

SPRING 2024

# ROLLING ALONG

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**REVOLUTIONIZING THE ROAD**

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**CDL TESTING ADDED IN 6 MORE  
NORTH DAKOTA TOWNS**

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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



JEREMY OISTAD

## Hello Members,

We are beginning to see some green grass and warm temperatures. After a warmer and drier than normal winter, summer is around the corner. This changing of the seasons will bring with it an increase in motor vehicles on the roadways for summer travel, as well as road construction season. When I think about summer and the increase in traffic, safety and the importance of slowing down in these work zones is the first thing that comes to mind.

Since the beginning of our association 90 years ago, safety has been an integral part of our operation and existence. Over the remainder of the 2024 Rolling Along publications, we will be sharing interesting pieces from our association beginnings back in 1934.

I want to touch on a few notable events happening within our state over the upcoming months. CVSA International Road Check is May 14-16. This year's enforcement initiative will focus on tractor protection systems and alcohol and controlled substance possession. You can find additional details on this upcoming event on page 14 of this edition of Rolling Along. Our safety awards nomination deadline is quickly approaching. These must be received by June 1 so our review committee has sufficient time to evaluate the nominees and pick the winners that will be recognized at this fall's annual convention. This year's Truck Driving Championship and Safety Expo will be held in Fargo at the Holiday Inn on June 22. Please continue to promote this event and encourage your drivers to participate. When the call goes out for volunteers, I would highly encourage you to do so if you are able. I volunteered at this event last year and was impressed with how organized and well run it is. Plus, it is a great way to recognize and spend some time with the talented professional drivers we have representing our great state and member companies.

With the addition of six new CDL road test sites (Grafton, Lisbon, Rolla, Valley City, Wahpeton and Watford City) the state of North Dakota now has a total of 14. This will expand the access to CDL testing in rural areas and reduce the wait times seen at these testing sites. NDDOT also offers online appointment scheduling for its knowledge test and a pre-application online, which makes the entire process quicker. Hopefully, this will encourage more individuals to enter the transportation industry. More details on this program can be found on page 9.

**As we gear up for summer adventures, let's remember to exercise caution in and around road construction areas. Stay vigilant, follow signage and prioritize safety to make the most of your travels. Safe journeys ahead!**

Sincerely,

Jeremy Oistad

We continue to receive requests for No Zone Events.

**I want to thank those who consistently show up to work these events on behalf of our association.**

We would love to get more member participation to provide equipment and their time to help. Please reach out to Kacey if you would like to provide equipment or volunteer for these educational events.

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# NDMCA NEW MEMBERS

The North Dakota Motor Carriers Association encourages all members to do business with each other. The following companies and organizations have recently made an important investment in their business by joining the North Dakota Motor Carriers Association. Please consider them for your professional and personal needs. To find a complete listing of members, view the Member Directory online at <https://members.ndmca.org/memberdirectory>

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## REVOLUTIONIZING THE ROAD

By: Scooter Pursley, Senior Communications Specialist, Clearwater Communications / Editor of NDMCA's Rolling Along Magazine

### High School CDL Certification Programs Addressing Workforce Shortages



The truck driving industry in North Dakota is not immune from the hardships brought on by the workforce shortage that has gripped much of the country. But in North Dakota, secondary schools are helping address that shortage by offering CDL certification classes through Career and Technical Education centers.

“There is a great need for people with CDL’s and it was an opportunity,” said North Valley CTE Director Mike Hanson. “Most of the book work and permit work is done face-to-face and the driving is by arrangement. It’s kind of a hybrid online and face-to-face course.”

Grafton was the first school to offer CDL training to high school students. There was a learning process to get the program where today it is being used as a model by other school districts and regional training center.

Hanson said one of the more valuable lessons, though it comes with additional costs, is limiting class size.

“We used to have six to eight students in a class and our completion rates were poor,” Hanson said. “So we sold our semi with a sleeper on it that we could haul students in to observe to buy a day cab. We do one-on-one instruction now and that has made it a lot more successful.”

“It’s a significant cost but one where I think the need is there for industry. North Dakota Career and Tech Ed cover some costs for high school kids. Our member districts’ costs go toward running programs like this. It costs more but we were investing a lot of money in classrooms and not getting a lot of completers.”

Grafton has 12 students this year. Their knowledge of the trucking industry runs the gamut, Hanson said, from farm kids who have been driving trucks for more than a decade to new Americans who have never driven before. “You can’t profile one group of students,” he said.

Upon completion of the course, instructors in Grafton take the student to the DMV for testing where they earn their CDL certification.

In Minot, Area Workforce Academy Director Pam Stroklund saw what Grafton was doing and has begun offering a CDL program.

“We took the information from what they were doing and said ‘if you can do it, we can do it, too,’” Stroklund said. “We had a committee get together in the community. It looked at workforce needs and found CDL was a high need. Since Grafton had done it with high school kids, we said let’s start there and move it to adults when we can.”

Stroklund said Minot limits classes sizes to eight seniors per semester. A regional workforce impact program grant funded a simulator and truck and trailer. The one-semester course concludes with students having studied theory in the classroom and earning permits to get behind the wheel.

“When we feel they are proficient, they can get their CDL,” Stroklund said. “The goal is to get them permitted and onto the range and get them their license.”

To get their intrastate permits, they have to be 18,” Stroklund added. “To cross statelines, they have to be 21. Most going for license are 18 before they are done. I’m pleased with our first semester.”

In Dickinson, Southwest Area Career and Technical Education Academy Director Aaron Anderson is following the progress of his center’s first class of nine students. That number is expected to rise to 30 next year.





Gavin Sevigny getting his CDL

“Right now, we do not offer full certification, but getting our students permitted like Minot,” Anderson explained. “What we’re doing is providing that career exploration piece. We are giving nontraditional students opportunities to explore careers they had no previous exposure to. It’s about developing skills and connecting it to an industry partner.”

In Bakken-heavy Dickinson, there is a pressing need for drivers with CDL licenses.

“We know our local employers are looking for full-time CDL training,” Anderson said. “I think it’s great. We’re trying to model our program after what Grafton does.”

Taking the program in high school, wherever that may be, comes with one more important thing for those whose interests lie outside traditional college or university studies.

“The biggest thing is that kids can get that license and instantly have careers that will pay them a significant amount of money,” Hanson said.



Picture of the simulator being used



## NO ZONE RECAP

**North Dakota Motor Carriers Association volunteers assisted with the Central Cass Vision Zero Day on March 18.**

Sponsors of the NDMCA No Zone are Dixon Insurance, EW Wylie and Strata Corporation. Volunteers helping with the event were Josh Frank and Kaleb Groce of Royal Logistics, Dale Stregge of Farstad Oil, Paul Gibre of Strata, Collin Granger of BM Transport, Jim Boyer of EW Wylie, Matt Mrotek of Penske and Kelly Krapu of TrueNorth Compliance Solutions. Equipment was provided by Royal Logistics.

**Special thank you to our sponsors and volunteers!**

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## CDL TESTING ADDED IN 6 MORE NORTH DAKOTA TOWNS

By: Michael Achterling, North Dakota Monitor



While there are no physical office locations in the six cities, the staff members will be able to meet the drivers on location for their scheduled exams, Schaffer said.

The new testing sites could make it easier for school bus drivers to attain their commercial licenses since the locations are more evenly spread throughout the state, which could help rural school districts.

Testing was already available in Bismarck, Devils Lake, Dickinson, Fargo, Grand Forks, Jamestown, Minot and Williston.

“It really will be easy to get an appointment and get in and get tested,” Schaffer said. He added that by moving tests that were occurring at their original eight locations to more rural areas, the exam slots in the larger cities will become more readily available as well.

He also said the speed at which drivers can get an exam slot may make the entire freight, or school bus driving, industry more palatable for potential workers since they’d be able to take their test sooner.

Commercial driver’s license testing will be offered in six new communities, expanding access for people in rural areas, the North Dakota Department of Transportation announced Friday.

The new locations should decrease wait times and the distance potential truck, or school bus, drivers need to travel to take their certification tests.

The new testing locations are in Grafton, Lisbon, Rolla, Valley City, Wahpeton and Watford City, bringing the total of state test sites to 14 communities.

The NDDOT offers online appointment scheduling for their knowledge test, which is the first step in the CDL process, Schaffer explained. Adding, they also offer a pre-application online, which increases the speed of the entire process.

**The agency said CDL road tests are by appointment only and interested drivers should visit: [www.dot.nd.gov/commercial](http://www.dot.nd.gov/commercial) or call 1-855-633-6835 to schedule their appointment.**

“It really will be easy to get an appointment and get in and get tested”

Lawmakers in 2023 approved funds to hire two full-time employees to administer tests at the new sites, said Brad Schaffer, director of NDDOT’s Driver’s License Division.

The sites will add about 50 new exam slots per month, which should help potential drivers receive their tests in weeks, not months, he said.



## UGPTI SEEKING 2024 AWARD NOMINEES



The Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University is seeking nominees for its annual awards honoring individuals who have made a significant contribution to transportation in the region.

“Our list of previous award winners is a distinguished list of individuals who have improved the quality of life, economic vitality and connectivity to the rest of the world for residents of our region,” UGPTI Director Denver Tolliver noted. “It is our hope that our awards not only recognize current leaders, but inspire the future leaders in the transportation industry.”

The UGPTI presents three awards each year.

- **The John M. Agrey Award** recognizes and honors individuals who have made significant contributions to the state of North Dakota, its citizens and its business community through involvement in transportation.
- **The Chairman’s Award** recognizes individuals for contributions to transportation research, education and outreach at NDSU, and/or contributions to the viability of the Upper Great Plains Transportation Institute.
- **The Lifetime Achievement Award** recognizes individuals who have had a distinguished career in a transportation-related field. The award is based on long-term professional excellence in the field of transportation.

The awards and several scholarships will be presented at the UGPTI’s 28th annual awards banquet October 10 at the Hilton Garden Inn in Fargo.

**Descriptions of the award criteria, lists of previous award winners and an online nomination form can be found at [www.ugpti.org/awards/](http://www.ugpti.org/awards/).**

**Award nomination are due by May 6**

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## AUTONOMOUS TRUCKING SUBJECT OF NDMCA SURVEY

With growing interest in autonomous trucking, the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University is partnering with the NDMCA to better understand the views regarding this emerging technology held by motor carriers and others in related industries.

The survey, to be conducted in April, is part of a two-year project underway in North Dakota and funded with a grant from the Federal Motor Carrier Safety Administration. Its purpose is to help prepare the state for the future use of autonomous trucks in rural areas (see article in the Winter 2024 issue of Rolling Along). Watch your email inbox for more information and for a link to the online survey

“The NDMCA is a key member of the study’s advisory team, which includes federal and state agencies, autonomous trucking companies, shippers, and tribal and local governments,” notes UGPTI Director Denver Tolliver. “As part of the advisory team, NDMCA is providing insights about the potential impacts of autonomous trucking on motor carriers and freight services in the state, while learning more about the interests and plans of other stakeholders.”

The survey (which will be confidential and anonymous with respect to respondents) seeks to determine:

- Views about the possible inclusion of large numbers of autonomous trucks in future freight operations
- Business and economic factors (such as labor shortages, costs, and competition) that could lead companies to acquire and operate autonomous trucks in the future
- Challenges and concerns about moving forward with autonomous trucking (e.g., the availability and cost of equipment, business uncertainty and risks, and government policies)
- Expected time frames for deployment of autonomous trucks in company operations
- The types of commodities and markets most suitable for autonomous trucking
- Other important considerations

“The survey is a great opportunity for motor carriers to have their voices heard on this critical issue, which could reshape highway freight operations in the future, Tolliver said. Additionally, the results will provide valuable information about the thoughts and directions of the motor carrier industry as a whole. The survey will be offered online in an easy-to-use format.

The survey is just one part of the overall study, which is exploring various deployment options, routes, and practices and quantifying the safety, regulatory, energy, environmental, and economic impacts of autonomous trucking.

“To maximize the benefits and minimize any disruptive effects of autonomous trucking, it will be important for motor carriers, shippers, the traveling public, and transportation and safety enforcement agencies to be prepared for this impending change.” Tolliver said.

“We will be looking at how implementation of various levels of autonomous truck technology may be able to address the unique challenges of moving freight in our region,” Tolliver said. “Safety will be a key consideration in the research. We will not only be addressing perceived safety concerns related to the use of autonomous trucks through education and outreach efforts, but we also will examine ways that self-driving trucks can enhance safety in rural areas.”

In addition to the NDMCA, other project advisory team members include representatives from the U.S. DOT’s regional field offices, the North Dakota Highway Patrol, the North Dakota Department of Transportation, and industry associations that depend on motor carrier transportation in rural areas, along with tribal officials, and technology providers that retrofit, sell, and support autonomous truck operations.

Watch your email in box or visit [www.ugpti.org](http://www.ugpti.org) for a link to the online survey.

## 2024 UPCOMING EVENTS AND DEADLINES

**June 1**

**NDMCA Safety Award Application Deadline**

**June 4**

**Understanding the Driver Qualification Process**

**June 22**

**Truck Driving Championship & Safety Expo**

**Sept. 4**

**NDMCA Foundation Golf Tournament**

**Sept. 4-5**

**NDMCA Annual Convention**

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## SAFETY ADVISORY: NURSE TANK FAILURE NOTICE

By: FCMCSA

The Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) issue this safety advisory to provide notice of the possibility of catastrophic failure of certain hazardous materials packages commonly known as “nurse tanks.” See Title 49, Code of Federal Regulations (49 CFR) §173.315(m).

### Background

This notice focuses on nurse tanks manufactured from January 1, 2007, through December 31, 2011, by American Welding and Tank (AWT) at its Fremont, Ohio plant. Nurse tanks manufactured by AWT from 2009 to 2010 were the subject of a prior FMCSA investigation and enforcement action in response to improper manufacturing procedures.

On August 23, 2023, a 2009 AWT nurse tank containing anhydrous ammonia experienced a catastrophic failure in a farm co-op lot, resulting in the release of all product. The failure caused the tank shell to “rocket” over 300 feet from its original location. While no injuries were reported, this event is an indicator of potential continuing problems with AWT nurse tanks that have now been in service for over a decade.

As a result of this incident, the owner of the nurse tank involved contracted with a third-party testing company to examine their AWT nurse tanks that were manufactured between 2008 and 2012. Radiographic testing showed that 7 of 8 the nurse tanks tested had extreme stress corrosion cracking, porosity, and inclusions/voids in the welds where the heads and shells of the nurse tanks were joined. Only the 2012 tank passed. The nurse tank owner submitted these results to engineering experts who were involved in previous research funded by FMCSA into similar issues with this series of AWT nurse tanks.<sup>1</sup> Based on the test results and the review by the experts, the owner voluntarily placed the nurse tanks out-of-service. The parent company of the farm co-op subsequently conducted similar radiographic testing on 142 AWT nurse tanks manufactured between 2007 and 2012, and 100 failed the test. All 2012 tanks passed.

### Recommendation

The current Hazardous Materials Regulations (49 CFR Parts 171-180) do not require periodic inspection and testing of nurse tanks that have attached and legible American Society of Mechanical Engineers (ASME) identification plates and that meet the other requirements in 49 CFR §173.315(m)(1). Requirements for periodic inspection and testing of nurse tanks apply only when the ASME plate is missing or illegible. See 49 CFR §173.315(m)(2).

The FMCSA and PHMSA nevertheless strongly recommend that owners of AWT nurse tanks manufactured between January 1, 2007, and December 31, 2011 that are exempted from periodic inspection and testing requirements as described above, conduct voluntary periodic visual inspection in accordance with 49 CFR §173.315(m)(2)(i); thickness testing in accordance with 49 CFR §173.315(m)(2)(ii), and

pressure testing in accordance with 49 CFR §173.315(m)(2)(iii). Note these dates reflect the years of manufacture that failed testing.

For owners of affected AWT nurse tanks unable to conduct voluntary pressure testing, FMCSA and PHMSA recommend that either radiographic or ultrasonic testing be conducted. While the period of voluntary inspection and testing is at the discretion of the nurse tank owner, FMCSA and PHMSA recommend conducting the inspection and testing at least once every five years consistent with 49 CFR §173.315(m)(2)(iv).

### Additional Information

FMCSA and PHMSA are committed to the safety of the farming community and the public. The agencies will be engaged with stakeholders through a variety of outreach activities intended to emphasize the importance of this recommendation and its implications for the owners of these nurse tanks.

For more information, or if you have a question concerning this Safety Advisory, please contact Paul Bomgardner, Chief, FMCSA Hazardous Materials Division, at (202) 493-0027, or by email at paul.bomgardner@dot.gov.

FMCSA published four research studies on nurse tank safety available at the following links:

*Testing and Recommended Practices to Improve Nurse Tank Safety, Phase I* (<https://rosap.ntl.bts.gov/view/dot/146>);

*Testing and Recommended Practices to Improve Nurse Tank Safety, Phase II* (<https://rosap.ntl.bts.gov/view/dot/163>);

*Testing and Recommended Practices to Improve Nurse Tank Safety, Phase III* (<https://rosap.ntl.bts.gov/view/dot/36238>); and

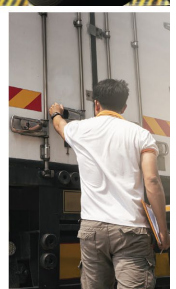
*Testing and Recommended Practices to Improve Nurse Tank Safety, Phase IV* (<https://rosap.ntl.bts.gov/view/dot/62475>).



# Save THE Date!

## 2024 Truck Driving Championship and Safety Expo

June 22, 2024 Holiday Inn - Fargo



## CVSA INTERNATIONAL ROADCHECK MAY 14-16

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 14-16. International Roadcheck is a high-visibility, high-volume commercial motor vehicle inspection and regulatory compliance enforcement initiative that takes place over three days in Canada, Mexico and the United States.

CVSA-certified law enforcement personnel will inspect commercial motor vehicles and drivers at weigh/inspection stations, temporary sites and mobile patrols to verify compliance with federal, state, provincial or territorial regulations. Data from the 72 hours of International Roadcheck will be collected and the results will be released this summer.

Each year, International Roadcheck places special emphasis on a category of violations. This year, International Roadcheck will have two focus areas – tractor protection systems and alcohol and controlled substance possession.

Controlled substance and alcohol possession/use remains a significant concern for motor carriers, drivers and the general public. The number of prohibited drivers listed in the U.S. Drug and Alcohol Clearinghouse (DACH) has been increasing. This alarming trend poses a threat to all motorists who travel on roadways throughout North America.

This year's International Roadcheck will serve as a reminder to motor carriers to establish and strictly enforce clear policies to prevent controlled substance and alcohol possession or use in the workplace. In addition, U.S. motor carriers should regularly query the DACH to ensure their drivers are not in prohibited status. Commercial motor vehicle drivers are reminded to adhere to their company's policies and to not possess, use or be under the influence of alcohol or controlled substances while on duty. Inspectors are reminded to be vigilant in the detection and interdiction of such driver violations during every inspection.

In addition, by focusing on the tractor protection systems, International Roadcheck aims to increase awareness for drivers, motor carriers, technicians and enforcement personnel of these critically important vehicle components; specifically, the tractor protection valve, trailer supply valve and anti-bleed back valve, which may be overlooked during trip and roadside inspections. To assist drivers and motor carriers in the proactive assessment and maintenance of those components, CVSA has provided an inspection bulletin outlining the steps on how to properly check tractor protection systems. The bulletin is also available in French and Spanish.

Over the three days of International Roadcheck, inspectors will conduct their routine North American Standard Level I Inspection, which is a thorough 37-step inspection procedure consisting of the examination of vehicle components and driver documentation and requirements.

During the vehicle portion of the Level I Inspection, 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. In addition, inspections of motorcoaches, passenger vans and other passenger-carrying vehicles will also include the examination of emergency exits, seating, and electrical cables and systems in the engine and battery compartments.

A vehicle that successfully passes a Level I or V Inspection without any critical vehicle inspection item violations may receive a CVSA decal, which is valid for three months.

If out-of-service violations, as outlined in the North American Standard Out-of-Service Criteria, are found during an inspection, the vehicle will be restricted from operating until all out-of-service violations have been properly addressed.

During the driver portion of an inspection, inspectors will check the driver's operating credentials, hours-of-service documentation, DACH status (in the U.S.), seat belt usage, and for alcohol and/or drug impairment.

If an inspector identifies driver out-of-service violations, such as not possessing a valid or necessary operating license or exhibiting signs of impairment, the inspector will restrict that driver from operating their vehicle.

For International Roadcheck, in case of inclement weather or other limiting circumstances, instead of a Level I Inspection, a jurisdiction or an inspector may opt to conduct a Level II Walk-Around Driver/Vehicle Inspection or Level III Driver/Credential/Administrative Inspection, neither of which are eligible for a CVSA decal.

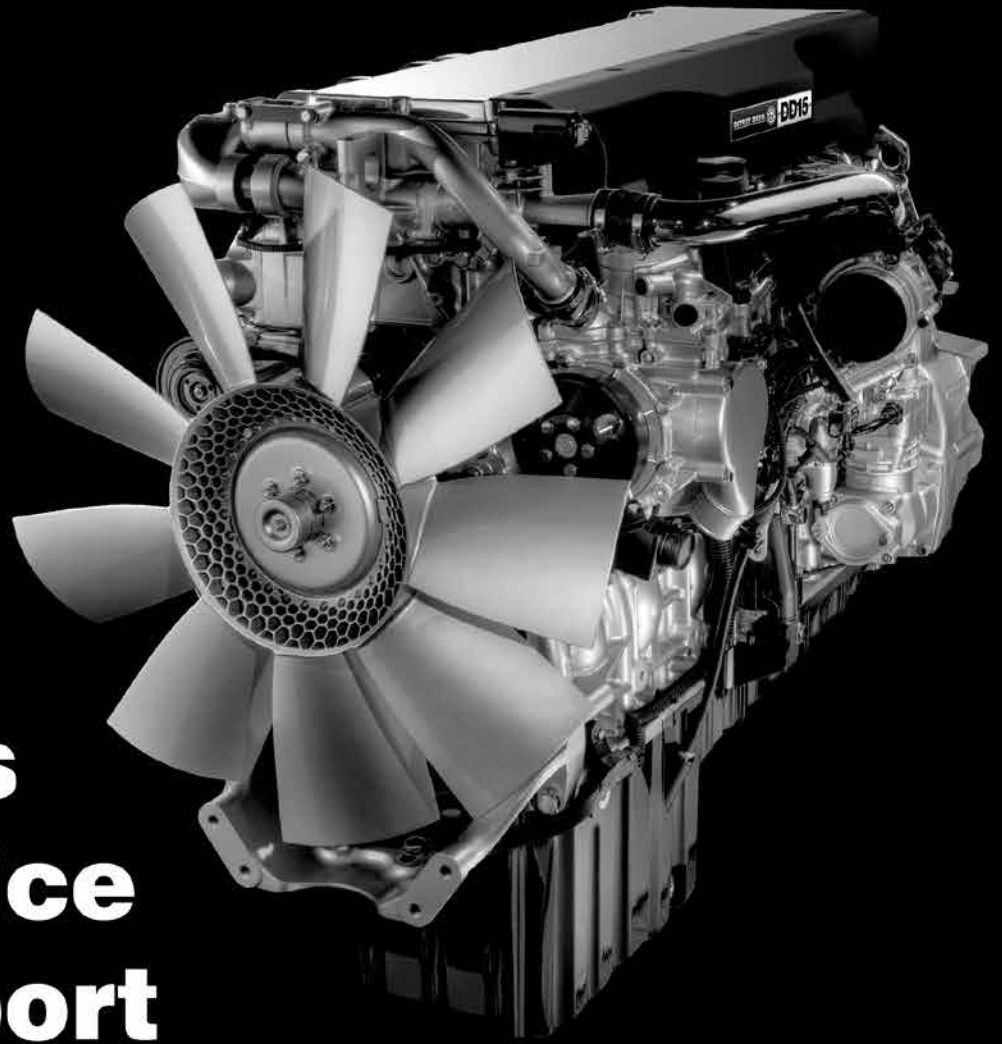
CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives in Canada, Mexico and the US. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Our mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.



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## IFTA FUEL RECORDKEEPING AND RETENTION REQUIREMENTS

Carrier records must be adequate to allow a base jurisdiction to verify all distances traveled for IFTA and IRP units and all fuel purchased for IFTA units. This article outlines the requirements for documenting fuel placed in each qualified vehicle and the retention requirements for the fuel records.

Fuel may be purchased from a retail station or dispersed from bulk fuel tanks owned, leased, or controlled by the carrier. To receive tax-paid credit, a fuel record must not be altered, indicate erasures, or be illegible, unless the carrier can demonstrate the record is valid.

The IFTA program requirements for fuel records and recommendations for meeting the requirements are outlined below. The burden of proof is the responsibility of the carrier to maintain and retain the required records. The records must be provided upon request by any member jurisdiction (State Department of Transportation).

### Allowable Fuel Purchase Supporting Documents:

- A receipt, invoice, or transaction listing from the seller
- A credit card receipt
- A transaction listing generated by a third party, such as a fleet card distributor.
- An electronic or digital record of an original receipt or invoice

### Recommendations:

- Treat your receipts as you would your cash. Store fuel receipts out of the elements. If receipts are faded and illegible or missing, they will be disallowed as tax-paid fuel. This will cost you real cash.
- Record your fuel purchases on your trip records, this is helpful when a receipt is faded.

- If using a transaction listing as your documentation, make sure it identifies the source of the record such as the fleet card distributor or fuel station name.
- If using a transaction listing or credit card receipt, be sure it contains all the information required as outlined in the next section.
- Download, save or print copies of transaction listings monthly. Don't assume you will be able to access a three-year-old transaction listing online.
- If keeping electronic copies of original receipts, be sure it captures the entire receipt.
- Keep your supporting documents organized by trip, month, or quarter to ensure they are not misplaced during the retention period.

### Receipt, Invoice or Transaction Listing Requirements:

- The date of the fuel purchase
- The name and address of the seller (a vendor code, properly identified, is acceptable)
- The quantity of fuel purchased.
- The type of fuel purchased.
- The price of the fuel per gallon or per liter, or the total price of the fuel purchased.
- The identification of the qualified motor vehicle into which fuel was placed.
- The name of the purchaser of the fuel (where the vehicle being fueled is subject to a lease, the name of either the lessor or lessee is acceptable, provided a legal connection can be made between the purchaser named and the licensee)

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**Recommendations:**

- Be sure the vehicle unit number is on every receipt. If the fuel station doesn't print it on the receipt, write it on the receipt. Yes, even if you have just one qualified vehicle. A unit identification is needed, not a driver's name.
- If fleet cards are used and assigned to individual drivers, make sure your fleet card records can be tied back to each qualified vehicle, not just the driver. Drivers may use different vehicles, so this is very important.

**Bulk Fuel Recordkeeping Requirements:**

- Receipts for all deliveries, including evidence that tax was paid to the member jurisdiction where the tank is located.
- Quarterly inventory reconciliations for each tank
- The capacity of the tank
- Bulk withdrawal records for every bulk tank location, including the following elements.
- Location of the bulk storage tank
- Date of the withdrawal
- Quantity and type of fuel withdrawn.
- Identification of the vehicle or equipment into which fuel was placed.

**Recommendations:**

- Meter readings from the bulk tank can be used for documenting quarterly inventories. This is a commonly missed recordkeeping requirement.
- Be sure to document all dispersals from the bulk tank, both qualified and non-qualified vehicles or equipment.

- If more than one bulk tank, keep detailed records separately for each tank.

**Summary Requirement:**

- IFTA also requires monthly summaries of the fuel purchases corresponding to the tax-paid gallons reported on the quarterly tax returns.
- The summary must include the fuel placed into each vehicle in the fleet both in total and by jurisdiction.

**Record Retention Requirements:**


Records of IFTA operations must be retained for a period of four years following the date the IFTA tax return was due or was filed, whichever is later, plus any period covered by waivers or jeopardy assessments.


The Motor Vehicle Division, Motor Carrier Section and Audit Services Division are available to help answer questions. Please reach out if you have recordkeeping or records retention questions. We are here to help!

# CONTACT US

**MOTOR VEHICLE DIVISION, MOTOR CARRIER SECTION**



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[nddotqa@nd.gov](mailto:nddotqa@nd.gov)

 **701-328-2725**

 **Audit Services Division**



**Bismarck, ND 701-223-5235**

## Parts – Service – Sales



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September 4-5, 2024

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NORTH DAKOTA MOTOR CARRIERS ASSOCIATION

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# Safety Expo Sponsorships

Event Date: Saturday, June 22, 2024

11am -1pm

Holiday Inn Fargo

3803 13th Ave S

This free public event is an opportunity to promote your business while providing an opportunity for kids to learn about road safety, large trucks and other equipment!

Company or Business Name \_\_\_\_\_

Contact Name \_\_\_\_\_ Email \_\_\_\_\_

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Please select one sponsorship or participation level below:

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\_\_\_\_ **\$1000 18 Wheeler Sponsorship**

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\_\_\_\_ **\$500 Dump Truck Sponsorship**

Includes name on print advertising, TDC sponsor, logo on event page

\_\_\_\_ **\$250 Box Truck Sponsorship**

Includes name on event page

\_\_\_\_ **\$100 Bobtail Sponsorship**

Includes listing on event page

*Proceeds go to the NDMCA Foundation to support scholarships for transportation education.*

Return completed form and make checks payable to:

NDMCA  
PO Box 874 Bismarck ND 58502  
www.ndmca.org  
kacey@ndmca.org

**DEADLINE FOR REGISTRATION is  
May 15th. PRE-REGISTRATION  
IS REQUIRED.**



MAKE YOUR NOMINATIONS FOR THE  
**2024 NDMCA**  
SAFETY AWARDS

**WHO WILL YOU NOMINATE?**

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



SCAN ME TO NOMINATE

**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



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