

QA-18027

FHWA-97-2199-56

ADVANCED NOTICE OF PROPOSED
RULEMAKING TRAINING FOR ALL
ENTRY LEVEL DRIVERS O1?
COMMERCIAL MOTOR VEHICLES

FHWA DOCKET NO. MC-93-12

Rec by Federal
Express in Hand
8/19/93
HCC-10

Federal Highway Administration
FHWA Docket No. 93-12
Room 4232, KC-10
Office of Chief Counsel
400 Seventh Street, S.W.
Washington, D.C. 20590

93 AUG 19 11:17
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COMMENTS OF FEDERAL EXPRESS CORPORATION

Federal Express Corporation ("Federal Express") respectfully submits the following comments to the Advanced Notice of Proposed Rulemaking ("Proposed Rule") on Training for All Entry Level Drivers of Commercial Motor Vehicles ("CMV's"). Federal Express is opposed to the issuance of the proposed rule because motor carriers currently provide effective training to drivers of CMV's in accordance with DOT regulations as well as to ensure the safety of their operations. Consequently there are no further safety benefits that motor carriers will realize from promulgation of the proposed rule.

I. Federal Express provides effective training for Entry Level Drivers of CMV's

Federal Express requires entry level CMV drivers to complete a three week classroom training program which includes those subjects listed in the Professional Truck

Driver Institute of America's Model Curriculum (the standard referenced in the Proposed Rule). Following classroom training, prospective drivers are required to complete one week of on-the-job training with an experienced driving trainer. Entry level drivers must successfully complete both phases of Federal Express' training program before operating a CMV on public highways.

Federal Express' program is constantly monitored by Instructional Design teams that analyze the effectiveness of the training provided and ensure that the information included in the program is consistent with current industry updates. Federal Express also has task forces comprised of drivers and trainers that provide feedback on the effectiveness of the curriculum, training procedures and recommend any necessary modifications.

Based upon information provided by other motor carriers and industry associations, Federal Express contends that the motor carrier industry currently has training programs for entry level drivers of CMV's that meet or exceed the requirements of the proposed rule.

II. Existing DOT Regulations require training for Entry Level Drivers of CMV's

DOT regulations currently require motor carriers to ensure that drivers are properly trained or qualified to safely operate a CMV. 49 CFR 5391.11 requires motor carriers to ensure that all drivers are properly qualified

to safely operate the type of motor vehicle they drive. Motor carriers may provide training to assure the qualifications of a driver or may base this determination upon the individual's driving experience.

The Commercial Motor Vehicle Safety Act of 1986 was intended to improve highway safety by ensuring that drivers possess the requisite knowledge and skill to safely operate CMV's on the public highways. The legislation established the Commercial Drivers License program and required the FHWA to establish minimum standards for CMV drivers. Although this legislation does not require training, it does require a driver to demonstrate the requisite minimum knowledge and skill necessary to operate a CMV.

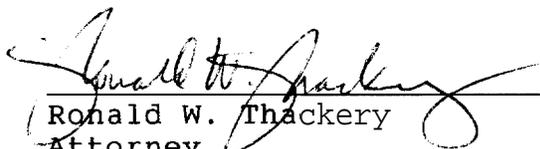
Regardless of the method for assuring that drivers are properly qualified, drivers are required to successfully complete a Road Test to demonstrate their ability to safely operate a CMV before driving on behalf of a motor carrier (49 CFR §391.31). Successful completion of the Road Test requires the driver to demonstrate that he is capable of operating the vehicle and associated equipment. The Road Test enables the motor carrier to ensure that the driver has been properly trained or has the requisite experience necessary to safely operate the CMV.

In response to these regulations, motor carriers have established extensive driver training programs. Motor carrier's recognize that effective driver training programs are essential to the safety of their operation. In consideration of the size and value of a motor carriers fleet, the scope of motor carrier operations and the potential liability that can result from the unsafe operation of a CMV, motor carriers have long recognized the importance of establishing informative and effective driver training programs.

III. The Proposed Rule will not Produce any Further Benefit to the Motor Carrier Industry

Promulgation of the proposed rule will not produce any safety or other benefit to the motor carrier industry. Federal Express and most motor carriers have established training programs for entry level drivers of CMV's that meet or exceed the Model Curriculum for the Professional Truck Driver Institute of America. The proposal will merely codify existing regulations and industry practice, which consequently will not produce any further safety benefit to the industry.

Respectfully submitted,
 FEDERAL EXPRESS CORPORATION


 Ronald W. Thackery
 Attorney
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		07/18/93
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