New Entrant Training and Testing

Kelly Stowe

U.S. Department of Transportation
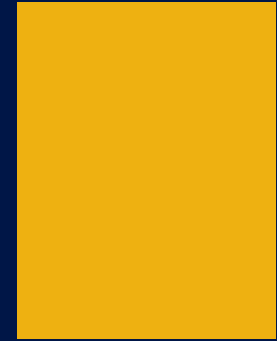**Federal Motor Carrier Safety Administration**

Federal Motor Carrier Safety Administration

2024
SAFETY RESEARCH FORUM

VIRTUAL EVENT

Background

In 2012, Congress directed the Secretary to establish a written proficiency exam for applicant motor carriers in Section 32101(b) of the Moving Ahead for Progress in the 21st Century Act.
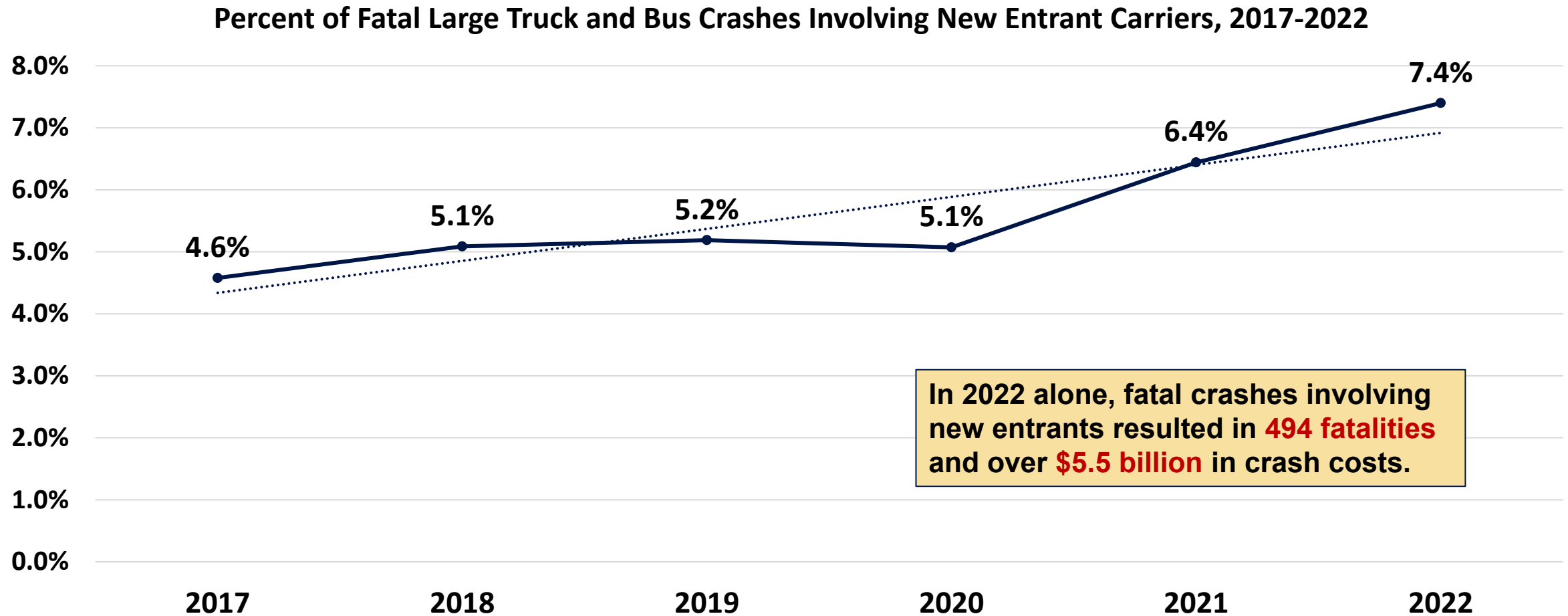
(b) WRITTEN PROFICIENCY EXAMINATION.—

Not later than 18 months after the date of enactment of this Act, the Secretary shall establish through a rulemaking a written proficiency examination for applicant motor carriers pursuant to section 13902(a)(1)(D) of title 49, United States Code. The written proficiency examination shall test a person's knowledge of applicable safety regulations, standards, and orders of the Federal government.

49 USC 13902 note. Deadline.

⚠️ We are 10 years late meeting this requirement.

New Entrants Are Accounting for More Fatal Crashes Involving Large Trucks and Buses Each Year

Percent of Fatal Large Truck and Bus Crashes Involving New Entrant Carriers, 2017-2022

Year	Percent
2017	4.6%
2018	5.1%
2019	5.2%
2020	5.1%
2021	6.4%
2022	7.4%

In 2022 alone, fatal crashes involving new entrants resulted in **494 fatalities** and over **$5.5 billion** in crash costs.

Sources: FARS/Pocket Guide, 2022 and 2023. FMCSA, MCMIS, Data Snapshot as of 12/29/2023.

Recent New Entrant Program Graduates Have a Higher Crash Rate than Industry Peers

- An FMCSA analysis compared crash rates for carriers that graduated from the New Entrant Program from 2015-20 to crash rates of a control group of randomly selected non-new entrant carriers with similar size attributes.

- Nationally, recent NE graduates in the study group had approximately:

  - **2 times more total crashes per 100 power units** than the control group.

  - **1.9 times more fatal crashes per 100 power units** than the control group.

Fatal and Total Crashes per 100 Power Units, 2015-2020

	Fatal Crashes	Total Crashes
Control Group	0.14	4.26
Recent NE Graduates	0.26	8.64

Control Group — 696,988 carriers
Recent NE Graduates — 174,247 carriers
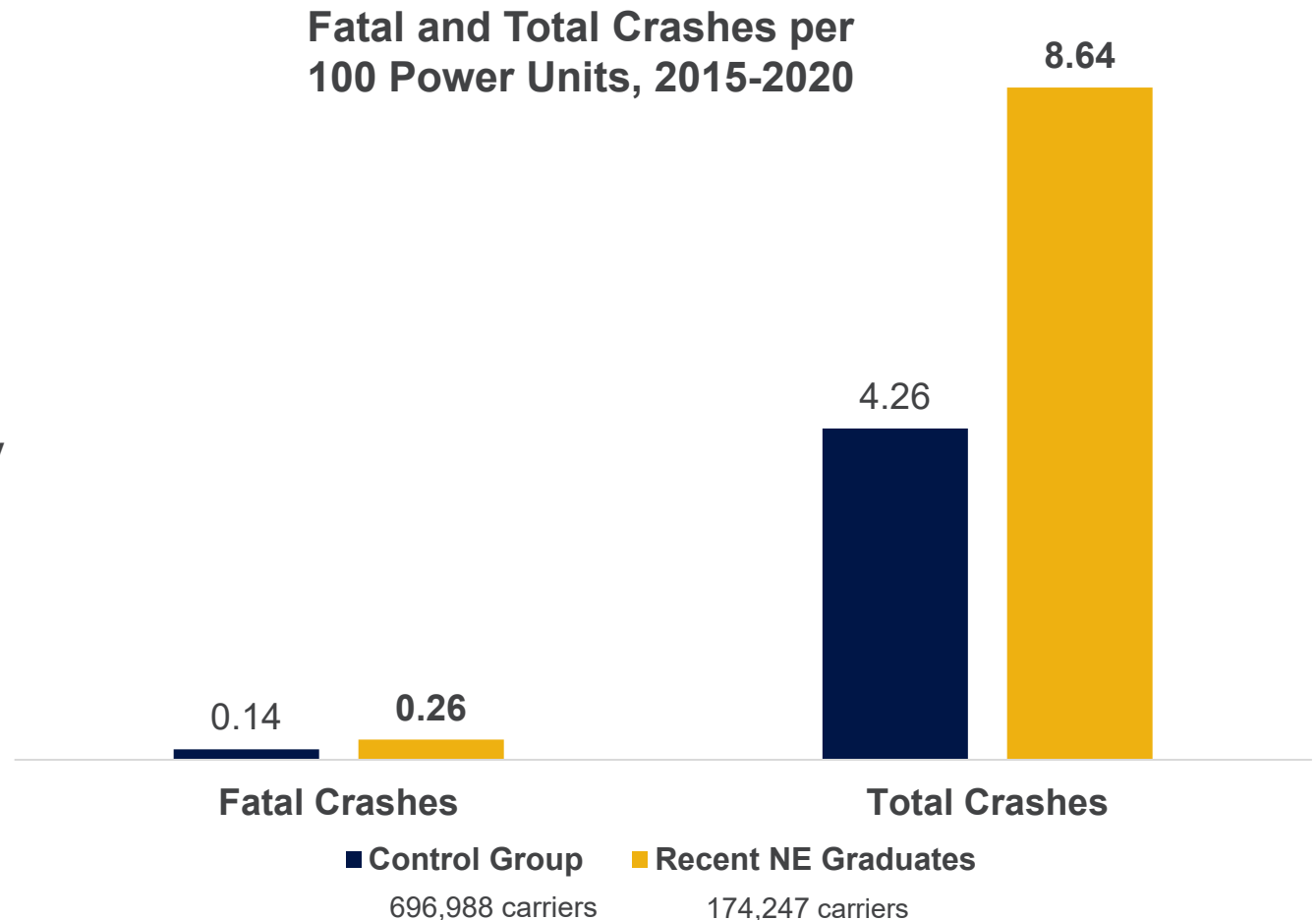
Note: The crash rate is based on crashes that occurred within 24 months of graduating from the NE Program.
Source: Updated December 2023 Recent New Entrant Graduate Crash Data Analysis completed by FMCSA Analysis Division.
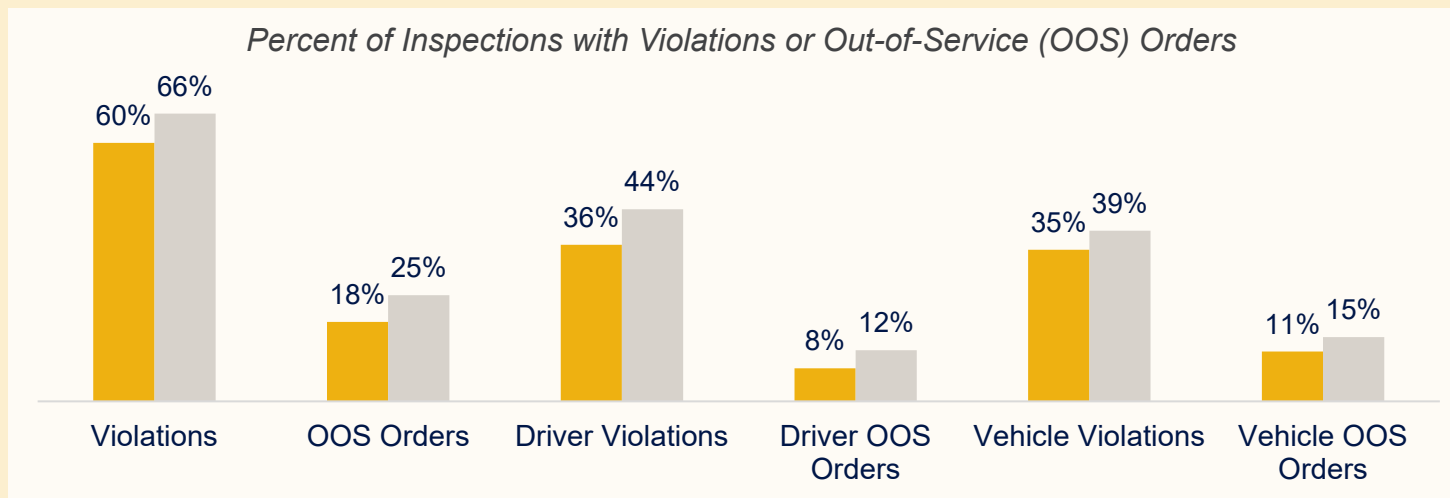
Research Shows New Entrant Training Has Safety Benefits
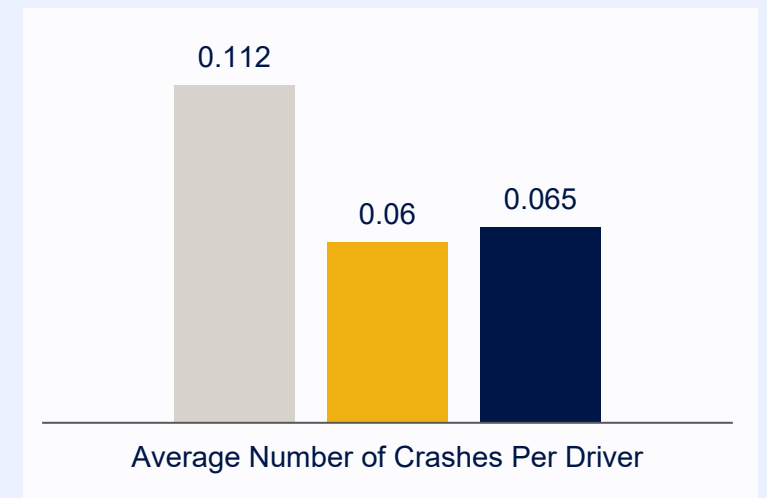
2005-06 Training Research Project

- 221 carriers in Montana participated
- Half-day of one-on-one training
- Content focused on the regulations
- No knowledge checks or test
- Optional mock safety audit (SA)
- Analyzed 3.5 years of safety data

Legend:
- Trained new entrants who **completed** the mock SA (n=117)
- Trained new entrants who **did not** complete the mock SA (n=104)
- Control group new entrants (n=6,434)

Trainees who completed the mock SA had **significantly better inspection performance** than the control group on all measures.

Percent of Inspections with Violations or Out-of-Service (OOS) Orders

Category	Completed (gold)	Control (gray)
Violations	60%	66%
OOS Orders	18%	25%
Driver Violations	36%	44%
Driver OOS Orders	8%	12%
Vehicle Violations	35%	39%
Vehicle OOS Orders	11%	15%

All trainees had **significantly fewer crashes** per driver than the control group.

Average Number of Crashes Per Driver
- Control: 0.112
- Completed: 0.06
- Did not complete: 0.065

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Research Shows New Entrant Training Has Safety and Economic Benefits

2010-12 Training Research Project

- 243 carriers in Montana participated
- Training conducted in peer groups
- Content focused on the regulations, safety culture and business survival

- Included pre-tests and post-tests
- Optional mock safety audit (SA)
- Analyzed 3 years of safety data

16%
Did Not Complete the Mock SA
(n=39)
Not included in the analysis

84%
Completed the Mock SA
(n=204)
Only 170 included in the analysis
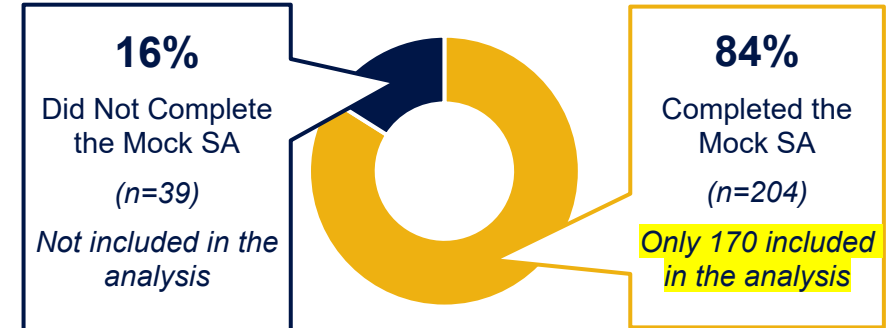
Trainees had **significantly lower driver OOS rates**, **higher business survival rates**, and **lower SA fail rates** than the control group.

Safety Performance Measure		Trained Carriers (n=170)	Control Group (n=11,561)
Driver OOS Rate Over Expected Rate		1.81%	3.28%
% of New Entrants That Became Inactive w/in 600 Days		6.5%	22.5%
Failed Safety Audit	2011	5.6%	39.2%
	2012	3.6%	25.2%
	2013	3.3%	17.1%

Trainees had **nearly 30% fewer crashes** per driver than the control group.**

Control Group   Trainees Who Completed a Mock SA

0.085

0.067

Average Number of Crashes Per Driver
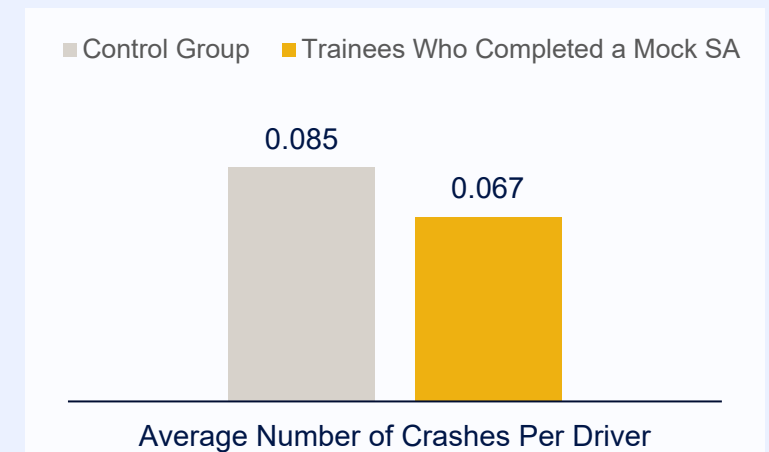
** 26.87%, significant at the 90% confidence level.

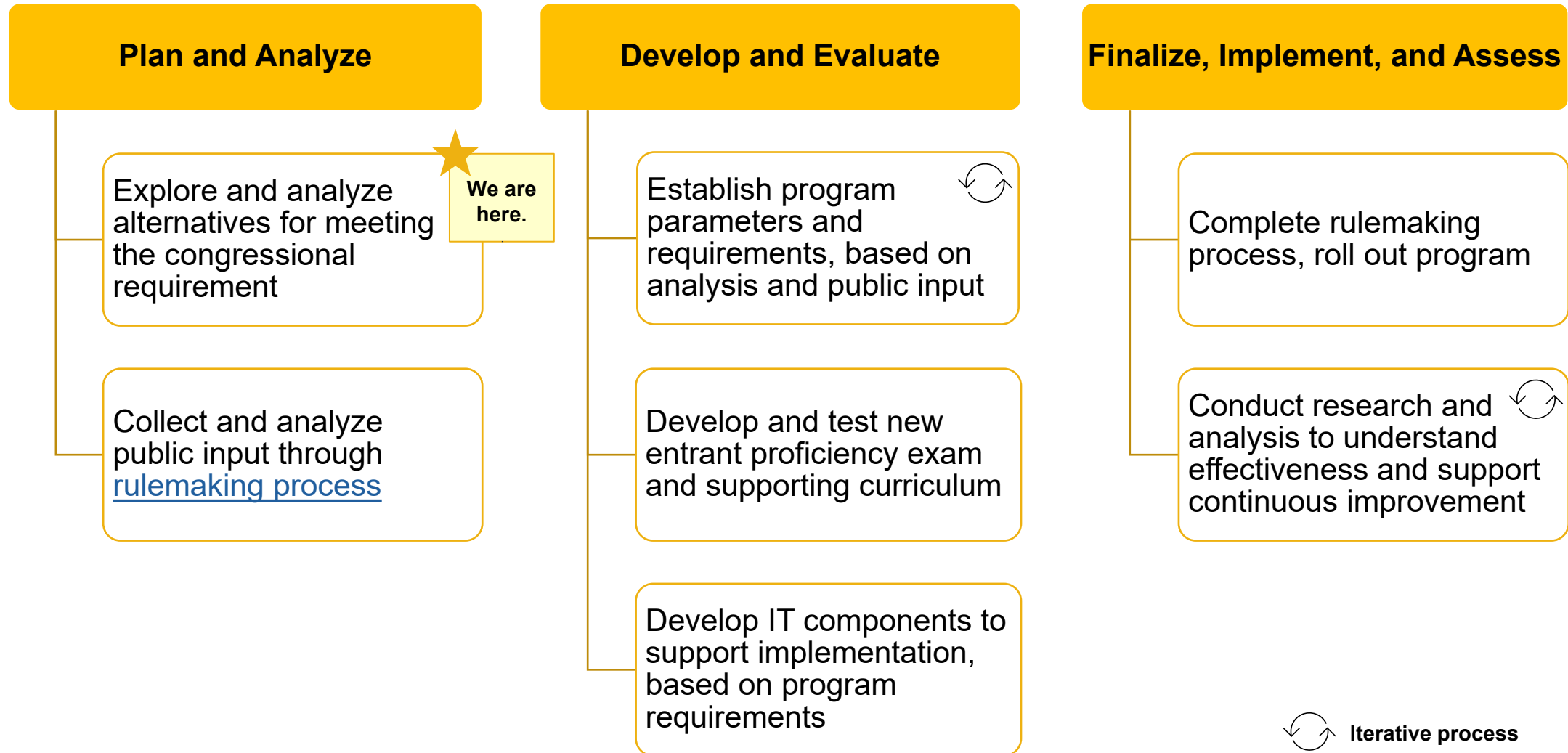Published report available at: https://rosap.ntl.bts.gov/view/dot/208

New Entrant Training and Testing: Statement of Purpose

Develop and implement an effective and efficient New Entrant Training and Testing Program that **meets congressional requirements** and **raises the bar to entry** into the motor carrier industry to **improve new entrant safety outcomes** and reduce crashes, injuries, and fatalities involving large trucks and buses.

Planned Work on New Entrant Knowledge Requirements

Plan and Analyze

Explore and analyze alternatives for meeting the congressional requirement

We are here.

Collect and analyze public input through rulemaking process

Develop and Evaluate

Establish program parameters and requirements, based on analysis and public input

Develop and test new entrant proficiency exam and supporting curriculum

Develop IT components to support implementation, based on program requirements

Finalize, Implement, and Assess

Complete rulemaking process, roll out program

Conduct research and analysis to understand effectiveness and support continuous improvement

Iterative process

Contact Information

Kelly Stowe

Kelly.Stowe@dot.gov