**Entry Level Driver Training Advisory Committee**

**Data Needs / Cost Benefit Analysis (CBA) Workgroup Meeting Notes**

**April 24, 2015**

**Meeting Attendees**

Bob Armstrong USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Betsy Campos USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Richard Clemente USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Jim Edwards National Association of Small Trucking Companies (NASTC)

Sean Gallagher USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Martin Garsee National Association of Publicly Funded Truck Driving Schools

Charlie Hood National Association of State Directors of Pupil Transportation

Jill Laptosky USDOT, Office of the Secretary of Transportation (OST)

Kim McCarthy USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Eric Miller Transport Topics

Suzanne O’Malley USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Liz Nadeau International Union of Operating Engineers

Bob Petrancosta FedEx Ground

Bryan Spoon Spoon Trucking

Walt Steig Stieg & Associates Insurance

Howard Stone USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Ellen Voie Women in Trucking, Inc.

Shannon Watson USDOT, Federal Motor Carrier Safety Administration (FMCSA)

Ronna Weber National School Transportation Association (NSTA)

Andrea Wohleber Transportation Trades Department (TTD), AFL-CIO

**Discussion**

* Kim McCarthy (FMCSA) led the review of confidential business information (CBI).
	+ CBI is defined as “commercial or financial information not generally made available to the public.”
	+ FMCSA plans on developing a memo regarding submission of CBI and will post that to the EDLTAC website.
	+ Do NOT send datasets to FMCSA without discussing with council first.
* Bob Armstrong (FMCSA) provided an overview of the notes from the April 17th workgroup session.
* On-going industry-generated data initiatives:
	+ Charlie Hood is working with the National Association of State Directors of Pupil Transportation in an effort to gain information regarding section 8 of the training entity data requirements hand out. He hopes to have information back before the next plenary committee meetings on May 14th and 15th.
	+ Jim Edwards with the National Association of Small Trucking Companies is aggregating information from NASTC’s 5,000 for-hire, OTR, long haul members.
	+ Minnesota is currently working on a study researching the relationship between driver age and accidents. Minnesota is the only state where a younger than 21 year old driver can drive interstate freight within state lines. The Minnesota Trucking Association is sponsoring the study.
* Alan Strasser (FMCSA) led the discussion of the paperwork reduction act (PRA). Please do NOT talk to your members and request information on behalf of FMCSA. If anyone has concerns relating to this they can talk with Alan off-line.
* Bob Armstrong (FMCSA) led the discussion on safety data needs.
	+ Con-way has submitted some findings from an analysis of their internal company data. There are some analytical shortfalls with the data as presented. Bob plans to follow up with Con-Way next week and hopes to work through some of the issues.
		- The data is from 2013-2015, which means that there will be a higher percentage of safer trucks in the fleet than earlier time periods. These safer trucks tend to go to long-haul routes, which are heavily driven by more experienced drivers, potentially biasing the data.
	+ Ellen Voie is willing to work with Prime, CR England, and Schneider regarding their internal data, but needs to know the characteristics of what FMCSA needs. Bob Armstrong is developing the technical memo for distribution.
	+ Schneider previously had an academy similar to Con-Way’s current model and might be some data with a population that went through their pre-CDL program and one that received pre-CDL training or had years of experience elsewhere.
* Discussion on fuel economy.
	+ FMCSA has been looking into the fuel economy benefits that might be an auxiliary benefit to safety training. FMCSA plans to consolidate studies (both US and international) and background information from discussions with industry experts and send the results to the group for review.
* Discussion on Complacency.
	+ Individuals involved in complex tasks tend to become complacent after a certain amount of time. For example, the most dangerous pilot is one with 500 hours of flight time, and there is an uptick in crashes after ~3 years on a motorcycle.
	+ Walt Stieg mentioned that there is little safety risk difference between a brand-new driver, and a driver with 10 years of experience that is new to a company. The driver with 10 years of experience has to learn and become accustomed to new procedures, new routes, new trucks, and new technology. Their experience cannot always overcome these factors during their initial time with a new company.
* Other items of note:
	+ Next workgroup meeting on May 1st at 9:30 am EST.