

information as a condition of releasing the information.

The discussion that follows is a summary of the costs and benefits associated with this proposed rule. For a complete discussion of the data used, assumptions made, and calculations performed for this analysis, the reader is referred to the docket, where a copy of the full regulatory evaluation report is contained. A summary of the costs

associated with this proposed rule is included in Table 3.

TABLE 3.—SUMMARY OF COSTS, 2003–2012
[In millions of dollars]

First Year Costs	\$10
Total Discounted Costs, 10-Year Period	76

First-year costs associated with this rule total \$10 million, while total discounted costs over the entire 10-year analysis period total \$76 million. These figures represent our best estimate of the costs associated with implementation of this rule. Where uncertainties exist regarding these cost estimates, we have noted them in the discussion and invite comment.

The benefits associated with this rule are contained in Table 4.

TABLE 4.—SUMMARY OF BENEFITS, 2003–2012
[In millions of dollars]

Benefits scenario	First-year benefits	Total discounted benefits, 10-year analysis period
Direct Benefits Only ¹	\$6	\$88
With 10% Deterrence Effect ²	7	97
With 25% Deterrence Effect ²	8	110
With 50% Deterrence Effect ²	10	132

¹ Under the "Direct Benefits Only" scenario, all truck-related accident reduction benefits result from those commercial drivers with the worst safety performance records not being hired.

² Under the three benefits scenarios including a "Deterrence Effect", FMCSA assumes that the availability of and easier access to new commercial driver safety performance data would result in some drivers improving their driving behavior for fear that prospective employers would now use such data in future hiring decisions. Since we were unsure of the magnitude of this effect, we assessed the deterrence effect at zero, 10, 25, and 50 percent of direct truck-related accident reduction benefits.

In calculating benefits for this rule, we attempted to account for both direct and indirect benefits. Direct benefits are reductions in truck-related accidents that result from prospective employers not hiring certain commercial drivers (*i.e.*, those with poor accident or alcohol/controlled substance information) because the new accident and alcohol/controlled substance test and program data was made available by

previous employers. Indirect benefits are those associated with a deterrence effect. The FMCSA assumes that the availability of and easier access to new commercial driver safety performance data would cause some percentage of drivers to improve their driving behavior, for fear that prospective employers would now obtain and use such data in their hiring decisions. Since we do not know the specific

magnitude of the deterrence effect associated with this new data availability, we calculated this effect as a percent of the direct accident reduction benefits from this rule.

Comparing total discounted costs and benefits, we have calculated net benefits estimates and benefit-cost ratios for this rule. They are contained in Table 5.

TABLE 5.—SUMMARY OF NET BENEFITS AND BENEFIT-COST RATIOS, 2003–2012
[In millions of dollars]

Benefits scenario	Total discounted net benefits ¹	Benefit-cost ratio ²
Direct Benefits Only	\$12	1.16
With 10% Deterrence Effect	21	1.27
With 25% Deterrence Effect	34	1.45
With 50% Deterrence Effect	56	1.74

¹ Total Discounted Net Benefits were derived by subtracting the Total Discounted Cost estimate of \$76 million in Table 3 from each of the Total Discounted Benefits estimates in Column 3 of Table 4. For example, subtracting the \$76 million in total discounted costs from Table 3 by the \$88 million in Total Discounted Benefits under the "Direct Benefits Only" scenario of Table 4 yields Total Net Discounted Benefits of \$12 million over the 10-year analysis period (2003–2012) examined here.

² Benefit-Cost Ratios were derived by dividing the Total Discounted Cost estimate of \$76 million in Table 3 from each of the Total Discounted Benefits estimates for each of the Benefits Scenarios located in Column 3 of Table 4. For example, dividing the \$88 million in Total Discounted Benefits under the "Direct Benefits Only" scenario of Table 4 by the \$76 million in total discounted costs from Table 3 yields a Benefit-Cost Ratio of 1.16 over the 10-year analysis period (2003–2012) examined here. A benefit-cost ratio greater than one implies that the rule is cost effective to implement when comparing costs to benefits within the 10-year analysis period.

When examining the total discounted net benefits and benefit-cost ratios, we see that in all scenarios identified in Table 4, this rule is cost effective when measured within the 10-year analysis period. The costs and benefits of this

SNPRM will be discussed separately in the next two sections.

II. Costs

Accident Data

In 1997, the Gallup Organization performed a study for ATA where they

estimated that 403,000 commercial drivers would need to be hired by the trucking industry each year between the years 1994 and 2005 in order to meet projected demand. Of this total, Gallup estimated that 320,000 (or 80 percent) would need to be hired due to internal