



ANNIVERSARY



Back in Time:

Key Moments in NDMCA History

1934: NDMCA's Founding

In the early 1930s, the North Dakota trucking industry was growing rapidly despite numerous regulatory challenges, public opposition to trucks on what was then considered "roads" and a lack of cohesive representation.

Trucking companies and commercial vehicle operators needed a unified voice to advocate on their behalf at the state and federal levels. United by a common goal to safeguard the interests of the trucking industry, representatives met in March 1934 at the Grand Pacific Hotel in Bismarck to lay the foundation for the precursor of the North Dakota Motor Carriers Association.

According to NDMCA records, the organizational meeting was attended by "Nels Goeson, Minot; Leo Steinman, Edgeley; J. H. Riley, Sterling; C. H. Olson, Balta; Andy Froehlick, McClusky; and Franklin J. Van Osdel, Fargo." Within a month, the group had drafted articles of incorporation and on April 18, 1934, the articles were signed establishing the Northwest Truck and Bus Association.

To better align with its mission of representing all motor carriers in the state, the organization changed its name to the North Dakota Motor Carriers Association in 1948.

With the increase in commercial trucking, there was a pressing need for standardized regulations and practices. The NDMCA worked to establish consistent safety standards, operational guidelines and regulatory frameworks that would benefit both the industry and the public. By promoting standardized practices, the association aimed to enhance safety, efficiency and reliability in trucking operations.

NDMCA still faces new industry challenges head on, providing valuable resources like training programs to help members improve their operations, stay compliant with regulations and adapt to evolving industry demands.

1950s-1960s: Interstate Highway System Completion

The Federal-Aid Highway Act of 1956 marked the beginning of the Interstate Highway System, a transformative project for the United States' infrastructure. In North Dakota, the completion of I-29 and I-94 s in the 1950s and 1960s, significantly impacted the trucking industry in a positive way.

The new interstates facilitated more efficient and reliable movement of goods across the state and beyond, reducing travel times and operational costs for trucking companies. This development not only boosted the local economy but also positioned North Dakota as a critical hub in the national transportation network.

While the NDMCA continued to advocate for the interests of its members, tensions and frustrations between railroads and trucking companies simmered beneath the surface. Competing for freight transportation business, both industries engaged in regulatory disputes over safety regulations, infrastructure funding and taxation policies. Despite these challenges, there were also instances of cooperation, particularly in the realm of intermodal transportation, where railroads and trucking companies collaborated to optimize freight movement.



1970s-2000s: Deregulation and Safety Regulations

Beginning with President Dwight D. Eisenhower, every President has advocated for deregulation of the trucking industry. As deregulation continued to heat up during the late 1970s, it became the most divisive matter confronting the industry. Some carriers saw potential gain while others saw disaster. Ultimately, both proved right. Shippers, particularly large ones, generally supported deregulation.

The push to increase safety regulations was another huge challenge. In 1978, the American Trucking Association (ATA) turned back a push to change drivers' hours-of-service regulations by showing the proposed changes were unlikely to substantially reduce the number of truck crashes. However, everyone realized that the hours of service needed updating. ATA assisted the Federal Motor Carrier Safety Administration in developing new hours-of-service in 2003 that have withstood court challenges.



Today: The Impact of Trucking in North Dakota

Today in North Dakota, the trucking industry accounts for one in every 12 jobs. There are 28,630 trucking industry jobs in the state, with heavy and tractor-trailer truck drivers accounting for 10,360 jobs in 2022. Total trucking industry wages paid in North Dakota in 2022 exceeded \$1.7 billion.

North Dakota is home to 6,160 primarily small, locally owned trucking companies supported by a wide range of ancillary businesses. These companies are crucial in transporting essential goods, with trucks moving 87.3% of the manufactured tonnage in North Dakota.

Additionally, the trucking industry paid approximately \$164 million in federal and state roadway taxes in 2021. That accounted for 46% of all taxes owed by North Dakota motorists, despite trucks representing only 19% of vehicle miles traveled in the state.

The industry's commitment to safety is evident through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives. NDMCA members are involved in fewer crashes and receive fewer violations at roadside inspections than their industry peers.

The establishment of the NDMCA 90 years ago marked the beginning of a new era for the trucking industry in North Dakota. The association continues to evolve and adapt, always striving to support its members and advance the interests of the trucking community. Through advocacy efforts at the legislature and proactive public outreach initiatives focused on truck safety, the NDMCA remains committed to improving industry standards and enhancing the well-being of its members.

The first issue of *Rolling Along* was published in 1948. It quickly became an invaluable resource for NDMCA members, providing timely updates on current events, changes in industry regulations, and Association news.

Today, the magazine remains an important tool for communicating with members, sharing information on events, and recognizing news within the Association.



3,000 Persons Witness 1948 Rodeo



The ND Truck Driving Championships (TDC) is a competition for professional truck drivers hosted annually by the NDMCA. This competition has a long history, dating back to the late 1930s when it was known as the *National Truck Rodeo*. This photo taken in 1948 shows a crowd of up to 3000 spectators gathered in Minot at the fairgrounds to watch the competition. Competitors in 1948 chose to compete in either the semi-trailer division or straight truck division. Today's TDC features 9 classes, 3 axle, 4 axle, 5 axle, sleeper berth, flatbed, tank truck, straight truck, twin trailers and step van.

First published in 1959, the *Lawmakers of North Dakota* publication is a proud tradition of the North Dakota Motor Carriers Association.

