

# 2022 OUTLOOK U.S. APPLE ASSOCIATION

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# OVERVIEW

ELDT

Driver Shortage

- What's being done
- What's hindering the effort

Bipartisan Infrastructure Bill (BIF)

Supply Chain Issues



# ENTRY-LEVEL DRIVER TRAINING (ELDT) FINAL RULE

Published in 2016, mandated by MAP-21

Set a Federal standard for mandatory training of entry-level drivers

- Establishes minimum training requirements entry-level drivers and training providers must meet
- States may have requirements that exceed Federal requirements

Compliance Date: February 7, 2022

Established the need for the Training Provider Registry (TPR)

# DRIVER REQUIREMENTS

- Entry-level drivers must complete the applicable training from a registered training provider.
- Must be completed prior to taking a CDL skills test or, if applying for the H endorsement, knowledge test.
- Individuals who obtain a commercial learner's permit (CLP) on or after February 7, 2022 will be required to meet the ELDT requirements.
- Individuals who obtain a CLP before February 7, 2022 are not subject to the new ELDT regulations for obtaining a CDL, so long as they obtain a CDL or endorsement before their CLP (or renewed CLP) expires.

# TRAINING

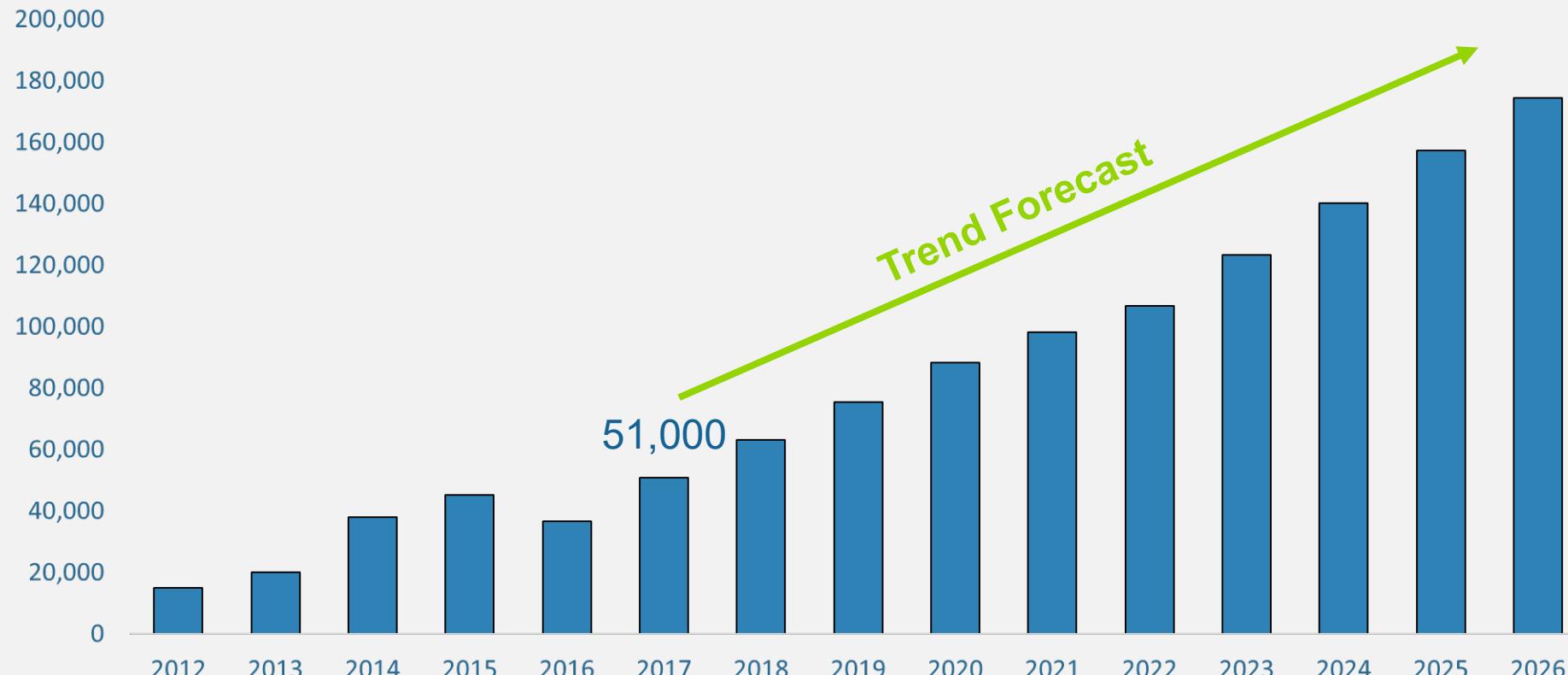
## Theory training (“classroom”)

- Basic Operation
- Safe Operating Procedures
- Advanced Operation Procedures
- Vehicle Systems and Reporting Malfunctions
- Non-Driving Activities(e.g., Hours of Service)

## Behind the wheel

- No minimum number of hours, training provider will determine driver's proficiency
- Basic vehicle control skills and mastery of basic maneuvers

# DRIVER SHORTAGE



Source: ATA's Truck Driver Shortage Analysis 2017

# DRIVER SHORTAGE

## Regulatory

- FMCSA pilot project (18-20yr military drivers)
- Not a large pool, but discussion has begun
- Minimize roadblocks for former military

## Legislative

- DRIVE SAFE Act – pilot project passed in BIF

## Industry

- Increase in \$\$
- More flexible schedules

# DRIVER SHORTAGE: DRIVERS

Aging workforce

Insurance costs

COVID vaccine mandates

- Federal contractors (currently stayed)
- Business over 100 employees (Supreme court ruling)
- Cross boarder mandate

Alternative Career paths

21+ interstate age threshold

CA AB5

# BIPARTISAN INFRASTRUCTURE: INFRASTRUCTURE INVESTMENT AND JOBS ACT

The bipartisan bill bolsters highway safety, creates new career pathways into trucking, reinforces the supply chain with overdue investments, and provides a foundation for long-term economic growth.

*“Roads and bridges are not political—we all drive on them. A majority in the House realized this today and did what’s right for the country, not themselves.*

*From farmers to truckers, the millions of hard-working people who make this country great won today. Those lawmakers who put their constituents before themselves to help seal this achievement have cemented a lasting legacy that the American people will now see, feel, and use for many decades to come.”*

*- Chris Spear, President and CEO of American Trucking Associations*

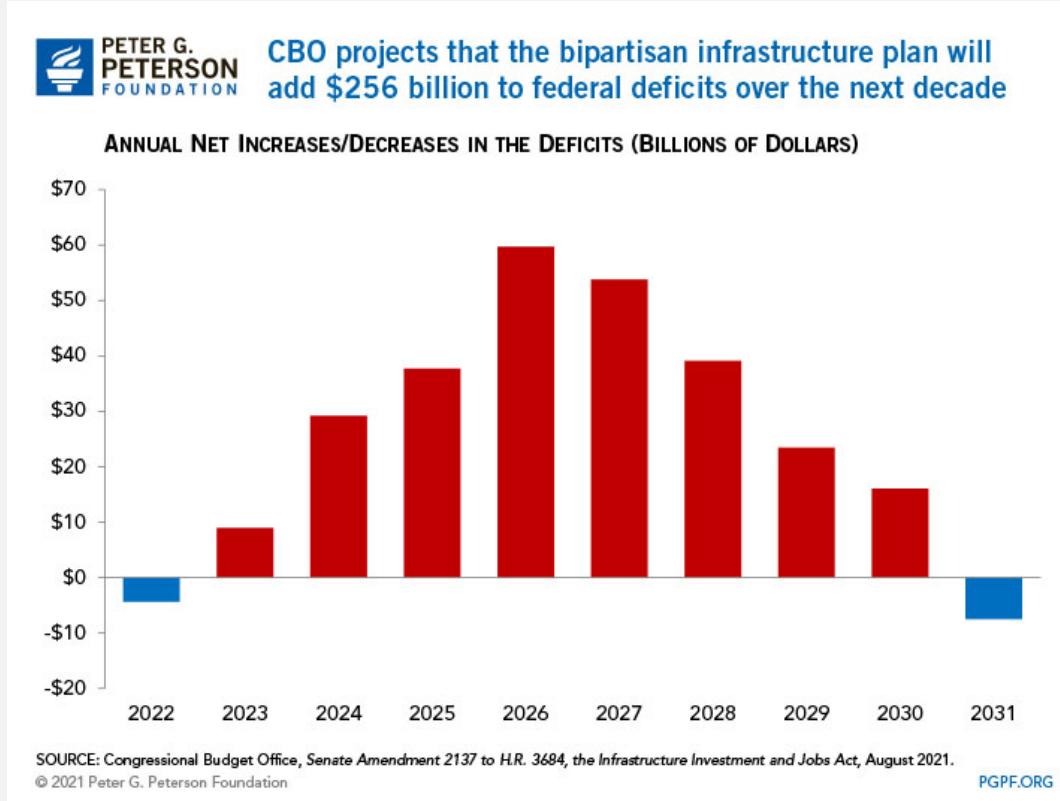
# ROADS AND BRIDGES

- The bill provides \$110 billion to repair the nation's aging highways, bridges and roads.
- According to the White House, 173,000 total miles or nearly 280,000 kilometers of America's highways and major roads and 45,000 bridges are in poor condition.
- The almost \$40 billion for bridges is the single largest dedicated bridge investment since the construction of the national highway system, according to the Biden administration.

# HIGHWAYS

- \$351 billion for highways over five years from the Highway Trust Fund (HTF) and General Fund (\$307 billion or 90% provided as formula apportionments to states.)
- \$12 billion for FMCSA and NHTSA safety programs. This is a 38% increase in highway elements from the Highway Trust Fund over funding levels in the Fixing America's Surface Transportation Act (FAST Act).

# BIPARTISAN INFRASTRUCTURE: TAX AND SPEND



It's important to remember that the \$1.2 trillion figure is misleading.

- Of that, roughly half was what would have been the normal renewal of federal surface transportation spending.
- The new additional spending was offset in the bipartisan package in a few ways such as:
  - delaying a Medicare Part D rebates from 2023-2026
  - increasing tax enforcement on cryptocurrencies
  - reinstatement of Superfund fees for chemicals (which helps fund pollution cleanups)
  - using some unspent COVID-19 relief funds.

All that said, the estimate by CBO is that the bill would increase deficits by \$256 billion (this is debt- printed money) over the next 10 years

# BIPARTISAN INFRASTRUCTURE: TAX AND SPEND

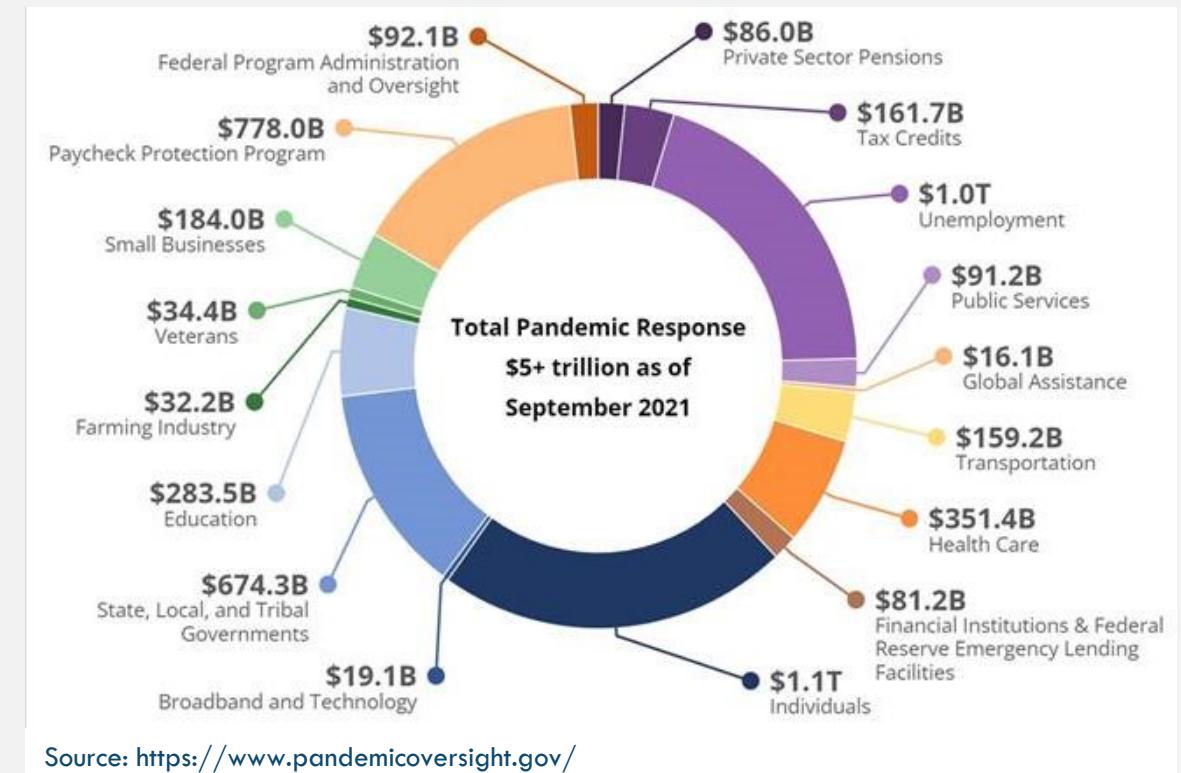
*"The fact that the infrastructure bill isn't fully paid for will be easily offset by the efficiencies we'll experience in the economy and supply chains over the course of time."*

– David Bauer, ATA Vice President of Tax Policy

ATA and other stakeholders viewed the bill as an investment in America's future

- Hard infrastructure has long lasting and tangible impacts on supply chain issues and congestion
- Generational level investment in ports, bridges, airports, and roads has been a priority for ATA and others for quite awhile.

Separate from infrastructure bill, we have incurred significant debt over the past year, with the almost \$6 trillion printed during the pandemic. The \$256 billion debt over 10 years is a pittance in comparison.



# SUPPLY CHAIN ISSUES

Port Congestion

Driver shortage

Warehouse/storage capacity

Lack of Chassis

Containers being shipped back empty

# OCEAN SHIPPING REFORM ACT

Updates the Shipping Act to reflect today's maritime marketplace and end abusive practices by foreign-owned ocean carriers against American shippers and truckers

Ensure that American exports are loaded on ships for foreign markets

Stops excessive detention and demurrage charges

# QUESTIONS?



# CONTACT INFO

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