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).
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.

Source: https://www.pandemicoversight.gov/
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?
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