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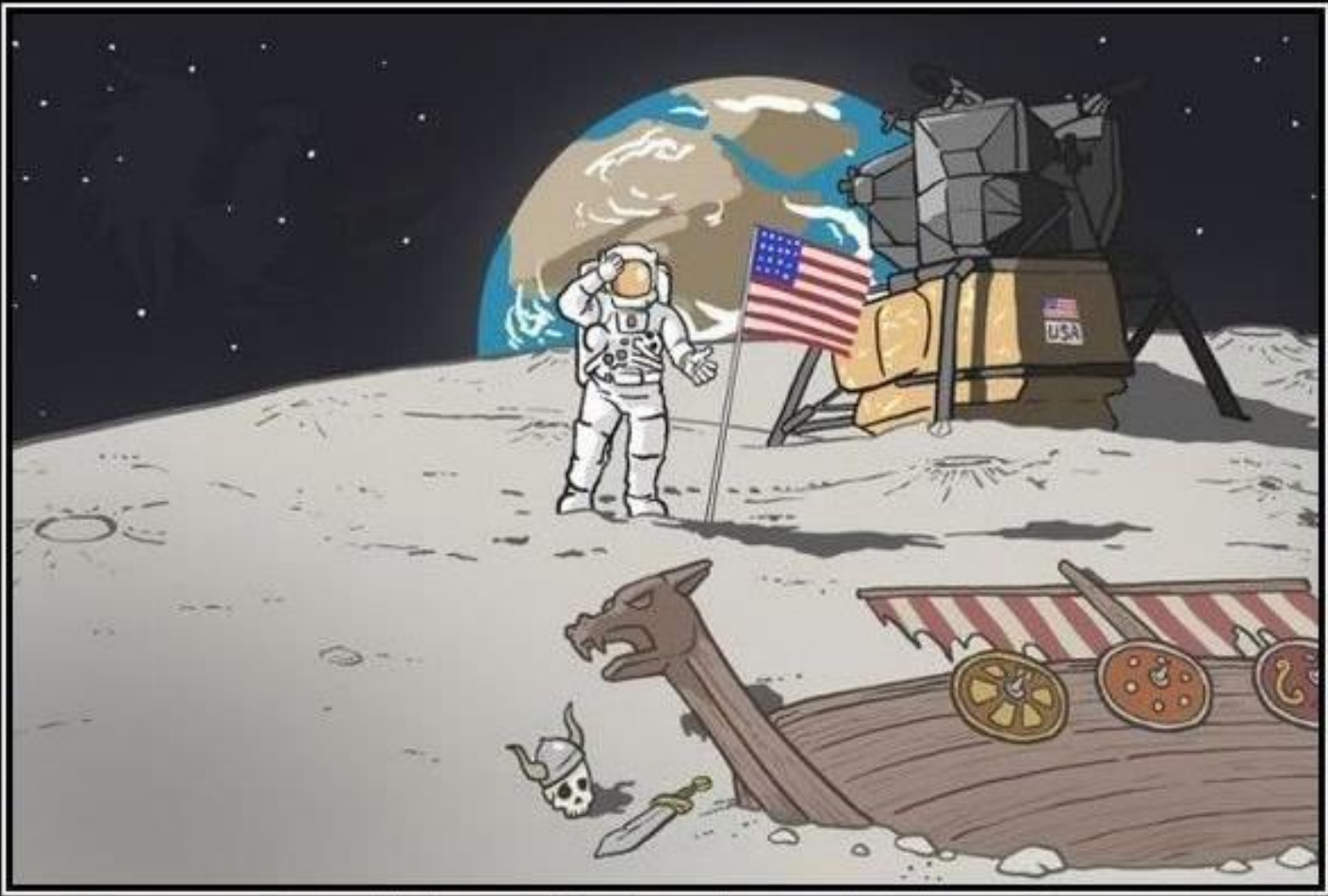
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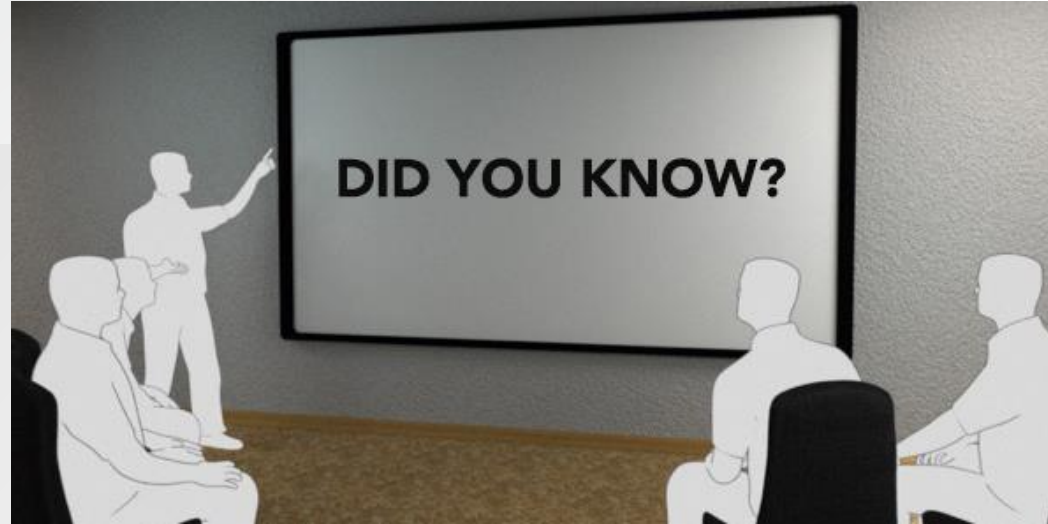
One Law, Many Shades of Grey: Adopting
New Federal Driver Training Standards in
the U.S.

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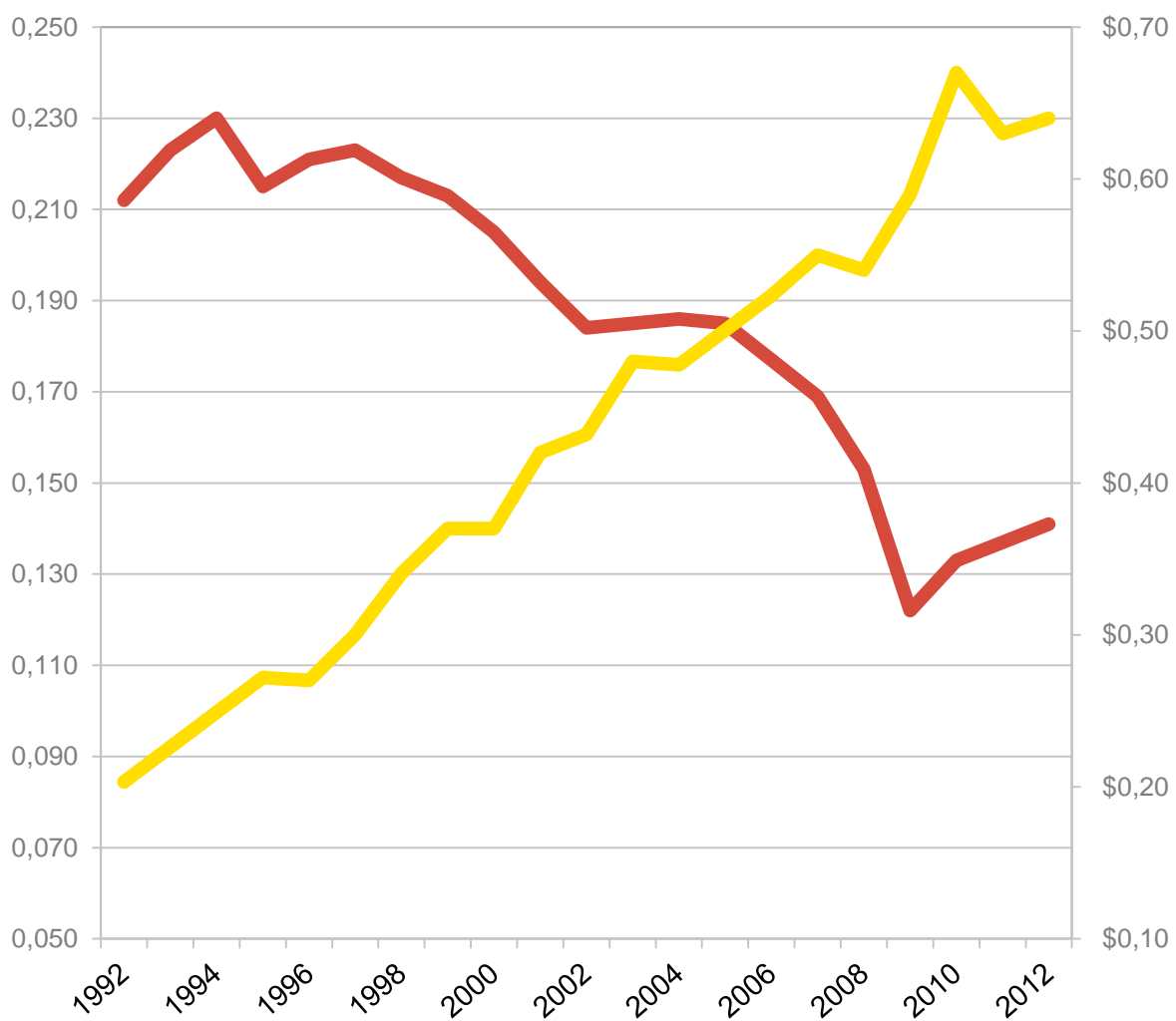


**Vikings? Seriously?
Oh, come on...**



- | | | |
|-------------------|-------------|---|
| 1. Answer: | 3,800 | Question 1: How many lives are lost each year in the US due to truck/car collisions? |
| 2. Answer: | 6.5 million | Question 2: How many commercial licensed drivers in US? |
| 3. Answer: | 175,000 | Question 3: What is the projected driver shortage by 2020? |
| 4. Answer: | 95% | Question 4: How many training schools are considered “CDL mills”? |
| 5. Answer: | 1.2% | Question 5: What % of net revenue do the Top 50, leading US transportation companies invest in safety training? |
| 6. Answer: | 2020 | Question 6: When does the US’s first professional driver training program and instructor certification requirements go into effect? |

You Could Say That The U.S. Is A Little "Stuck In The Mud" When It Comes To Professional Standards



Sources:
ATRI, FMCSA

Current Driver Training Requirements



- **Entry-level, commercial driver:**
A CDL driver hired with less than one year of experience operating a vehicle requiring a CDL
- **Entry-level driver must be trained on four topics:**
 - Driver qualification
 - Hours of service
 - Driver wellness
 - Whistleblower protection
- No minimum time requirements; no curricula. No grades.
- Upon completion of training, driver is to be given a certificate of training
- Has been in place in place for 10+ years
- Factors that shifted U.S. towards tougher standards: **accidents trends, pressure from public safety advocacy groups and litigation.**
- Lawsuit filed against DOT set in motion the 'negotiated rulemaking process' (a shortened version of DOT's longer, more lengthy, process)
- Industry stakeholders selected to determine new training requirements and create curricula and testing standards

New Driver Training Requirements: "Entry Level Driver Training" or ELDT

- The final rule establishes new training standards for individuals applying for:
- A Class A or B commercial driver's license (CDL) for the first time;
- An upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL); or,
- A hazardous materials (H), passenger (P), or school bus (S) endorsement for the first time.



Executive Order

- On 1/30/17, President Trump signed an Executive Order on reducing regulation and controlling regulatory costs for Federal agencies including the Department of Transportation (DOT) Federal Motor Carrier Safety Administration.
- “Any new incremental costs associated with new regulations shall, to the extent permitted by law, be offset by the elimination of existing costs associated with at least two prior regulations”.
- The new ELDT affecting driver training is expected to go live by February 2020.



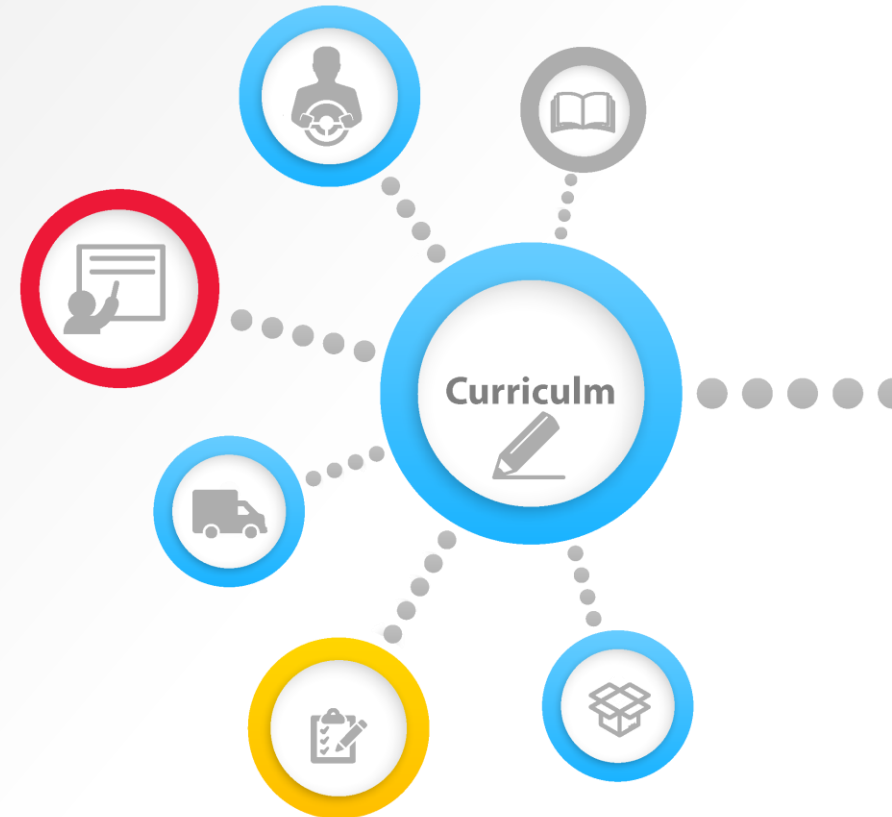
What Do New Drivers Need To Do?

- CDL students must complete a prescribed program of instruction presented by an entity listed on FMCSA's Training Provider Registry (TPR), prior to taking the State-administered CDL skills test, or for the (HazMat) H endorsement, prior to taking the knowledge test;
- The Federal TPR will include all entities (including public and private CDL training programs, fleet-operated CDL training programs, etc.) that register with FMCSA and self-certify they meet the requirements for providing CDL training (minimum criteria for CDL instructors, facilities, curriculum, etc.).



Rule includes five (5) separate curricula:

1. Class A CDL
2. Class B CDL
3. Hazardous Materials (H) endorsement;
4. Passenger (P) endorsement;
5. School Bus (S) endorsement



- The Class A & B CDL & endorsement curricula generally subdivided into theory (knowledge) & behind-the-wheel (BTW, range & public road) segments;
- **There is no minimum number of hours** that driver- trainees must spend on the theory portions of any of the individual curricula;
- Training provider must provide instruction in all elements of the applicable theory curriculum and driver-trainees must receive an overall score of at least 80% on assessment (written or electronic).

ELDT Curricula

- The BTW curricula for the Class A and Class B CDL, comprised of range and public road segments, include discrete maneuvers which each driver-trainee must proficiently demonstrate to the satisfaction of the training instructor;
- **There is no minimum number of hours that driver- trainees must spend on the BTW elements of the Class A, Class B, or P or S endorsement curricula. This was the most controversial piece of the new law.**
- Training provider must not issue the certification information unless the driver-trainee demonstrates proficiency in performing all required BTW skills.
- Simulators and online training may only be used for theory portion of the required training (but cannot be a substitute for BTW training);
- Instructors need to have a minimum of 2 years of experience to be considered for classroom or road/range work.

Training Provider Registry

To be placed on FMCSA's Training Provider Registry (TPR) the entity must:

- – Meet the applicable Eligibility Requirements;
– Complete and submit (online) a Training Provider Identification Report; and Affirm under penalties of perjury that they will teach the prescribed curriculum appropriate for that license or endorsement and that they meet the eligibility requirements.
- Training providers must transmit electronically the training certification information for each student to FMCSA via the TPR when student completes the course;
- FMCSA will transmit electronically the training certification information to the State Driver Licensing Agency (SDLA) as proof the CDL applicant has completed the training prior to taking the State-administered CDL skills test prior to taking the knowledge test;
- The SDLAs must modify their I/T systems to receive the certification information from FMCSA and to post that information on the applicant's CDLIS driver record. To be eligible for TPR listing, an entity must:
 - Follow a curriculum that meets the applicable criteria
 - Utilize facilities meeting the criteria
 - Utilize vehicles meeting the criteria
 - Utilize instructors meeting the criteria
- -- Meet recordkeeping requirements
- -- Be licensed, certified, registered, or authorized to provide training in keeping with laws and regulations of any State where training is conducted.

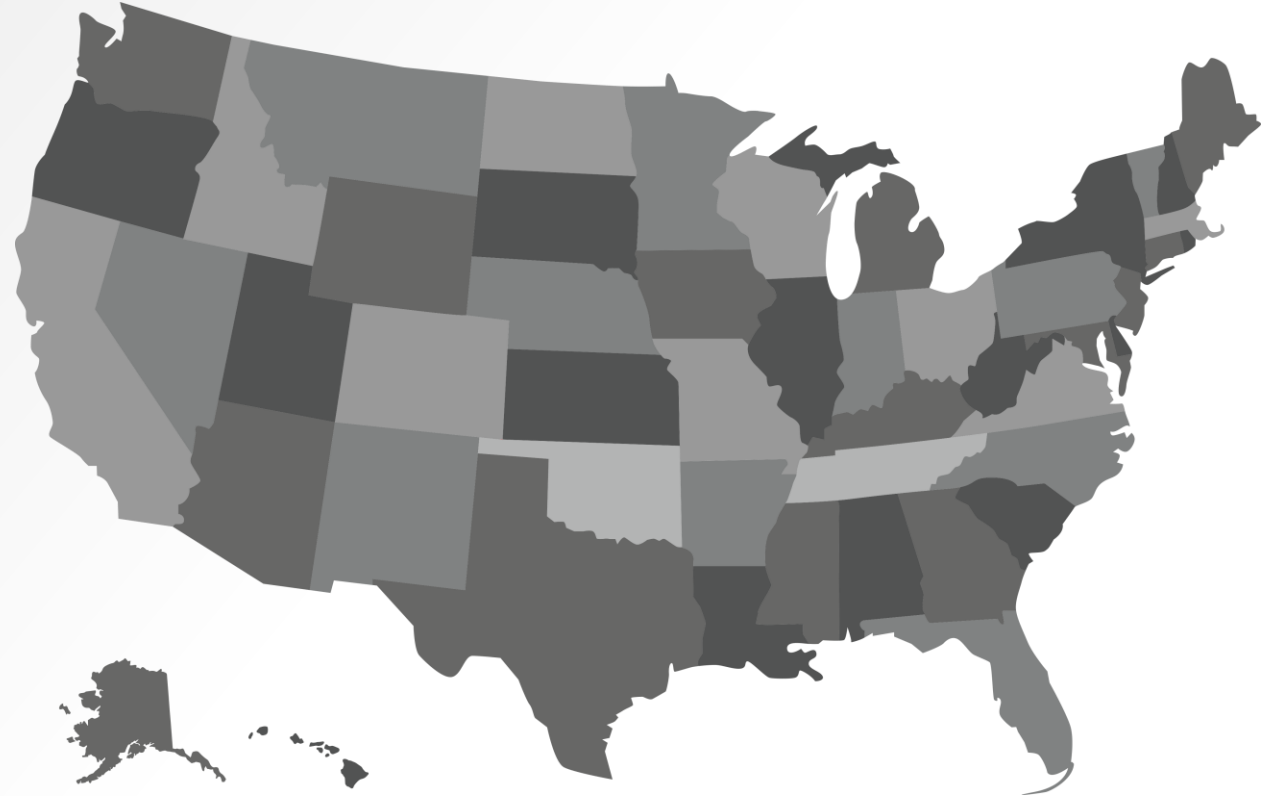
TPR Registered as
school. Minimally
meets federal
requirements

Driver completes
Training; digital
certificate created
for state licensing
agency

State Licensing
Agency Uses
Database to
confirm completion
requirements

One Law: Many Shades of Grey

- Must comply with new Federal minimum ELDT law.
- Each state can apply higher standards to curricula, instructor qualification, facility and equipment standards.
- Variances are often driven by states' revenue goals or limited by union contracts.
- Example of a few "Grey" states: Pennsylvania, Florida, California, Wisconsin, Ohio among many others.





Future Questions / Challenges

- Do we need to modify '2 year experience' requirement for instructors and ensure they have proper competencies to teach?
- Should states modify the licensing agent requirements and/or train so objective assessment is possible?
- Can states gain agreement on performance tests?
- Will companies share safety data to help all of us confirm the value of these changes?
- Will states allow '3rd party testing' to address growing backlog and delays in testing?
- How will we judge the success of this transformation 5 years from now?

