Potential Benefits of an ELDT Rule

	ENTITIES POTENTIALLY BENEFITTING													
POTENTIAL BENEFITS			CDL Drivers New Entry-Level CDL Drivers			Training Entities				1				
		Carriers (transportation operations)	Without Endorsements	With Endorsements (P, S, H)	Existing CDL Drivers	Third-Party Training Schools	Post- Secondary Vocational- Technical Schools	Colleges & Universities	Carriers (in-house training, a.k.a. finishing school)	State Driver Licensing Agencies (SDLAs)	State or	State or Local Enforcement Agencies	FMCSA	Society
SAFETY	Safety benefits: crashes prevented and reductions in crash severity	✓	✓	✓	✓							✓	✓	✓
NON-SAFETY	Decreases in training expenses borne by carriers (by potentially shifting a larger share of training expenses to drivers)	✓							✓					
	Increases in drivers' wages (from potential "barriers to entry" effect in driver labor market resulting from increased training requirements)				✓									
	Increases in demand for training and potentially higher tuition revenue					✓	✓	✓						
	Certification or accreditation of training entities											✓	✓	✓
	Enforcement against fraudulent CDL training programs		✓	✓								✓	✓	
	Decreases in vehicle maintenance expenses	✓												
	Increases in operational life of vehicles	✓	✓	✓	✓									
	Increases in achieved fuel economy	✓	✓	✓	✓									✓
	Environmental (CO_2 emissions, criteria pollutant emissions of CO, VOC, NO_x , PM_{10} , $PM_{2.5}$, SO_2)													✓