

# ROLLING ALONG

FALL 2025

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION

## DAVID COMINGS NTDC GRAND CHAMPION

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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

## Dear Members,

It is with deep gratitude and profound sense of responsibility that I address you today as the newly elected president of the board for the North Dakota Motor Carriers Association. I am truly honored to serve in this capacity and to represent an industry that is vital to the economic strength and connectivity of our state and nation.

The motor carrier industry is not merely a conduit for commerce, it is a cornerstone of our communities. It supports livelihoods, sustains supply chains, and ensures that essential goods reach every corner of our region. The dedication, resilience, and professionalism of our members are the driving force behind this success, and I am committed to upholding and advancing the values that define our association.

As we embark on this new chapter together, I am mindful of the challenges that lie ahead, whether they be regulatory complexities, infrastructure demands, or workforce development needs. Yet I am equally confident in our collective ability to meet these challenges with resolve, innovation, and unity.

My vision for the NDMCA is one of strategic growth, enhanced advocacy, and strengthened collaboration. I pledge to lead with integrity, to listen with openness, and to act with purpose. Together, we will continue to elevate the voice of our industry, foster meaningful partnerships, and ensure that the NDMCA remains a trusted and influential force in transportation policy and practice.

I extend my sincere thanks to each of you for your support and for the opportunity to serve. I look forward to working alongside you in the months and years to come.

Let me close with a quote that reflects the spirit of our work:

"The Road to Success is Always Under Construction." - Lily Tomlin

Thank You



Paul Gibree



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# MEETING THE NEW NDMCA PRESIDENT, PAUL GIBREE

By Scooter Pursley, Clearwater Communications

When Paul Gibree feels the need for speed, he runs over to River Cities Speedway in Grand Forks and watches the sprint cars roar around the track. He knows things in the trucking industry won't move that fast, and he's OK with that.

As the new president of the North Dakota Motor Carriers Association, Gibree has a two-year term in which to identify challenges, receive feedback from his board and other members and try to implement changes to keep up with an ever-changing industry.

"There's always room for improvement," Gibree said. "The trucking and transportation industry is always changing, and I wouldn't say always to the good. I'm going to look at that and see what we can do, and reach out to board members and the industry to feel it out and see what they think."

Gibree has been an NDMCA member since 2011 and recently served on the board of directors. He joined at the urging of his supervisor at Strata Corporation. Gibree acceded to the presidency on August 27 at the conclusion of the 80th annual NDMCA convention in Fargo. He follows past-president Jeremy Oistad, who served the previous two years.

A sudden change in leadership opened the door for Gibree to step into his new role. When first approached, Gibree was eight years out from what would be his final year as a past-president. But when a vice president resigned his post, that number was reduced and Gibree felt he had time to make the commitment.

"They approached me, and I was all for it ... but it was when Jeremy became president for two years, then the next president for two years, then it would have been me for two years, then past president for two years," Gibree explained. "But one (vice president) stepped down and I volunteered to move up. I'm looking forward to it, it's going to be fun."



It turned out to be only one of two big transitions to take place. In March, it was announced that Knife River Corporation had acquired Strata, for which Gibree had served as assistant safety director. Knife River, however, splits the two divisions and Gibree is in charge of training only. "It's in the process now," Gibree said.

Gibree will oversee all aspects of training, including making sure all former Strata employees are trained in Knife River processes. "Knife River has its own training guidelines and they want all current Strata employees to go through their system within two years," he said.

When he's not on the job or watching sprint cars, Gibree enjoys camping with his wife, Kim. They have five children and enough grandchildren to keep them busy.

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# HUCKINS' LONG ROAD LEADS TO NDMCA DRIVER OF THE YEAR AWARD

By Scooter Pursley, Clearwater Communications

Hillsboro trucker Don Huckins' driving career started in the cab of an Oklahoma grain truck as a teenager and included a couple of hitches hauling tanks and explosives as a leatherneck in the United States Marine Corps.

"I started when I was 16 years old driving a grain truck in Alva, Oklahoma," Huckins recalled. "(Harvesters) came through (western South Dakota) and I helped them. The next year they flew me in and hired me to drive combine, but the guy they hired to drive truck couldn't figure out how to drive a truck. So they asked, 'Want to give it a shot?' I got one trip to a grain elevator and I drove back and they said, 'There you go, you are now a truck driver.'"

Those experiences prepared him for a 23-year career hauling Marvin Logistics products between Fargo and Texas, and after piling up 3.9 million miles without a chargeable accident, Huckins was finally recognized with the Driver of the Year Award by the Dakota Motor Carriers Association on August 27 in Fargo.

"Don's safety-minded attitude has remained a constant throughout his decades-long career, and his willingness to help craft the future of safe driving both by building stronger safety practices throughout our enterprise and mentoring the next generation of drivers have made a powerful mark on North Dakota's trucking industry," Marvin Logistics Manager David Sanford said in his nomination letter for Huckins.

Huckins was last nominated two years ago. "My leadership did a better job putting a package together this time," he recalled. "We were new to the North Dakota Motor Carriers Association at that time, they didn't know what to expect."



In addition to driving, Huckins was recognized for training other Marvin leadership team members on proper DOT pre- and post-trip inspection protocols and is a member of the incident investigation team. He also serves as fleet defensive driving instructor.

When he is on the road, he's gone for a week at a time, making dozens of trips a year delivering products in Missouri, Oklahoma and the Dallas-Fort Worth area before loading fiberglass in Amarillo, Texas, and returning home.



## 2026 NDMCA Truck Driving Championship

May 9, 2026

Fargo  
Holiday Inn



# AWARD RECIPIENTS



## TROOPER OF THE YEAR - BRANDON WADE, ND HIGHWAY PATROL

Trooper Brandon Wade started his career with the North Dakota Highway Patrol in 2008. He conducts thorough, high-quality and professional commercial motor vehicle safety inspections in accordance with Federal Motor Carrier Safety Regulations (FMCSR's) and General Hazmat Regulations. "It was my turn," said Wade, who estimated he had been nominated at least 12 times. Troopers can win the award just one time.

In 2024, Wade conducted 730 commercial vehicle inspections, including 231 Level 1, 265 Level 2, 231 Level 3 and three Level 7 inspections. He conducted 46 Performance-Based Brake Tester inspections. As a result of his high-quality inspections, Wade was able to identify 235 Out of Service violations. Wade also rewarded 192 CMV drivers with CVSA decals for demonstrating a high level of vehicle maintenance standards. "I do love doing level ones, that is a full inspection ... lights, tires, brakes, log book, everything," Wade said.



## SAFETY PROFESSIONAL OF THE YEAR - BRYCE ALLICKSON, MAGNUM TRANSPORTATION

It's safe to say that Magnum Transportation's Bryce Allickson has more than one goal in mind as he promotes safety to the fleet's over-the-road haulers. "A lot of work goes into safety because of the issues and challenges we deal with in the trucking industry," Allickson said. "We have a lot of trucks on the roads, a lot of risks and a lot of challenges come in."

With the support of Magnum's marketing department, Allickson helped launch the company's successful GOAL (Get Out And Look) safety campaign. This included distributing GOAL keychains on every truck key to serve as a daily reminder for drivers to take a moment, assess their surroundings, and avoid preventable backing accidents. Allickson is instrumental in selecting topics for monthly safety training and building the company's safety calendar to reinforce practices such as maintaining three points of contact, walking like a penguin on ice, and addressing driver wellness. Bryce also makes a point to raise awareness about important safety topics beyond driving, including human trafficking and mental health.



## SERVICE TECHNICIAN OF THE YEAR - CHAD GRIFFEY, INTERSTATE POWER SYSTEMS

*Accepting on Chad's behalf is Jeremy Retterath.*

A whole lot has changed in the world of diesel technology in the last half-century. Chad Griffey has kept up on all of those changes and kept the semis at Interstate Power Systems in Fargo up and on the road. Griffey became a diesel technician in fall 1980. In addition to unmatched loyalty of a 45-year career to one employer, he has shown the ability to easily adjust to every change that has come along. His proficiency in various platform has earned Griffey the titles "Detroit Whisperer" and "Detroit Wizard."

Griffey, a United State Navy veteran, has a great relationship with his co-workers and customers. Griffey retired from day-to-day operations in July but volunteered to continue teaching and working with younger technicians to make sure that they can diagnose and repair things correctly. "In addition to being exceptional at his craft, Chad is also an exceptional human," Interstate Power Systems Service Manager Jeremy Retterath said. "Every technician I have ever met has an ego of some level. Many also have a hot head and get fairly upset. Chad is the most down to earth, humble, and pleasant man I have ever worked with."



## SERVICE MANAGER OF THE YEAR - GRANT GRAY, MANN ENTERPRISES

Grant Gray grew up and was trained in vehicle repair and service in Denver, Colorado. Job opportunities enticed him to move to northwest North Dakota and in 2018 he joined Mann Enterprises in Watford City as assistant shop manager. Gray became shop manager in 2020, and he currently manages a staff of 12 mechanics and office personnel. He's seen some major changes in the industry. "Prices have changed a lot," Gray noted. "The hiring pool has changed but we've got a bunch of good guys here that have been with me for eight to 10 years."

His commitment to safety is best demonstrated by proactive prevention; that is, identifying and controlling risks before they lead to accidents or illnesses. Grant responds quickly to concerns and reinforces safety goals at monthly safety meetings. Gray has managed a staff with as many as 17 employees and a parts inventory exceeding \$600,000 dollars. Last year, the shop generated more than \$6.4 million dollars in repairs to Mann Enterprises equipment and other outside businesses that Grant has developed.





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**Jill Ratz**  
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**Riley Holland**  
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**Pat Severson**  
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## FLEET SAFETY AWARDS

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**Truckload 750,000-1 million**  
S & S Transport Inc.

**Truckload 1 million-2.5 million**  
Wildcat Trucking LLC

**Truckload 2.5 million-5 million**  
Altendorf Express Inc.

**Truckload 5 million-10 million**  
Dixon Bros. Inc.

**Truckload 10 million-25 million**  
Foltz Trucking

**Truckload over 25 million**  
Holland Enterprises LLC

**Private 1 million-2.5 million**  
TMI Transport Corporation

**Private 10 million-25 million**  
Marvin



**Foltz Trucking**  
**Fleet Grand Champion**

# AWARD RECOGNITION HIGHLIGHTS NDMCA CONVENTION

FARGO, N.D. – The 80th annual North Dakota Motor Carriers Association state convention August 26-27 at the Fargo Holiday Inn wrapped up with a changing of the guard and recognition for a first-time national champion driver.

The awards banquet was the culmination of two days of entertainment, education and recognition. Upon its conclusion, outgoing NDMCA president Jeremy Oistad handed over the gavel to incoming president Paul Gibree, who will serve a two-year stint as leader of the state's motor carriers advocacy group.

The day-long event included sessions by industry representatives and affiliated organizations, plus keynote speakers discuss items emphasizing safety, crash preventability, mental health and legal issues facing the trucking industry. North Dakota Attorney General Drew Wrigley gave the keynote address on the final day.

Other speakers included ATA chairman Greg Hodgen, Trucksafe Consulting founder and transportation attorney Brandon Wiseman, Meinecke-Johnson Company owner and president Eric Johnson and Believe in Safety founder Brandon Schroeder. Vendors provided networking opportunities during morning and afternoon breaks.

The event got underway Tuesday evening with an NDMCA-hosted event at Suite Shots in Fargo, where attendees mingled, ate and enjoyed golfing without embarrassing themselves on a regulation golf course.



*North Dakota Attorney General Drew Wrigley addresses the NDMCA convention in Fargo.*

Prior to the presentation of awards on Wednesday night, the NDMCA presented a special recognition plaque to FedEx Freight driver David Comings, who in the week prior had become North Dakota's first grand champion driver at the National Truck Driving Championship in Minneapolis. Comings, who studies the ATA safety manual through e-books during his daily runs across North Dakota, scored highest on the written test at the NTDC.

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# WAHPETON DRIVER FIRST NORTH DAKOTAN TO WIN NTDC GRAND CHAMPION AWARD

FedEx Freight driver **David Comings** of North Dakota envisioned himself as a champion trucker. Now he's living the dream.

Comings bested a field of 425 drivers representing 56 companies Aug. 23 at Minneapolis Convention Center and for his efforts was awarded the Bendix Grand

Champion trophy at the National Truck Driving and Step Van Driving Championships.

He earned his place in the record book competing in his fourth nationals in the 5-axle class.

"It is a surreal moment. It has been a dream," Comings said of his victory. "I just was determined this year and dreamt about it and dreamt about it to the point I am like: 'I have to stop dreaming about this or I am going to get disappointed.' I just want to do this so bad and to be standing here now talking to you guys with these trophies I just can't believe it."

"I feel it's such a privilege just to be counted as one of the 425 safest drivers that's here. To get the trophy for national champion, it's like, 'Hey, I am a national champion now.' And then to hear my name with this; It's hard to even process that my name gets up there with those [grand champions]."

The blue ribbon award debuted in 1987, 50 years after the start of NTDC.

The tournament's final round presented a series of difficulties for Comings. For the two rounds of competition, drivers are required to maneuver through an intricate course as well as take part in a pre-trip vehicle inspection.

"It was challenging. It was good. I really liked the obstacles they chose. They were the ones I've worked on, but definitely they shrunk the scoring pads and gave us room to work with," he told Transport Topics after wrapping up his final-round runoff.

Notably, Comings also took the tournament's award for best performance on the written exam of industry regulations.

"One thing I've learned is everybody learns differently," he said of his strategy for studying for the written exam, "What's worked for me is just continuing to listen and listen and absorb it that way a lot of [the] time. It takes a lot of time to soak in all the knowledge that's in that book." The NTDC test is based on ATA's Facts for Drivers. The book is available in audio-format

Earlier this year, Comings was grand champion of the North Dakota Truck Driving Championships. In an interview on the NTDC podcast prior to the contest, Comings reflected on his role with Team FedEx.

"It's truly an honor and a privilege to be a part of the team and each year connect with old friends and make new friends," he said. "I think in my first year I made a few friends from different places and we connected and then the next year a few more came in and you just get to know more people and it's so fun to rub shoulders with other safety-focused drivers."

Comings also acknowledged NTDC's blue ribbon had been top of mind for years.

"My goal is to one day hold that grand champion trophy," he said,

David's achievement is a historic moment for North Dakota and the trucking industry," said Kacey Heidrich, Administrator of the North Dakota Motor Carriers Association. "His dedication to safety, professionalism, and skill exemplifies the very best of our drivers and inspires others to pursue excellence on the road."

"For nearly nine decades, NTDC has been an inspiring exhibition of passion and skill, and this year was no exception," added Dennis Dellinger, ATA chairman and CEO of Cargo Transporters Inc. "On behalf of all ATA members, I extend heartfelt congratulations to David — and to all of this year's champions — for an incredible performance at the NTDC. I also want to thank the countless volunteers who make the truck driving championships so special, from the state-level competitions all the way to the crowning of the grand champion."



## 2025 NATIONAL TRUCK DRIVING CHAMPIONSHIPS

Minneapolis, Minnesota

North Dakota Results: Place, Class, Company

**David Comings:** 1, 5-Axle; 1, written exam; Grand Champion, FedEx Freight

**Jamie Ackerland:** 39, Straight Truck, FedEx Freight

**Christopher Scholand:** 14, 3-Axle, FedEx Freight

**Cameron Janousek:** 6, 4-Axle, FedEx Freight

**Tom Opgrand:** 43, Flatbed, XPO

**Drew Bartelson:** 22, Tank Truck, Old Dominion Freight Line Inc.

**Brad Morrow:** 14, Twins, XPO

**Audie Jaeger:** 46, Sleeper Berth, E.W. Wylie Trucking

**Treasure Paskett:** 31, Step Van, FedEx



## FUELING THE FUTURE: WORKFORCE STRATEGIES FOR NORTH DAKOTA'S TRANSPORTATION SECTOR

*Contributed by Job Service North Dakota Executive Director Pat Bertagnoli*

North Dakota's transportation industry is more than a backbone, it's a lifeline. It moves our goods, connects our communities, and powers our economy. As someone who spent 22 years with UPS and nearly a decade in oil and gas focused on transportation, I've seen firsthand the grit, resilience and pride that define this sector.

Guided by a shared commitment to workforce development, our team at Job Service North Dakota (JSND) works to uplift the industries that power our state, including transportation. I've been honored to serve alongside this team since February 2022.

Before joining JSND, I was a customer. I relied on their resources to find talent, navigate hiring challenges, and support workforce development. One challenge we faced often: applicants eager to work in CDL roles but lacking the credentials. Instead of sending a standard rejection letter, we chose a different path. We thanked them for applying, offered guidance on how to earn their CDL, and connected them with local trainers and vendors.

If they weren't a fit for us, we referred them to Job Service North Dakota to keep them in the North Dakota applicant pool, hoping to support both the jobseeker and our neighboring employers. HR platforms are quick to weed applicants out. Let's weed them back in. It's the honorable thing to do and it fits our "North Dakota Nice" reputation.

That approach wasn't just a one-time solution, it became a philosophy I've carried into my leadership and outreach: educate, redirect, uplift. In a time of workforce scarcity, this mindset isn't optional, it's essential. Every applicant is a potential contributor. Every employer is a partner in building opportunity. And every interaction is a chance to strengthen our state's workforce.

North Dakota currently holds the second-lowest unemployment rate in the nation and leads the country in labor force participation. That's not luck – it's leadership, collaboration, and visibility. At JSND, we believe that to win in workforce development, you must be seen.



Last year, our website received 4.5 million views. We host a massive virtual job fair every January, featuring dedicated pavilions for transportation, oil and gas, manufacturing and more, each designed to connect employers with qualified talent. We target outreach in the top six states where job seekers are actively engaging with our JSND job boards, bringing visibility to North Dakota's opportunities while expanding our reach.

Job seekers from 25 states and 17 countries joined us this past January. And with North Dakota's 16% population growth, I believe many new residents are encouraging their networks to explore opportunities here – bringing fresh energy to our workforce. We don't just wait for applicants, we go where they are.

Transportation professionals are builders of legacy. You deliver more than freight; you deliver opportunity. At JSND, we see you. We respect your contribution to our state and our nation. And we're here to help you grow.

Whether you're hiring your next driver, training your future dispatcher, or expanding your fleet, our team is ready to support your efforts. We ride for the brand and that brand is North Dakota. We offer recruitment strategies, labor market insights, and a human touch that reflects our deep respect for your work.

Let's build the future together – mile by mile, hire by hire, connection by connection – while honoring the legacy you continue to build. If you're ready to connect, here we are: [jobsnd.com](https://jobsnd.com).

**The IFTA Educational Forum** is designed for all stakeholders in the motor carrier industry, not just auditors and regulators. Whether you are a carrier, service provider, or compliance professional, the forum offers practical information and perspectives to support your role in the IFTA process.

The 2026 IFTA Educational Forum will take place in San Diego, California, at the Hilton Bayfront. Each year, the Forum provides a series of sessions focused on both foundational knowledge and more advanced compliance topics.

The Forum is structured to provide attendees with a clearer understanding of IFTA requirements and how they apply in practice. Sessions are led by experienced professionals, making the content relevant and actionable for those working directly with IFTA and IRP responsibilities.

In addition to the educational sessions, the Forum also provides opportunities for participants to connect with industry professionals including peers, auditors, service providers and regulators. These

conversations often enhance formal learning by offering real-world context and shared experiences from across jurisdictions.

The 2026 agenda will be posted on the IFTA website (<https://www.iftach.org/IFTAevents/>) by the end of the year. Carriers and industry professionals are encouraged to review the agenda once it becomes available and consider attending this event, which continues to serve as a reliable source of information and collaboration for the motor carrier community.

The Motor Vehicle Division, Motor Carrier Section as well as the Audit Services Division are available to help answer questions. Please reach out if you have any questions. We are here to help!

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DID YOU KNOW...

# NDSU'S UPPER GREAT PLAINS TRANSPORTATION INSTITUTE TRACKS TRUCK CRASHES TO HELP TARGET SAFETY EFFORTS

*Contributed by Upper Great Plains Transportation Institute*

The number of truck-involved injury crashes in North Dakota continues to decline, with the 2024 data reflecting a 35% reduction from 2017 according to crash data summarized by the Upper Great Plains Transportation Institute (UGPTI) at North Dakota State University. There were 9,803 truck-involved injury crashes in 2024 compared with 15,114 in 2017.

Trucks were involved in about 19% of rural road injury crashes compared with 3% on urban roadways. Over the past decade, about 84% of truck-involved injury crashes were on rural interstates and other rural roads while only about 16% of truck-involved injury crashes occurred in urban areas.

"With the difference in size between trucks and passenger vehicles—along with operational differences such as acceleration, braking, and turning radiuses—there is a heightened risk for crash events," noted Kim Vachal, program director for UGPTI's Rural Transportation Safety and Security Center. "Consequently, as traffic volumes and patterns change across the state, it's important that we monitor levels and effects of safety-related interactions between trucks and passenger vehicles."

As oil production began to boom in North Dakota more than decade ago, the ND Department of Transportation (NDDOT) and the ND Highway Patrol (NDHP) recognized that crash data being compiled then did not give a complete picture of truck crash involvement across the state. The U.S. Federal Motor Carrier Safety Administration collected crash data, but it was primarily aimed at helping trucking companies improve safety.

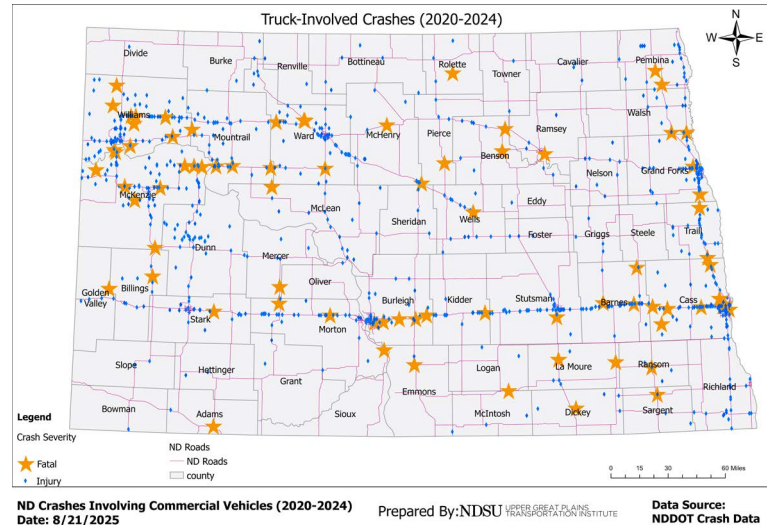
Initially, NDDOT provided funding for UGPTI to collect, analyze, and summarize truck crash data. For the last decade NDHP has contributed funding for truck safety efforts. Agencies use the data to identify problems and trends, target education and enforcement, and implement safety countermeasures. While safety is the top priority, the agencies also recognize that reducing crashes and responding to them quickly is essential to keeping traffic flowing across the state.

"With only 100 troopers available statewide to respond to events on a daily basis, we are constantly working to balance mobility and safety on the state's highways," said Lieutenant Luke Hendrickson, commander of Motor Carrier Operations for NDHP.

In 2012, UGPTI published its first "Truck Crash Facts" summary. That summary, as well as the most recent summary for 2024 and other traffic safety briefs, can be found at <https://www.ugpti.org/rtssc/briefs/>.

The 2024 Truck Crash Facts includes the following findings:

- **Rural versus urban.** About 84% of truck-involved injury crashes were on rural interstates and other rural roads over the past decade. Only 16% were located in urban areas.
- **Citations.** Care required was the most commonly issued citation in all crash categories, but this was considerably higher in single-vehicle versus multi-vehicle truck crashes, 64% and 22%, respectively. In multi-vehicle crashes, the citation was issued to the truck operator 22% of the time and to the other vehicle operator 24% of the time. DUI (alcohol) was the second most commonly issued citation, with truck drivers being cited in 4% of single-vehicle crashes and in 1% of multi-vehicle crashes. The drivers of other vehicles in multi-vehicle crashes were cited for DUI 9% of the time. No citations were issued to truck drivers in single-vehicle crashes 62% of the time. In crashes involving multiple vehicles, no citations were issued to truck drivers 78% of the time and to drivers of the other vehicles 63% of the time.



- **Driver actions contributing to injury crashes.** Among single truck vehicle crashes since 2017, ran off roadway has been the largest driver action contributing to injury crashes (30%). Operational negligence was the largest driver action contributing to other vehicle crashes at 20%, and failure to yield right-of-way was the largest driver action for multi-vehicle crashes at 20% as well. Failure to keep in proper lane (16%), over-correcting (15%), and operational negligence (13%) were also notable contributing driver actions represented with single truck vehicle crashes.
- **Types of multi-vehicle crashes.** Truck injury crashes involved multiple vehicles in 67% of occurrences. Angle and rear-end crashes comprised 75% of multiple-vehicle injury crashes when a truck was involved, while sideswipes and front-to-front crashes made up nearly 25%, respectively.
- **Seat belt use.** Restraint use by truck occupants in crashes generally exceeded use by other vehicle occupants although the disparity has been less noticeable in recent years. Use by truck occupants increased to its highest rate in fatal and disabling injury crashes in 2020 and remained nearly steady in every following year through 2024. In 2024, restraint use by truck occupants was 98.4% while seat belt use by occupants of other vehicles was at 99.5%.
- **Crashes by date and time of day.** Based on the most recent five years of crash data, more serious injury crashes (58%) occur during the second half of the calendar year, are more prevalent during workday hours (between 6 a.m. and 4 p.m.), and decline on weekends.
- **Crash location.** Regarding location, 39% of truck crashes occurred at intersections or were intersection-related, 61% of crashes were non-junction, and 40% of crashes occurring on hills were multi-vehicle. The incidence of truck crashes on curves for single trucks was 17% compared with 11% of multi-vehicle crashes.
- **Road surface.** On gravel roads, the number of truck-involved injury crashes was significantly higher than injury crashes not involving trucks. The current rate of 6% of truck-involved injury crashes on gravel roads is down from a high of 9% in 2020. The incidence of crashes on other road surfaces includes rates between 37% and 43% on concrete surfaces, and from 50% to 54% on asphalt surfaces.
- **Regions of the state.** Most truck crashes occurred in the northwest region, which includes the most oil production, ranging from 30% in 2021 to nearly 44% in 2018. Truck crashes in the southeast region were the second most prevalent, ranging from 24% in 2018 to 34% in 2022.





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## ► UGPTI partners:

- ND Department of Transportation
- ND Highway Patrol
- Federal Motor Carrier Safety Administration
- Other agencies and stakeholders

## ► UGPTI's role:

- Assembling and analyzing data
- Identifying trends
- Facilitating education
- Supporting technology adoption
- Promoting collaboration



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# 2025 DOT SAFETY AND COMPLIANCE SEMINARS

## Annual Vehicle Inspection/ Pre- and Post-Trip Inspections

October 14 – Virtual

8:30 a.m.-12:30 p.m. (Central Time)

NDMCA Members: \$80  
Nonmembers: \$160

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.

The course will address which vehicles meet the definition of a CMV, requiring an annual periodic inspection, and some of the record keeping requirements. It then goes through Part 393, and other roadside inspection information, so the inspector understands what exactly is required under Part 393 and what constitutes a violation on a roadside inspection. It lays a foundation for an inspector to know when something must be replaced or when something is working as required rather than using their opinion.

Upon completion of the class attendees will receive a certificate of attendance to help satisfy Inspector qualifications under part 396.19.

## NATMI Accident Prevention Management and Investigation Certification Class

October 15 – Doubletree by Hilton, West Fargo

8 a.m.-5 p.m.

1-day course for .5 CEU and 1 renewal point

NDMCA Members: \$410  
Nonmembers: \$510

This course focuses on how to reduce accident-related costs by preventing or reducing accidents, managing police and media interactions, and managing accident investigations effectively via documentation, evidence collection, and interviewing witnesses. Learn the three categories of accidents, three levels of accident investigation, and basic accident definitions.

- **Introduction and definitions:** Learn the three categories of accidents, three levels of accident investigation, and basic accident definitions.
- **Accident prevention and management:** Accident prevention begins with the driver during the first stages of hiring. Explore procedures for interviewing, screening, and conducting background checks on driver applicants; driver incentive programs, disciplinary policies and procedures; fatigue and hours of service regulations; company training programs; as well as the role of fleet maintenance in accident prevention.

- **Managing the police and media:** Understand the need to develop relationships with law enforcement organizations, as well as the benefits of a good media relations policy.
- **Reading and interpreting police accident reports:** All states have an accident report form, but very few if any have the identical reporting procedures. Investigate and understand the coding and notations on accident reports.
- **Data collection at the accident scene:** Develop necessary tools to utilize based on the depth of the investigation required; recording evidence and identifying primary vs. secondary evidence; proper photographic documentation of the scene.
- **Locating and interviewing witnesses:** Learn basic questions to ask all witnesses and occupants of involved vehicles and to utilize an accident reporting kit.
- **Speed estimates:** Determine vehicle speed from tire marks, critical speeds of curves, combined speeds, skip and gap skids, drag factors, and test skid procedures.

## DOT Safety and Compliance Seminars

Session 1, October 21 – Virtual      Session 2, October 23 – Virtual

9 a.m.-11 a.m. (Central Time)      1 p.m.-3 p.m. (Central Time)

WSI Policy Holder: Free  
NDMCA Members: \$80  
Nonmembers: \$160

WSI Policy Holder: Free  
NDMCA Members: \$80  
Nonmembers: \$160

*Free Registration for ND WSI Policyholders.*

**Scholarship is limited to 2 employees per company.**

**Additional employees may attend at the rates listed.**

This is a foundation course for understanding compliance with the Federal Motor Carrier Safety Regulations. The topics covered in Session 1 will be different than those in Session Two. The course will provide a comprehensive review of regulatory compliance as well as how to prepare and what to expect during an FMCSA investigation. Topics include hours of service, entry level driver training, drug/alcohol testing, driver qualification files, vehicle maintenance files, and more.

## Reasonable Suspicion Training

October 28 – Virtual

10 a.m.-noon (Central Time)

WSI Policy Holder: Free  
NDMCA Members: \$80  
Nonmembers: \$160

*Free Registration for ND WSI Policyholders.*

This course fulfills 49 CFR §382.603 requirements, providing supervisors with the mandated 60 minutes of training on alcohol misuse and 60 minutes on drug misuse. The session educates attendees on identifying warning signs and making appropriate DOT mandated testing decisions. Applies to all persons designated to supervise drivers who operate CDL-required commercial motor vehicles – such as dispatchers, lead workers, foremen, or managers. Applies only to employers with more than one CDL driver; owner-operators working solo are not required to train themselves.



## WSI Policy Holder Scholarship Terms

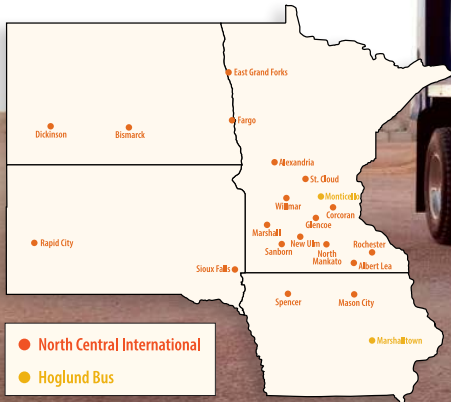
employees must be policy-holders. Participants of a company with a WSI policy will receive free registration. This scholarship is limited and will be awarded in the order registrations are received and no preference is given based on membership status with NDMCA. Companies registering multiple employees will only receive the scholarship for the first two employees. WSI Policy Number must be correct and on file at NDMCA prior to training to be awarded scholarship.

Workforce Safety & Insurance (WSI) is North Dakota's state-run monopolistic compensation fund. All employers with ND





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