAL ID. While you have the option of getting a REAL ID in North Dakota, if you choose not to get your REAL ID, you will need a passport or another federally accepted form of identification when boarding any commercial flight after October 1, 2020.

Safety is another area in which Bill wants to continue to focus efforts toward. "Safety is a primary priority for me and this agency and will be in the forefront of everything we do," he says. "We will continue to invest and improve our

“Safety is a primary priority for me and this agency and will be in the forefront of everything we do. We will continue to invest in and improve our infrastructure while working to improve safety through the use of technology and other methods.”

infrastructure while working to improve safety through the use of technology and other methods.” One of NDDOT's ways to emphasize safety is through the Vision Zero initiative. Launched in 2018, the Vision Zero strategy aims to establish a culture of personal responsibility where motor vehicle fatalities and serious injuries are recognized as preventable and not tolerated. The mission is to eliminate fatalities and serious injuries caused by motor vehicle crashes. Every driver and vehicle occupant in North Dakota can help meet the Vision Zero goal by taking personal responsibility when traveling on the road.

The NDDOT is an innovative and progressive organization that has a great team of employees that work hard across the state to carry out the Department's mission to safely move people and goods. The NDDOT has 982 employees and a biennial budget of \$1.4 billion to build and maintain a safe, efficient transportation system, consisting of approximately 8,622 miles of roadway and 1,722 bridges. Annually, the department processes more than 1 million vehicle registrations and serves over 500,000 licensed drivers at branch offices located throughout North Dakota.

TRAVEL RESTRICTIONS FOR OVERSIZE AND OVERWEIGHT PERMITTED MOVEMENTS IN 2020

North Dakota Highway Patrol/Motor Carrier Operations Oversize/Overweight Permit Office (10-2019)

1. Permitted movements not exceeding 16 feet in width may travel on any day, ½ hour before sunrise to ½ hour after sunset.
2. Permitted movements that are over-height and/or over-length only, may travel on any day, ½ hour before sunrise to ½ hour after sunset.
3. Permitted movements that are ten feet in width or less, one hundred twenty feet long or less, or overweight only may travel on any day or night with proper lighting.



HOLIDAYS	PERMIT OFFICE CLOSED	LOAD MOVEMENT
New Year's Day	January 1, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on December 31 until sunrise on January 2.
Martin Luther King Day	January 20, 2020	Permitted vehicles and load movements are allowed to travel as stipulated.
President's Day	February 17, 2020	Permitted vehicles and load movements are allowed to travel as stipulated.
Good Friday	April 10, 2020	Permitted vehicles and load movements are allowed to travel as stipulated.
Memorial Day	May 25, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on May 23 until sunrise on May 26.
Independence Day	July 3 & 4, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on July 3 until ½ hour before sunrise on July 6.
Labor Day	September 7, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on September 5 until sunrise on September 8.
Veteran's Day	November 11, 2020	Permitted vehicles and load movements are allowed to travel as stipulated.
Thanksgiving Day	November 26, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on November 25 until sunrise on November 27.
Christmas Day	December 25, 2020	Permitted movements exceeding 16 feet in width, may not travel from noon on December 24 until sunrise on December 26.
New Year's Day	January 1, 2021	Permitted movements exceeding 16 feet in width, may not travel from noon on December 31 until sunrise on January 2.

4. North Dakota has a travel information map that provides width, length and height restrictions on state highways due to construction, road conditions, load restriction information, as well as weight limits placed on the state highways in the spring of the year. If you have any questions please contact the Permit Office at 701-328-2621 or visit the NDDOT travel information map at <http://www.dot.nd.gov/travel-info>.



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FMCSA PLANS TWO-YEAR DELAY OF ENTRY-LEVEL DRIVER RULE

BY ERIC MILLER

Federal trucking regulators are near completion of a formal notice that implementation of the Entry-Level Driver Training rule that was set to take effect on a limited basis Feb. 7 will be delayed by up to two years.

The notice is “in the pipeline,” said a DOT official who asked not to be identified.

“There is a Federal Register notice forthcoming,” the official said about the rule, which will be administered by the Federal Motor Carrier Safety Administration. “The whole thing is going to be delayed. It’s mostly due to the failure of the states aligning their systems with the federal system.”

A partial delay of the rule was announced in the summer. At that time, federal officials said they were working on a strategy to implement some provisions of the rule.

The formal announcement of the two-year delay is expected by mid-December, the source said, but firm timing is not yet known.

“We do believe based on conversations that the Federal Motor Carrier Safety Administration has a grasp of the problem, and we’re hopeful that they can implement it before the two-year delay period,” Commercial Vehicle Training Association President Don Lefevre said. “But we’re very disappointed that this is not going to be rolled out on time. They’ve had three years to get this thing rolled out. Now it will be status quo for up to another two years.”

He added, “There are still a lot of substandard programs that will remain in existence. While our members believe in a higher bar, the reality is there’s going to be no formal requirement for training.”

Laura McMillan, vice president of training program development for Instructional Technologies Inc., said, “It’s disappointing. Our reaction is that, my goodness, the industry has been waiting for standards and a professional level curriculum for over 20 years. If this industry wants to raise the professional image of truck driving, it begins with how we educate new drivers and prepare them for the field.”

McMillan worked on a curriculum subcommittee of a broad-based industry group ELDT committee that negotiated the details of the rule in 2016. Instructional Technologies provides online safety training.

McMillan disagrees that the system problems are limited to the states.

“The reality is that the training provider registry is not even available,” said McMillan, a motor carrier driver trainer for several years. “It was supposed to be available Oct. 1 for schools and carriers to self-certify.

It’s not even up and running. So that’s an issue.”

She added, “It’s interesting that federal regulators would characterize that this is a state problem and that the states can’t comply when the federal system is not up and available. There seems to be a lack of ownership for this entire issue.”

The training provider registry was supposed to be the first clearinghouse of student completion of the required curriculum.

The 2016 rule for new drivers requires that for them to receive a Class A or Class B commercial driver license, training providers must, at a minimum, provide instruction in a training curriculum that meets all the standards established in the training rule and also must meet other eligibility requirements, including on-road instruction, to be listed on the training provider registry.

Dan Horvath, director of safety policy for American Trucking Associations, said that he’s not surprised to hear that all the provisions of the rule will be delayed for up to two years.

“We felt that to not delay the whole thing — to at least go forward with the requirements for training the driver — needed to go through,” Horvath said. “We felt that’s the whole point of the ELDT rule to begin with. We understand that the verification process on the back end would be a nuisance, but not enough to delay the whole rule. However, having said that, we did see that the majority of the comments on the delay were to delay the whole thing.”

Indeed, the majority of the more than 1,200 written comments made in the summer, which ranged from state trucking associations and state departments of motor vehicles to state police and even school superintendents, called for delaying the entire rule until 2022.

“The Minnesota Trucking Association believes that the entire rule should be delayed until all systems — from top to bottom — are ready for full implementation,” the association said in a filing in summer. “The MTA believes that partial implementation increases the odds for errors and unintentional non-compliance. Motor carriers are concerned that despite their best efforts to comply, state and federal information technology systems will miss information and place the carrier at risk.”

“In order to minimize confusion for schools and prospective CDL drivers the entire final rule should be postponed until February 7, 2022,” wrote Jane Schrank, program director for the South Dakota Department of Public Safety.

This story originally appeared in Transport Topics and is used by permission.

THE OWNER OPERATOR MODEL... ONCE AGAIN UNDER ATTACK

BY JASON ENKJER AND MICHAEL GLOVER

*Lommen Abdo, P.A.
Minneapolis, Minnesota*

The independent owner-operator has been a cornerstone in the industry for decades. The model has also been under attack for many years from various corners including, most notably, organized labor. However, the attack now comes from progressive lawmakers determined to sweep more workers into the “employee” model and away from the worker “independent contractor” model. California has been the epicenter of this attack. But this attack is now vigorously spreading across the United States.

The ground shaking *Dynamex Operations West, Inc. v. Superior Court of Los Angeles* decision by the California Supreme Court in early 2018 set the California Legislature in motion toward Assembly Bill 5 (“AB5”). As most in the trucking industry are aware, AB5 passed the California Legislature, was signed into law by the California Governor and will take effect January 1, 2020 (new Section 2750.3 et seq. of the California Labor Code). The California Trucking Association is challenging AB5 but any resolution of that case will take years.

Predictably, however, AB5 didn’t stop at California’s borders. It propagated a small (so far) wave of legislative proposals 2,800 miles east with similar laws now under consideration by the New Jersey (S. 4204) and New York (A8721A and S6699A) legislatures. Early in 2020, neighboring Minnesota may consider similar legislation. A practical explanation of how this legislation works helps demonstrate its detrimental impact on the transportation industry.

The core of *Dynamex*, AB5 and the similar legislation is the so called “ABC” test. The ABC test rests on three factors. Each must be satisfied to preserve the independent contractor relationship. First, and much like existing law, the “A” factor of the test considers the level of control a carrier wields over a driver. More explicitly it requires a lack of control both in the formal agreement with an owner-operator, but also in practice of how the driver does the work. Second, the “B” factor considers whether the owner-operator performs work that is outside the usual course of the hiring entity’s business. As discussed below, this is the critically fatal factor for the transportation industry. Third, the “C” factor looks at whether the worker is customarily engaged in an independently established trade, occupation, or business of the same nature as the work performed.

The obvious trap for the trucking industry is the “B” prong. If a trucking company hires an owner operator trucker to perform trucking services, the worker and the hiring entity are in the same business; therefore the worker is not outside the usual course of the hiring entities business. For motor carriers, it is, for practical purposes, impossible satisfy this factor. Hard stop. The question becomes what to do with the owner-operator. Unfortunately, the options are fairly limited and difficult.

One option is for the carrier to simply terminate its contractor with the

owner-operator, thereby forcing the owner-operator to seek work elsewhere. Another option is for the carrier to transition the owner-operator into an employee driver. Of course, the employee model is historically more exposed to governmental regulation ranging from tax collection, to minimum wages, overtime wages, workers compensation, mandated benefits, unemployment insurance and other alleged worker friendly protections. The owner operator model is relatively free from such regulation. This freedom benefits businesses through tremendous flexibility and benefits independent contractors in a similar fashion, even those in the “gig” economy. Of course, there are other potential options dependent on the specific language of the legislation. What is certain is that the intent of this legislation is to effectively end the owner-operator model in the transportation industry.

The impact of this legislation has deeply impacted the transportation industry. Indeed, many large motor carriers using the owner operator model in California have concluded it would be almost impossible to operate and have abandoned using owner operators based in California. Motor carriers with some flexibility in physically stationing owner operators to reside outside the state where the ABC legislation applies and primarily offering assignments outside of those borders might be able to retain the independent contractor model. However, doing so will still likely welcome administrative scrutiny.

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transportation industry.

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In the end, the best strategy is to push back on this legislation, whether or not your primary operation resides in North Dakota. If avoiding this legislation altogether is not possible, those in the transportation industry should advocate for industry exemptions to at least soften the blow of this intrusive legislation. Certainly, standing by idly while neighboring states continue to entertain and pass legislation will ultimately lead to the demise of the owner-operator model in the transportation industry.

If you have any questions, please contact your legal counsel, Jason Engkjer or Michael Glover.

SOME FLEETS RELUCTANT TO ADD DRIVER-FACING CAMERAS

BY MINDY LONG

The use of onboard video technology is increasing in the trucking industry, but many fleets remain reluctant to add driver-facing cameras due to concerns over privacy and driver recruitment and retention.

Almost 30% of SmartDrive's new customers start with three cameras — road-facing, driver-facing, and either a side or rear camera said Steve Mitgang, the technology provider's CEO.

In contrast, only about 4% of Trimble's customers have deployed a driver-facing camera, but about 35% are using right- and left-side cameras, said Jim Angel, vice president of video intelligence solutions at the company.

Because the video system is integrated with the onboard telematics system, carriers don't need to see the driver to get a full sense of what is happening, Angel added.

However, Jeremy Stickling, chief administrative officer for Nussbaum Transportation, said he believes inward-facing cameras help provide the full story of what happened.

"You wouldn't read half of a book," he said.

Nussbaum once had a driver involved in a suicide-by-truck fatality.

"A man jumped out from a ditch in front of him," Stickling said. "That driver, to process his grief, wanted to see what he was doing. He had his hands on the wheel, eyes on the road and had a quick response. That helped us more than just an outward camera would have, and personally, it helped that driver process the trauma of what happened."

When Nussbaum first installed driver-facing cameras from SmartDrive in 2014, it was a big issue, Stickling said. Five years later, it is almost a non-issue when talking to drivers, he said.

The use of driver-facing cameras is often dependent on a carrier's relationship with their drivers and the culture.

"If there is already a positive retention climate, drivers may be more trusting of management's desire to install driver-facing as well as road-facing cameras," said Mark Schedler, senior editor in transport management at J.J. Keller & Associates.

To bolster driver acceptance of inward-facing cameras, carriers should focus on recognizing good driving behaviors and improving fleet performance and stress the potential for exoneration, Schedler said. Fleets also have to ensure that driver privacy is protected.

The use of driver-facing cameras can vary by industry, said Jai Ranganathan, vice president of products at KeepTruckin.



Private fleets tend to be more interested in driver-facing as well as forward-facing cameras.

"Private fleets tend to be more interested in driver-facing as well as forward-facing. For-hire fleets are less interested," he said.

A higher percentage of local distribution fleets have inward-facing cameras, said Del Lisk, vice president of safety services for Lytx.

"For the majority of clients with the dual view, they see that as being a more proactive tool. For those with the road view, they know it would be a more powerful safety solution, but they generally hold off because that market has challenges in getting and keeping drivers," Lisk said, adding that it is often an unnecessary concern. "The ones that do go dual view say they really didn't lose anyone."

Trimble's Angel, on the other hand, said driver-facing video could harm a driver or a fleet in the event of a crash.

"Somebody could slam into your driver in your truck, and the plaintiff's attorney will make it about your driver not having two hands on the wheel. It won't have anything to do with the accident, but then they'll ask for six months or more of history on that driver," he said, adding that the information could make a driver look bad.

However, for some carriers, such as those that haul hazardous materials, the driver-facing cameras may make sense, Angel said.

SmartDrive's Mitgang said side cameras could help fleets identify operational risk, such as damage.

"Claims in a railyard are rarely filed because there is usually little evidence. Now you have additional views that really are helpful," he said.

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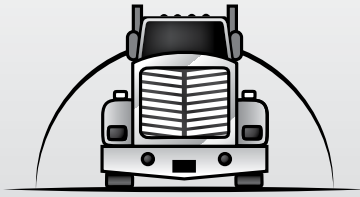
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2020 Events Calendar

Pre/Post Trip Inspection and Annual Inspection seminar

3/18 Fargo 3/25 Bismarck 3/31 Williston

This united training offers drivers and mechanics the opportunity to receive information in a setting that allows for open discussion and a cooperative team approach to CMV repair and maintenance safety.

NDHP Permitting Seminar

3/18 Fargo 3/25 Bismarck 3/31 Williston

A comprehensive overview of the oversize and overweight permitting process and regulations.

Hazardous Material Basics and Exemptions

5/19 Fargo 5/21 Williston 5/27 Bismarck

This course discusses the minimum requirements that are applicable to carriers, vehicles, and drivers that transport any quantity of Hazardous Materials. This would include the companies transporting equipment or supplies used in their business that is not exempted. The course will also explore the exemptions that a company/carrier may be able to use and the requirements that must be met when the exemption is claimed.

Commercial Driver's License Overview

5/19 Fargo 5/21 Williston 5/27 Bismarck

The applicability of a CDL is discussed, the different CDL classes as well as endorsement requirements as they apply to HM and cargo tanks. Farm cooperative exemptions, nurse tanks, and restricted CDL requirements will also be covered.



June 6TH Fargo ND

Hours of Service/Driver Qualification File Maintenance Reducing Liability and Growing Safety in The Trucking Industry

7/14 Bismarck 7/16 Fargo

This training will provide an overview of hours of service, HOS exemptions, and ELD requirements. Driver qualification requirements will be discussed including meeting the medical certification record maintenance requirements and controlled substances and alcohol clearinghouse requirements

Foundation Golf Tournament and Annual Convention

Holiday Inn Fargo 9/21 – 9/23

The 75th annual convention will be a great opportunity for members and transportation stakeholders to network, enjoy the many learning opportunities, and celebrate safety.

Dot Safety Compliance and Maintenance Seminars

10/13-10/14 Bismarck 10/20-10/21 Fargo

10/27-10/28 Williston 10/29-10/30 Dickinson

Day 1 provides an understanding of compliance with FMCSA Regulations. The course is designed to provide a comprehensive review of regulations and how to prepare and what to expect during an audit. Day 2 provides an overview of what is required to perform the required annual inspection.



2020 Events Calendar

FOR MORE INFORMATION OR TO REGISTER FOR AN EVENT VISIT WWW.NDMCA.ORG
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