

P.A.M. Transportation Services, Inc. Announces Closing of Acquisition of Assets of McNeill Trucking, Inc.

April 9, 2003 – P.A.M. Transportation Services, Inc., ([NASDAQ:PTSI](#)) announced that it has closed the acquisition of McNeill Trucking, Inc. of Little Rock, Arkansas. A wholly-owned subsidiary of the Company acquired assets of McNeill Trucking, Inc. and will operate the new business as McNeill Express, Inc.

Bob Weaver, President and CEO of the Company, said: “The addition of McNeill will give us added capacity to handle additional freight demands from our customers as well as a strategic location for both equipment maintenance and driver recruiting. Much of our freight traffic is routed directly through Little Rock, Arkansas, which will decrease the need for the use of outside repair vendors. In addition to McNeill, we are also proud to announce that the Company has been recommended for upgrade to the ISO 9000: 2000 standard by the company’s registrar.”

P.A.M. Transportation Services, Inc., is a leading truckload dry van carrier transporting general commodities throughout the continental United States as well as in the Canadian provinces of Ontario and Quebec. The company also provides transportation services in Mexico through its gateways in Laredo and El Paso, Texas under agreements with Mexican carriers.

Certain information included in this document contains or may contain “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. Such forward-looking statements may relate to expected future events or financial or operating results, and are prospective. Such forward-looking statements are subject to risks, uncertainties and other factors which could cause actual results to differ materially from future results expressed or implied by such forward-looking statements. Potential risks and uncertainties include, but are not limited to, excess capacity in the trucking industry; surplus inventories; recessionary economic cycles and downturns in customers' business cycles; increases or rapid fluctuations in fuel prices, interest rates, fuel taxes, tolls, license and registration fees; the resale value of the Company's used equipment and the price of new equipment; increases in compensation for and difficulty in attracting and retaining qualified drivers and owner-operators; increases in insurance premiums and deductible amounts relating to accident, cargo, workers' compensation, health, and other claims; unanticipated increases in the number or amount of claims for which the Company is self insured; inability of the Company to continue to secure acceptable financing arrangements; seasonal factors such as harsh weather conditions that increase operating costs; competition from trucking, rail, and intermodal competitors; the ability to identify acceptable acquisition candidates, consummate acquisitions, and integrate acquired operations; and a significant reduction in or termination of the Company's trucking service by a key customer. Readers should review and consider the various disclosures made by the Company in its press releases, stockholder reports, and public filings, as well as the factors explained in greater detail in the Company's annual report on Form 10-K. The Company undertakes no obligation to update or clarify forward-looking statements, whether as a result of new information, future events or otherwise.

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