

## CDL Driver Shortage

### The Problem

No industrial sector is having more difficulty finding and retaining qualified drivers than the motor fuels distributing and marketing sector. The shortage of drivers has become so severe that motor fuels distributors are finding it increasingly difficult to move gasoline and other petroleum products to wholesale and retail customers in a timely manner. The shortage of qualified CDL drivers, combined with long wait times loading product at terminal racks, are jeopardizing the needed certainty in America's petroleum distribution chain. Additionally, the pool of qualified CDL holders has been decreasing for the past decade, creating the nationwide shortage of drivers necessary to deliver essential goods to American consumers.

The often-overlooked factor that contributes to the CDL driver shortage is finding qualified applicants. In some cases, carriers must reject 90 percent of applicants because they fail to meet at least one of the prerequisites to be qualified to drive. There are many barriers to entry for new drivers: age requirements, CDL testing standards, strict drug and alcohol testing regimes and, perhaps most importantly for many carriers, unrealistic requirements for spotless driving records.

### EMA Recommendations to address the HAZMAT Driver Shortage

- **Amend the hazardous materials training requirements under 49 CFR 172 to allow for narrowly tailored, industry specific training modules to replace the current generalized, one size fits all training paradigm.** Drivers in the motor fuels distributing and marketing industry often express frustration with training curricula requirements that are unrelated to their job. Many hazardous materials endorsement applicants are deterred by the breadth of general industry awareness training required under 49 CFR 172.704 (a)(1) and the corresponding testing requirements. By focusing driver awareness training on industry specific standards, more drivers will pass their hazardous materials testing requirements. In combination with industry specific criteria, we support the function specific training required under 49 CFR 172.704 (a)(2).
- **Streamline the Transportation Security Administration's (TSA) Security Threat Assessment enrollment process.** This safe and secure process will allow CDL drivers who must renew or enroll in more than one program - Transportation Worker Identification Credential ("TWIC"), Hazardous Materials Endorsement ("HAZMAT") and TSA PreCheck - to avoid duplicative and costly background checks. Allowing one background check for all TSA programs at initial enrollment and renewal will remove costly regulatory burdens that dissuade drivers from upgrading their current CDL or entering the profession.
- **Provide individual CDL drivers with a \$7,500 refundable income tax credit** as an incentive to keep current CDL drivers from leaving the profession and attract new entry level drivers to offset the current CDL driver shortage.
- **Expand the availability of EB3 Visas** or offer short term emergency Visas to qualified foreign drivers.

## “THE ASK”

- Join Congressman Troy Balderson (R-OH) in sending a **letter to Transportation Secretary Pete Buttigieg** highlighting issues to address the driver shortage.
  - Contact Nate Zimpher, [Nate.Zimpher@mail.house.gov](mailto:Nate.Zimpher@mail.house.gov) in Rep. Balderson’s office to cosign the letter.
- **Cosponsor H.R. 6571, *TSA Security Threat Assessment Application Modernization Act***, to require the TSA to standardize the enrollment process for CDL drivers applying for multiple TSA security Threat Assessment credentials, including the Transportation Worker Identification Credential, Hazardous Materials Endorsement, and TSA PreCheck programs. This TSA improvement will encourage more CDL drivers to upgrade their CDL without having to undergo costly, time consuming and duplicative background checks for each credential.
- **Cosponsor H.R. 7348, *Strengthening Supply Chains Through Truck Driver Incentives Act of 2022***, to provide a \$7,500 two-year, refundable income tax credit for CDL drivers operating combination tractor/trailer vehicles. Please support changes to the bill expanding tax credit eligibility to CDL drivers operating straight trucks as well. This legislation will help ease the driver shortage and supply chain backlog.

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