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NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION



CVSA ROAD CHECK

page 6

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- 02 PRESIDENT'S MESSAGE
- 03 MOVIN ON: NDHP LENDS SUPPORT TO BUILDING MOVERS
- 05 TRUCKERS LOG - SPRING 2026
- 06 CVSA ROADCHECK TARGETS ELD, LOAD SECUREMENT
- 07 COMPLIANCE RECIPE: WHAT GOES INTO ELD, IFTA/IRP ALPHABET SOUP
- 08 ATA, OOIDA PRESS CONGRESS ON TRUCKING SAFETY
- 10 CONFERENCE HIGHLIGHTS AUTONOMOUS CHALLENGES
- 12 FMCSA NEWS AND UPDATES
- 13 INDUSTRY PARTNERSHIP RECOGNITION
- 14 PREPASS ENHANCES TOLL ANALYTICS PLATFORM

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 spring arrives across North Dakota, it brings a renewed sense of optimism for our industry. Longer days, improving weather and the return of construction and agricultural activity signal new opportunities — while also presenting familiar challenges that require preparation, collaboration and adaptability.

One of the most immediate concerns for our members at this time of year is **spring load restrictions**. While these restrictions are essential to protecting our road infrastructure, they continue to place significant operational pressure on carriers and drivers. Planning routes, adjusting payloads and communicating clearly with customers all become more complex during this transition period. NDMCA continues to work closely with NDDOT and state leaders to ensure our members have timely information and a voice in these discussions.

Economic uncertainty also remains at the forefront. Freight volumes continue to fluctuate, operating costs remain elevated and many carriers are still navigating thin margins. Fuel prices, insurance premiums and equipment costs continue to challenge fleet sustainability — particularly for small and mid-sized carriers. Advocacy efforts at both the state and federal level remain critical to ensuring policies support, rather than hinder, the backbone of North Dakota's economy.

At the same time, **workforce issues** persist. Recruiting and retaining professional drivers and technicians remains difficult, especially as competition increases across industries. NDMCA strongly supports initiatives that promote workforce development, apprenticeship programs and regulatory flexibility that attracts the next generation of industry professionals while maintaining safety as our top priority.

Speaking of safety, spring weather brings its own hazards like rapidly changing road conditions, increased construction zones and higher traffic volumes. Now is the time to reinforce training, emphasize defensive driving and ensure equipment is in top condition. A strong safety culture not only protects our drivers and the public but also strengthens the long-term success of our businesses.

Despite these challenges, there is much to be optimistic about. North Dakota's trucking industry continues to demonstrate resilience, professionalism and leadership. Your engagement with NDMCA, with policymakers, and with one another makes a real difference. Together, we can ensure our industry remains strong, competitive, and respected.

Thank you for everything you do every day to keep North Dakota moving. Let's make this spring a safe and productive season for all.

Respectfully,



Paul Gibree

President, North Dakota Motor Carriers Association



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By Scooter Pursley,
*Clearwater
Communications*



MOVIN ON: NDHP LENDS SUPPORT TO BUILDING MOVERS

It's not unusual for the North Dakota Highway Patrol to assist with moving structures along the state's highways and byways, but it is unusual to assist with moving something as large as the building that found its way into Kindred in January and February.

The NDHP assisted with traffic control along State Highway 46 during the move of two sections – one 81 by 81 feet and the other 81 by 112 feet – by Schmidt and Sons Building Movers Inc. The move from one rural area to the west side of Kindred took two trips and necessitated the closure of several miles of state highway for about two hours, according to NDHP Southeast Region Commander Capt. Bryan Niewind.

"Big building are nothing new to us," Schmidt and Sons owner Bob Schmidt said. "But I have never in my entire life pulled an 82-foot-wide building down any sizeable move. If it were anywhere but North Dakota you wouldn't be doing it. We had to remove every road sign. It was the widest I had ever moved down a road."

Niewind said two troopers were assigned to oversee traffic detours and delays and the removal and replacement of traffic signs that needed to be taken down then replaced as soon as the load passed. Niewind said he has seen large loads before but can't remember anything that wide.

"I can't think of anything that large," Niewind noted. "We've had some that have been tall (the building was 35 feet tall), but we've had some churches not that wide but also extremely tall. This was tall and it was really, really wide."

The NDHP regularly helps with traffic and safety during such moves, Schmidt said.

"The Highway Patrol is absolutely integral in that," Schmidt said. "They are phenomenal."

The NDHP comes after the permitting process and planning has been approved.

"The company normally gets a contractor to move it, and they will go out and determine their preferred route with the least obstacles and least impact to traffic," Niewind explained. "They contact NDHP Permit Department and any counties requiring permits. Sometimes the preferred route might not be authorized because of bridges that have a weight limit, or construction they weren't aware of. An alternate route would then be identified."

Once the permit process is complete, DOT district engineers have to approve the move and route. "Then our agency gets involved again with any escorts that need to take place. We had two troopers, along with the pilot cars that companies are required to have," Niewind added.

To complete the move safely, NDHP blocked traffic at the point at County Road 17 where the hauler turned onto Highway 46 and in Kindred to stop all traffic flow.

"The Highway Patrol assists with traffic and ensures we have safe locations for people to get out of the way during the move and far enough ahead so we don't have a traffic jam with traffic stuck by the move and we can't move the building because there is no place to go," Niewind said.

Schmidt and Sons completed the preliminary work on signage the days before each move and as soon as the building crept past on Highway 46, crews restored the signage. Niewind said the actual highway shutdown lasted about an hour.

"This one was really cut and dried," from a NDHP perspective, Niewind said.

Scooter Pursley is a Clearwater Communications specialist for the NDMCA.





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TRUCKER'S LOG - SPRING 2026



NDMCA PARTNERING WITH E&M CONSULTING ON DIRECTORY

The North Dakota Motor Carriers Association has again partnered with E&M Consulting Inc. to produce the annual Membership Directory. The publication will be available in both print and digital formats.

E&M will be managing the project, including advertising sales and layout/graphic design. It will be contacting all members about advertising opportunities available, and NDMCA asks that you give them a moment of your time. The publication will be mailed to every member, making it a great opportunity to promote and give your company additional exposure.

To view the ad rates/options and sign-up online, please visit: <https://reserveyourad.com/NDMCA/>

If you have any questions or want to advertise, please contact an E&M sales associate at 800-572-0011 ext. 0104 or advertising@eandmsales.com. As always, your support is greatly appreciated!

ALLSTATE PETERBILT GROUP NAMED NORTH AMERICAN DEALER GROUP OF THE YEAR

Allstate Peterbilt Group is proud to announce that it has been named **Peterbilt Motors Company's North American Dealer Group of the Year**, one of the highest honors awarded within the Peterbilt dealer network.

This recognition reflects the collective effort of Allstate Peterbilt team members across our dealership locations and underscores our long-standing commitment to delivering exceptional service, support, and solutions to our customers every day.

The Dealer Group of the Year award is based on performance within Peterbilt's Standards of Excellence program, which measures customer satisfaction, service performance, operational excellence, and overall dealer engagement. Being selected among hundreds of Peterbilt dealerships across North America is a testament to the consistency, dedication, and pride our teams bring to their work.

"This award belongs to our people," said Jeff Vanthournout, CEO of Allstate Peterbilt Group. "Every technician, parts specialist, salesperson, and support team member plays a role in delivering the level of service our customers expect and deserve. We're incredibly proud of what this team has accomplished together."

In addition to being named Dealer Group of the Year, we received several additional honors, including multiple **Platinum Service** and **Platinum Oval** certifications across our locations. We also earned the **Service Dealer of the Year** award. Allstate Peterbilt has won this award three of the last four years — a rare achievement that highlights the strength, consistency, and discipline of its service operations across the entire dealership group.

The Service Dealer of the Year award recognizes the highest-performing service organizations in the Peterbilt network, evaluating technician training, service availability, process execution, and the overall ability to keep customers' trucks on the road. Winning this honor repeatedly places Allstate Peterbilt among an elite group of dealers setting the benchmark for service excellence in North America.

Allstate Peterbilt has been a proud Peterbilt dealer since 1971, and this recognition coincides with more than five decades of partnership built on shared values of quality, integrity, and performance. This marks the fourth time Allstate Peterbilt has earned the Dealer Group of the Year distinction since 2012.

With 23 dealership locations across five states, more than 100 certified MX engine technicians, and a growing mobile service fleet, Allstate Peterbilt remains focused on one mission: keeping customers on the road and moving forward with confidence.

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CVSA ROADCHECK TARGETS ELD, LOAD SECUREMENT

By Scooter Pursley

North Dakota Highway Patrol troopers will take on extra duty in May during the Commercial Vehicle Safety Alliance (CVSA) International Roadcheck. North Dakota and the North Dakota Highway Patrol are members of CVSA and we are participating in the event throughout the state.

The 2026 Roadcheck will be conducted May 12-14 throughout the United States, Canada and Mexico. Each year, CVSA identifies a driver and vehicle category on which to focus. This year, in addition to regularly inspected items, troopers will pay added attention to electronic logging devices (ELD) and load securement.

“As long as I’ve been around (20 years) we’ve been a part of this blitz period,” NDHP Sgt. Jed Dahnke said. “Our inspectors, our truck division troopers, focus 100 percent on the detail for the three-day period.”

CVSA identified focus areas. Dahnke said the 30 troopers within the NDHP Motor Carrier Division will perform regular inspections with extra attention paid to ELD falsification and unsecured loads that could be a hazard to other drivers.

“Last year, falsification of record of duty status was the second most-cited driver violation, at 58,382 violations. And five out of the top 10 driver violations were related to hours of service or ELDs,” CVSA noted in a recent inspection announcement.

Dahnke said most violations are minor and don’t lead to citations. But there are exceptions.

“Last summer, I stopped a driver at the Fargo scale,” Dahnke recalled. “While doing an inspection, I was reading his log book and discovered some discrepancies like it had been tampered with. As I went to the driver to talk to him, I was showing him something on his phone when a text message came that said ‘The logs have been fixed, all you have to do is refresh your phone.’ Within 15 minutes of the inspection starting, the company had either done it itself or a service had edited the logs to falsify. That’s a huge problem.”

CVSA helps prepare troopers for instances like this that they may encounter.

“We’ve been getting extra training on how to notice when they’ve been tampered with and to take appropriate action roadside. If they have a false active-duty status at the time of the inspection and are concealing driving data, if they’re falsifying, they will be placed out of service until we can reestablish their time to drive. It could be 10 hours or up to 34 hours,” Dahnke explained.

Not every false log is issued a citation, but if they are, they come with a \$250 fine, Dahnke said.



CVSA said the goal is to conduct a 37-step North American Standard Level I Inspection on commercial vehicles, examining a driver’s operating requirements and evaluating a vehicle’s mechanical fitness.

Dahnke said the NDHP staff its fixed sites (scales and pullouts) as much as possible and also conduct random pop-ups too. “We try to find a way to make the most impact but still do it in the safest manner.”

Also under scrutiny in May will be cargo securement.

“Cargo securement is very important,” Dahnke said, recalling a recent incident. “A few years back we had a belly dump hauling aggregate on Highway 1. The belly latching system wasn’t closed all the way. A rock dislodged and hit another motorist behind the wheel and killed them instantly. It’s a reminder to check cargo securement every time because you don’t know when something like that can happen.”

Dahnke said that includes cargo in enclosed trailers, too.

Scooter Pursley is a Clearwater Communications specialist for the NDMCA.

COMPLIANCE RECIPE: WHAT GOES INTO ELD, IFTA/IRP ALPHABET SOUP

By NDDOT Audit Services

On November 20, 2025, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) removed five devices from its list of registered electronic logging devices (ELDs). These devices were added to the Revoked Devices List after failing to meet minimum requirements supporting safe, compliant operations. (United States Department of Transportation, Federal Motor Carrier Safety Administration, Newsroom. 2025, November 20.)

While ELDs are designed primarily for Hours of Service (HOS) compliance, they also serve as a foundation for International Fuel Tax Association (IFTA) and International Registration Plan (IRP) recordkeeping. With an alphabet of regulatory requirements to manage, conducting an A-U-D-I-T of your ELD's capabilities is a smart way to start 2026 proactive and audit-ready. Think of it as making sure all the right ingredients are in your compliance alphabet soup before you're asked to serve it.

Start with the Basics

Begin with a solid base. Verify your ELD's registration status against FMCSA's Registered Devices and Revoked Devices lists. However, don't assume that FMCSA registration automatically equals IFTA or IRP compliance, it doesn't. Research your device and ensure it can capture and maintain all required elements for IFTA and IRP recordkeeping.

Be cautious of vendors claiming they are "IFTA/IRP Certified." Neither IFTA nor IRP certifies software products. The burden of proof always rests with the motor carrier.

Stir in Retention Essentials

Next, add a generous portion of records retention. Make sure your system can record and retain all required IFTA and IRP data for the full retention period. FMCSA requires only six months of ELD data for HOS compliance. IFTA and IRP require records to be retained much longer. A good rule of thumb is seven years of retention for IFTA and IRP recordkeeping. If your ELD provider auto-purges data, export and archive data to a secure secondary system to remain compliant with IFTA and IRP recordkeeping requirements. Retention is the seasoning that ensures your compliance recipe holds up over time.

Fold in GPS, LAT, LONG, and Miles

Timing and precision are key ingredients for vehicle tracking. IFTA requires a record or "ping" at least every 10 minutes. IRP requires a record or "ping" at least every 15 minutes while the engine is on. Each ping must include the latitude and longitude to at least four decimal places and the ECM odometer reading at every ping. Missing or inaccurate entries here are like leaving out a key ingredient. They can create significant gaps in data tracking.

Mix in Mileage and Fuel Consistency

Next, stir in mileage and fuel tracking. Ensure the total state-by-state miles generated by your ELD match driver trip reports. Confirm that fuel receipts include all the elements required.

Serve It...In the Right Format

Presentation matters. Static images such as PDFs, commonly used for HOS transfers, are not acceptable for IFTA/IRP recordkeeping. Upon request, data must be provided in a spreadsheet format (XLS, XLSX, CSV, or delimited file). Systems that do not support data export compromise your company's ability to demonstrate compliance.

Add in Every Mile

No recipe is complete without the final, essential ingredient, every mile. Verify that your ELD captures ALL miles traveled, including personal use, bobtail, off road, and deadhead miles. These entries are critical for accurate IFTA and IRP reporting and registration calculations. Think of it as sprinkling in the last ingredient of your compliance alphabet soup, skip even a single mile, and the recipe isn't complete.

As we work our way into 2026, make sure your ELD alphabet soup has all the right letters. A proactive ELD A-U-D-I-T now ensures you're serving up complete, acceptable records, with your compliance soup fully stocked when it's reviewed. Taking the time to verify your system's capabilities, data retention, and reporting accuracy today can reduce risk, minimize audit findings, and position your operation for long-term compliance success. Bon appétit.



Compliance Reminder

The **Federal Motor Carrier Safety Administration (FMCSA)** periodically removes Electronic Logging Devices (ELDs) from its list of approved providers. When this happens, motor carriers using a revoked device must discontinue use and transition to a compliant ELD within the FMCSA-designated grace period.

We strongly encourage members to routinely confirm that their ELD provider remains on the FMCSA's approved list to avoid compliance issues.

FMCSA Registered and Revoked ELD List

If your provider appears on the revoked list, contact your ELD vendor promptly to discuss next steps and ensure continued compliance.

Staying proactive helps prevent violations and keeps your operation running smoothly.

ATA, OOIDA PRESS CONGRESS ON TRUCKING SAFETY

By Transport Topics

American Trucking Associations and the Owner-Operator Independent Drivers Association, in a joint letter to Congress, urged lawmakers to modernize and expand the Federal Motor Carrier Safety Administration's New Entrant Safety Assurance Program.

The groups said that to ensure new carriers operate more efficiently, a stronger, prevention-focused program should continue to guide FMCSA's broader safety strategy.

In the March 31 letter to top congressional transportation authorizers and appropriators, ATA President Chris Spear and OOIDA President Todd Spencer said FMCSA's resources should be enhanced to conduct more timely and consistent safety audits of newly registered motor carriers. They argued that earlier engagement with new operators would help reinforce safety practices, improve regulatory compliance and prevent unsafe or fraudulent operations from developing.

Among their recommendations, ATA and OOIDA called on Congress to shorten or eliminate the window during which new entrants may operate without a safety audit, or to adopt a two-step review process that would condition the ability to operate on an initial vetting. They also urged a return to standardized, in-person safety audits, arguing that remote or off-site reviews limit investigators' ability to comprehensively verify compliance, detect fraud and assess a carrier's legitimacy.

The letter also emphasized strengthening the educational component of early safety audits. New entrants should receive clearer guidance on regulatory requirements such as driver qualification standards, hours-of-service rules, vehicle maintenance and drug and alcohol testing, the groups said, framing early audits as both compliance checks and learning opportunities.

"Earlier and more consistent engagement, coupled with meaningful entry qualifications and checks, will improve safety outcomes, reduce chronic noncompliance and strengthen [Department of Transportation's] oversight and enforcement efforts," Spear and Spencer wrote.

The groups' push for regulatory action comes as lawmakers prepare this year to debate major transportation funding and policy bills

and consider legislation to toughen commercial driver license enforcement and English-language proficiency rules for commercial drivers.

Specifically, they pointed to the recent consideration of Dalilah's Law. Led by Rep. David Rouzer (R N.C.), the legislation aims to tighten English-language proficiency requirements for commercial drivers and clarify states' responsibilities for verifying CDL eligibility.

A Senate version of the bill was introduced March 26 by Sens. John Cornyn (R-Texas), Ted Budd (R-N.C.), Shelley Moore Capito (R-W.Va.), Cynthia Lummis (R-Wyo.) and Tommy Tuberville (R-Ala.). The bill's proponents argue that federal CDL standards are inconsistently enforced across states.

Cornyn said the legislation is intended to address gaps in state enforcement of federal CDL requirements. Committee consideration of the Senate bill has not yet been scheduled, while a House floor vote is expected later this month.

"Every American who shares a road with an 80,000-pound commercial truck deserves to know that driver earned that license legally," said Lummis, a member of the chamber's transportation committees.

The push by ATA and OOIDA comes as lawmakers continue to negotiate large-scale transportation legislation. Congress must complete fiscal 2027 transportation appropriations as well as pass a multiyear surface transportation reauthorization bill by the end of September.

Dalilah's Law is named for Dalilah Coleman, who was 5 years old when she suffered serious injuries in a 2024 multivehicle crash involving a truck driver federal officials said lacked legal immigration status. Coleman attended President Donald Trump's Feb. 24 State of the Union address as a guest of the White House.

During the speech, Trump urged Congress to bar individuals without legal status from holding commercial driver licenses, arguing they cannot read basic road signs related to direction, speed and hazards. Supporters say the remarks helped galvanize Republican backing for the measure.

ISSUES ROUNDTABLE EVENT

Register/RSVP

May 5, 2026 | 2:00 PM – 4:00 PM

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NDMCA is inviting you to join us for an issues roundtable forum. Bring your questions, policy issues and your input to your State Association's leadership. We're looking forward to hearing from YOU!





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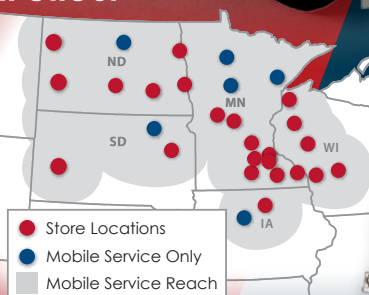


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CONFERENCE HIGHLIGHTS AUTONOMOUS CHALLENGES

A third Autonomous Truck Conference in North Dakota is scheduled for June 24 in Fargo and will highlight the industry's shift from pilot projects to large-scale commercial deployments. The event will be hosted by the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University and funded in part by the Federal Motor Carrier Safety Administration.

"This will be a pivotal year for autonomous truck deployments in North America, as companies seek new revenue-service operations that lead to established business partnerships and operations," said UGPTI Director Denver Tolliver. With the industry's shift to large-scale deployments, this year's conference will focus on interstate and multinational operations, multistate policy and regulator coordination, manufacturing and equipment trends, rapid expansion of middle-mile driverless freight operations, and growing adoption of leader-follower platooning. The event will also cover enhanced safety inspection and enforcement practices.

For more information and to register for the conference, visit www.ugpti.org/events/atc/. Some of the leading autonomous truck developers in the United States and Canada are expected to participate in the conference. In addition, the participant list will include representatives from the Commercial Vehicle Safety Alliance, state departments of transportation, state law enforcement agencies, original equipment manufacturers, and autonomous trucking industry partners.

Panel sessions are expected to include:

- **Autonomous Trucking in Canada and the United States.**

Autonomous trucking in Canada is moving from small-scale pilots to commercial deployment, driven largely by partnerships between retailers and autonomous freight technology firms, while Ontario's Automated Commercial Motor Vehicle Pilot Program provides a uniform regulatory foundation. This panel will explore commonalities and differences in autonomous trucking between the U.S. and Canada and prospects for cross-border autonomous truck movements in the future.

- **Multistate Operations/Coordination.** While intrastate autonomous truck operations are gaining momentum in the United States, interstate operations are necessary for expansion of long-haul hub-to-hub traffic. State DOT officials will discuss potential options for multistate compacts on autonomous trucking that facilitate interstate operations. The discussion will include challenges that need to be overcome, state-specific issues, information exchange, and common policies and regulations.

- **Equipment Manufacturers' Plans for Producing New Autonomous Trucks.** Most autonomous trucking companies are working with and/or have long-term partnership agreements with original equipment manufacturers (OEMs). Fully autonomous trucks will soon be available for purchase from OEMs, potentially leading to widespread commercial adoption. Panelists will explore prospects for increased supplies of autonomous trucks resulting from collaborations between OEMs and autonomous truck developers, and the integration of autonomous trucks into product lines and fleets.



Denver Tolliver, UGPTI Director

- **Inspection and Safety Enforcement.** Enhanced safety inspections for autonomous trucks ensure that these driverless vehicles meet regulatory requirements, operate safely, and are integrated safely into the existing freight network. A panel of safety experts will describe developments in safety enforcement and enhanced inspections in the United States and Canada, as well as integrated strategies for truck safety and weight enforcement.
- **Middle/Last Mile Operations.** Middle mile autonomous trucking, which typically involves hub-to-hub, warehouse-to-store, or distribution center-to-distribution center routes, has become the most commercially mature segment of the U.S. autonomous freight industry. Several companies are extensively operating driverless trucks, especially in states with favorable regulatory environments. Panelists from autonomous trucking companies and some of the companies they are hauling freight for will discuss developments and opportunities for growth.
- **Platooning.** Platooning in highly-automated mode is increasingly being utilized in agricultural and natural resources industries. For example, leader-follower platoons are being demonstrated in the Ohio/Indiana I-70 Corridor, moving agricultural goods in the Northern Plains, and transporting forestry products in Canada. Some of these operations are occurring under challenging conditions such as steep grades, low GPS connectivity, dust, and harsh weather. Panelists will review current platooning operations in North America, advances in platooning technology, the potential for new platooning operations, and impediments to widespread deployment.
- **Growth in Level 4 Autonomous Trucking.** In the closing session, autonomous truck companies will discuss their visions for business growth and new deployment opportunities, as well as remaining challenges and obstacles to growth.



2026 Autonomous Trucking Conference

Scaling Commercial Operations: The Next Era of Autonomous Trucking

Potential attendees include:

- Autonomous truck manufacturers
- Tech entrepreneurs
- Motor carriers
- Safety & law enforcement personnel
- Agricultural, energy, & manufacturing industries
- State and local governments
- Community leaders

Panels and Topics may include:

- Interstate and international movements and coordination
- Equipment manufacturer plans for new equipment
- Inspection and safety enforcement
- Middle- and last-mile operations
- Platooning
- Growth in Level 4 Autonomous Trucking

Registration: Tuesday, June 23 • 4:30-7:30 p.m.
Wednesday, June 24, 7:00 a.m. to 8:00 a.m.

Reception: Tuesday, June 23 • 5:30-7:30 p.m.

Wednesday, June 24 • 8-5 p.m. breakfast and lunch served

No fee to attend • Registration is required

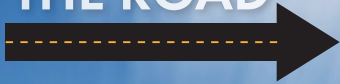


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FMCSA targets 'chameleon carriers,' announces industry reforms

Federal Department of Transportation leaders highlighted regulatory lapses Friday regarding the trucking industry credentialing systems, saying unqualified commercial drivers are making the roads less safe.

Officials said they are working to strengthen identification and business location requirements surrounding a DOT number, a unique identifier required for interstate commerce that provides safety history of a business' fleet.

"To further disrupt this network, we are restoring principal place of business enforcement," FMCSA Administrator Derek Barrs said at a news conference. "We've got to unmask chameleon carriers."

Chameleon carriers are switching DOT numbers and names when safety issues arise. When there's a problem, they take on a new DOT number, Transportation Secretary Sean Duffy said at the news conference.

www.truckingdive.com/news/fmcsa-chamelon-carriers-rulemaking-dot-number-switching/812745/

FMCSA warns carriers of 'aggressive' phishing scheme

The Federal Motor Carrier Safety Administration on Jan. 30 issued an alert to the trucking industry about "a new, aggressive phishing campaign" targeting motor carriers.

In the scheme, carriers receive emails falsely claiming to be from the U.S. Department of Transportation or FMCSA officials and often contain professional-looking documents and legitimate-looking links, the agency said. Yet, the emails "are fake and designed to steal sensitive information or demand illegal payments," FMCSA added.

Official correspondence from FMCSA almost always uses an email address ending in ".gov," except in special circumstances, such as customer satisfaction surveys after contacting the FMCSA Contact Center, when emails may come from a non-.gov address. Those surveys ask for feedback only and do not ask for personal, payment or account information.

www.ccjdigital.com/technology/article/15816146/aggressive-phishing-scheme-targeting-motor-carriers

Prepare for FMCSA's New Motus System

FMCSA will launch a new registration system, Motus, in 2026—a streamlined, mobile-friendly platform for managing USDOT registration.

Carriers with a USDOT number or operating authority should take a few minutes now to log into the FMCSA Portal, confirm their account is active, verify their Company Official, and ensure business information is up to date. These steps will help make the transition to Motus quick and seamless.

For more information, visit: <https://www.fmcsa.dot.gov/registration/resources-hub>

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PREPASS ENHANCES TOLL ANALYTICS PLATFORM

PrePass has announced the release of AI Toll Insights™, a machine-learning capability built into its PrePass INFORM™ Tolling analytics platform, a comprehensive toll verification and cost optimization solution that has been helping fleets manage toll spend and validate charges. AI Toll Insights delivers richer, actionable intelligence to help carriers detect device mismatches, misuse, and inefficiencies that can lead to unnecessary toll costs.



PrePass INFORM™ Tolling combines vehicle GPS data with toll transactions

and agency rules to give fleets visibility into toll usage, support dispute resolution workflows, and help optimize toll operations. With the addition of AI Toll Insights, fleets gain a deeper layer of intelligence that interprets toll activity at scale and provides clear signals about issues that traditional reporting and manual reviews can miss.

“Toll costs can be one of the most persistent and unclear expenses for carriers,” said Chris Murray, President of PrePass. “Device mismatches, incorrect transponder assignments, and improper toll usage are difficult to spot without dedicated analytics. AI Toll Insights helps fleets quickly uncover these issues, take action to fix them, and make better decisions that improve toll spend and operating efficiency.”

Extending a Proven Analytics Foundation

PrePass INFORM™ Tolling has been delivering enhanced visibility and validation capabilities, helping fleets confirm the accuracy of toll charges and reduce the time and effort involved in dispute processes.

AI Toll Insights builds on that foundation using proprietary machine-learning models designed specifically for toll data, allowing fleets to:

- Correlate vehicle movement, toll transactions, device details, and agency pricing rules
- Detect patterns and anomalies that indicate mismatches or misuse
- Turn raw data into recommendations fleets can act on to control costs

This specialized intelligence goes beyond generic analytics by providing contextually relevant insight tailored to how toll systems actually operate, an essential advantage as toll networks and agency pricing options continue to expand in scope and complexity.

Shifting Toll Management from Reactive to Actionable

Traditionally, fleets discover toll issues during post-payment invoice review or dispute activities, often weeks after trips occur. By contrast, AI Toll Insights highlights potential problems closer to when they occur and helps fleets accelerate investigation and resolution.

Key outcomes include:

- Significant time savings identifying and resolving device configuration and assignment issues
- Reduced manual review and administrative workload for toll invoices and transactions
- Lower overpayment tied to misconfiguration and improper lane or device use
- Fewer recurring disputes and downstream administrative costs

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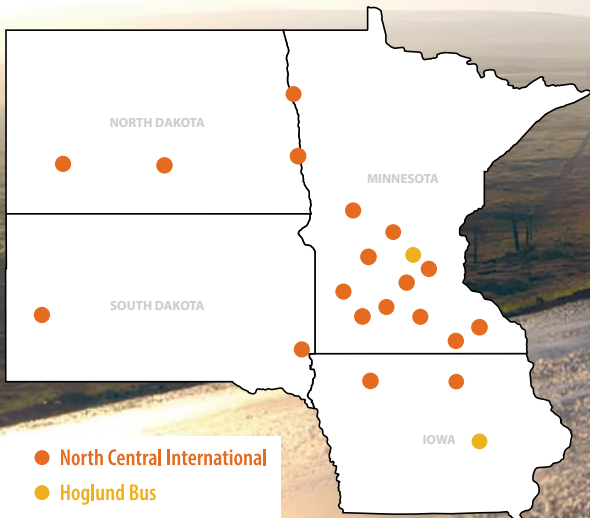
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