



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

NACD Position

NACD supports legislation that addresses shortages of truck drivers hauling freight within the United States. 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

Over the past several years, ongoing rail service disruptions and our nation's truck driver shortage have impacted chemical distributors' ability to provide on-time product delivery. Though the situation improved in 2019 and 2020, experts predict a severe upcoming drop-off in the number of drivers due to the older average age of the workforce and low replacement rates. In order to improve recruitment into the industry, Congress must adjust the requirements necessary to become an interstate truck driver.

As has happened earlier this decade, a driver shortage will mean that chemical distributors will face an overwhelmingly tight market for drivers — one that cannot meet our economy's demand. Many companies will face crippling increases in transportation costs, and many other companies may find themselves unable to make deliveries at all if no drivers are available.

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.