



The DRIVE-Safe Act, H.R.1374/S.569

NACD Position

NACD supports legislation that addresses the massive truck driver shortage affecting the movement of American commerce. NACD supports efforts to:

- Expand the availability of commercially licensed drivers by promoting opportunity and enhanced training for the 18- to 21-year-old population,
- Strengthen training programs beyond current standards to ensure greater safety, and
- Lift intrastate driver restrictions that currently prohibit younger drivers with commercial driver licenses (CDL) from moving goods across state lines.

Policy Background

Ongoing rail service disruptions and our nation's truck driver shortage are impacting chemical distributors' ability to provide on-time product delivery. Contributing to the shortage is the slow replacement of retiring drivers because commercial drivers are not permitted to move goods interstate until they have reached 21 years of age.

Today's interstate restrictions hurt businesses that are bound by contract to deliver product on time. Many products are delivered via rail or truck. Continuing rail service disruptions and an aging workforce that has created a driver shortage prevent businesses such as chemical distributors from competing in today's market

Current Legislation

The DRIVE-Safe Act (H.R.1374, S. 569), legislation introduced by Representatives Trey Hollingsworth (R-IN), Henry Cuellar (D-TX), and Senators Todd Young (R-IN) and Jon Tester (D-MT) addresses the driver shortage by lifting intrastate restrictions for CDL holders under the age of 21. Not only will this bill reduce the strain commerce is facing, it will also strengthen driver training requirements. Under this legislation, once a driver obtains a CDL they may begin a two-step program of additional training, which includes rigorous performance benchmarks that each candidate must achieve. The program will require these drivers to complete at least 400 hours of on-duty time and 240 hours of driving time with an experienced driver in the cab with them. All trucks used for training in the program must be equipped with safety technology, including active braking collision mitigation systems, video event capture, and a speed governor set at 65 miles per hour or below.