

This sounds to me like a solution in search of a problem.

There is already de facto gradation for age in CDL's; CDL holders under the age of 21 cannot now engage in interstate operation of a CMV. CDL holders under 23 cannot engage in interstate operation of a CMV carrying hazardous materials. Persons under 18 cannot obtain a CDL.

All states already require both a written and a road test before a CDL is issued, ostensibly testing for a minimum acceptable level of knowledge and skill for the specific type of CMV to be operated.

The lion's share of accidents involving CMV's are the fault of one or more non-CDL drivers, so additional licensing restrictions could only possibly address a small minority of accident causes.

While drivers at a young age might safely be assumed to have little experience driving a CMV, they may not be the only risk pool. Older drivers with a lifetime of bad habits and deteriorating senses and reactions who upgrade to a CDL might be more dangerous than a young driver.

Any graduation scheme should therefore not address age, but should address achieved levels of skill and judgement. This would be a very difficult program to administer with any semblance of success and fairness.

My suggestion is threefold: One, drop this scheme and concentrate on increasing the competence of those drivers who actually create the accidents; Two, if CDL drivers competence is actually in question, then raise the minimum standards of the initial license testing already in place; Three, increase enforcement of traffic laws already in place and to remove dangerous scofflaws from the roadways.