



SCHOOL TRANSPORTATION SUPERVISORS OF NEW JERSEY

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Date: April 19, 2016

To: STS Membership

From: Ray Kuehner, STS President

ISSUES OF IMPORTANCE REPORT

Commercial Driver License

The Federal Motor Carrier Safety Administration (FMCSA) reminds Medical Examiners (MEs) and commercial motor vehicle (CMV) drivers that, as of April 20, 2016, certified MEs performing physical examinations of CMV drivers must use the revised versions of the Medical Examination Report (MER) Form (MCSA-5875) and the Medical Examiner's Certificate (MEC) Form (MCSA-5876).

Website

Guide for New Jersey Commercial Driver License (CDL) Holders Frequently Asked Questions
www.state.nj.us/mvc/pdf/Commercial/CDL_FAQs.pdf

Website

Medical Examination Report Form (must be used after 4/20/16, license doctor should supply)
www.fmcsa.dot.gov/regulations/medical/medical-examination-report-form-commercial-driver-medical-certification

Website

Medical Examiner's Certificate (must be used after 4/20/16, license doctor should supply)
www.fmcsa.dot.gov/regulations/medical/medical-examiners-certificate-commercial-driver-medical-certification

IMPORTANT: Be sure that the medical examiner fills out the Medical Examiner's Certificate, which is a separate document from the Medical Examination Report Form. The middle of page 4 and 5 of the Medical Examination Report Form indicates that if the driver meets the standard, then complete the Medical Examiner's Certificate.

Drivers are responsible for submitting the Medical Examiner's Certificate to NJ Motor Vehicle Commission, Driver Review Bus Application Unit, PO Box 127, Trenton, NJ 08666.

As of February 2015, employers are required to obtain your medical certification status directly from MVC using the CAIR (abstract) system.

For questions, contact MVC CDL Unit (609) 292-7500 ext. 5077

From Federal Motor Carrier Safety Administration (FMCSA)

Frequently Asked Questions: Entry-Level Driver Training NPRM

Question 1: Why has FMCSA proposed entry-level driver training (ELDT) requirements?

The proposed rule would enhance safety on our nation's roads by establishing comprehensive, national training standards for entry-level commercial truck and bus drivers seeking to obtain a commercial driver's license (CDL). It would revise the standards for mandatory training requirements for entry-level operators of commercial motor vehicles (CMVs) in interstate and intrastate operations who are required to possess a CDL. The Notice of Proposed Rulemaking (NPRM) also responds to a Congressional mandate imposed under the Moving Ahead for Progress in the 21st Century Act (MAP-21) [Section 32304].

Question 2: In general, what is FMCSA proposing in the ELDT NPRM?

As proposed, beginning on the compliance date of a final rule, no "entry-level driver" may take a CDL skills test necessary to receive a Class A CDL, Class B CDL, passenger bus endorsement, school bus endorsement, or hazardous materials endorsement unless he/she has successfully completed a mandatory driving practice training program that:

- is provided by a training provider who appears on FMCSA's Training Provider Registry (TPR);
and
- is appropriate to the license/endorsement for which that person is applying.

Question 3: Who would be subject to the ELDT proposed requirements?

The proposed rule would revise the standards for mandatory training requirements for entry-level operators of CMVs in interstate and intrastate operations who are required to possess a CDL.

FMCSA proposes new training standards for certain individuals applying for:

- an initial CDL, an upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL);

or

- a hazardous materials, passenger, or school bus endorsement for their license;

or

- someone seeking to reinstate their CDL.

Question 4: Who would be exempt from the ELDT proposed requirements?

Military drivers, farmers, and firefighters are generally excepted from the CDL requirements in part 383 of the Federal Motor Carrier Safety Regulations (FMCSRs), and they would be excepted from these proposed requirements. Those individuals applying for a restricted CDL under § 383.3(e) through (g) would be excluded as well. This includes, but is not limited to, drivers from Alaska, farm-related service industries, and the pyrotechnic industry.

Question 5: What is FMCSA proposing as the ELDT curriculum?

This proposed rulemaking presents a “hybrid” approach to training, combining a required minimum number of behind-the-wheel (BTW) hours (range and public road) with a prescribed theory curriculum for which no minimum number of hours is required. The proposed rule incorporates performance-based concepts by requiring that driver-trainees demonstrate proficiency in both the BTW and theory portions of the curricula. The NPRM proposes a Class A CDL core curriculum; a Class B CDL core curriculum; three specific endorsement training curricula: hazardous materials (H), passenger bus (P), and school bus (S); and a “refresher” training curriculum. The NPRM also proposes that a CDL holder who has been disqualified from operating a CMV would have to successfully complete refresher training.

Question 6: What is the minimum number of hours of training proposed for the various curricula?

There is no proposed minimum number of hours that driver-trainees would have to spend on the theory (i.e., classroom) portions of any of the individual curricula.

The NPRM proposes that:

- Class A CDL driver-trainees would have to receive a minimum of 30 hours of BTW training, with a minimum of 10 hours on a driving range. Driving on a public road would also be required, and Class A CDL driver-trainees may fulfill this requirement by either: (1) driving 10 hours on a public road, or (2) 10 public road trips (each no less than 50 minutes in duration).

- Class B CDL driver-trainees would have to receive a minimum of 15 hours of BTW training, with a minimum of 7 hours of public road driving.

In any instance, regardless of the number of hours of BTW training, the training provider would not be able to issue the training certificate unless the student demonstrates proficiency in operating the CMV. Training providers would have to provide instruction on all elements of the applicable curriculum.

Question 7: Who would provide the proposed ELDT?

This proposed rule would establish minimum qualifications for an entity to be eligible for listing on the FMCSA Training Provider Registry (TPR). Training providers, at a minimum, would have to offer and teach a training curriculum that meets all FMCSA standards for entry-level drivers and would have to also meet requirements related to: course administration, qualifications for instructional personnel, assessments, issuance of training certificates, and training vehicles (i.e., equipment). Training providers that meet these requirements would be eligible for listing on FMCSA's TPR and would have to continue to meet the eligibility requirements in order to stay listed on the TPR. Also, training providers would have to attest that they meet the specified requirements, and in the event of an FMCSA audit or investigation of the provider, would have to supply documentary evidence to verify their compliance.

Question 8: What would be the specific eligibility requirements for training providers as proposed?

As proposed, there are two different sets of eligibility requirements that training providers would need to meet in order to appear on the TPR. One set of proposed requirements would apply to in-house or school training providers that train, or expect to train, more than three drivers per year. The other set would pertain to small business or for-hire training providers that train, or expect to train, three or fewer drivers per year. All training providers would complete the Training Provider Identification Report as part of their application for registration. As proposed, theory and BTW training may be delivered by separate providers.

Question 9: How and where would an individual go to receive training that would meet the proposed ELDT requirements?

As proposed, individuals needing the training would enroll in training programs approved on the TPR. This could include training programs at public or private schools, or other entities such as a motor carrier that meets all of the proposed requirements for listing on the TPR.

Question 10: Under FMCSA's proposal, when would ELDT requirements go in effect?

The proposed compliance date for this rule would be three years after the effective date of the final rule, which would provide states with sufficient time to pass necessary implementing legislation, to modify their information systems to begin recording the training provider's certificate information on the Commercial Driver's License Information System (CDLIS) driver record, and to begin making that information available from the CDLIS driver record. This proposed phase-in period would also allow time for the driver training industry to develop and begin offering training programs that meet the eligibility requirements for listing on the TPR.

Updated: Friday, March 4, 2016

See more at: <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/eldt/faqs#sthash.He3ewbZC.dpuf>