

LCV which the driver is qualified to operate.

The motor carrier must file the copy of the certificate in the Driver Qualification file and present it to an authorized FMCSA, State or local official, upon request. The driver would need to safeguard the original certificate, as it is proof to future employers of eligibility to operate an LCV.

Appendix to Part 380

The FMCSA believes that specialized vehicle combinations require somewhat different training requirements because of differing operating characteristics. Therefore, the FMCSA proposes two separate training courses for LCV drivers: LCV Doubles and LCV Triples. The proposed curriculum would be identical but must be customized to address the unique operational and handling characteristics of the specific LCV category. Specialized commodity training could be addressed as necessary by training institutions or carriers.

In developing the proposed course content, the FMCSA considered research conducted by the PTDI while under contract to the agency. The FMCSA acknowledges that the actual training materials will be developed by the motor carrier industry or other commercial training entities. Such training materials would have to meet the minimum requirements set forth in the appendix to part 380. This action would allow the training entities a degree of flexibility in the development of specific materials to meet their individual needs.

The FMCSA is seeking very specific comments on whether you consider the topics of instruction described in the appendix to part 380 as adequate, requiring modification or needing to be eliminated. Please submit reasons supporting your response. Comments

should address specific subject areas (training units) and include rationale supporting each recommendation with regard to course content. Any recommendations to add to the curriculum outline, with regard to course content, should also be addressed in a similar manner.

Part 391—Qualifications of Drivers and Longer Combination Vehicle (LCV) Driving Instructors

The FMCSA would amend 49 CFR part 391 to add new requirements under § 391.53 for a motor carrier to maintain a qualification file for LCV driver instructors and rename part 391 to reflect these new requirements.

Summary of the Proposed Regulatory Evaluation

In accordance with a Congressional mandate, this NPRM proposes minimum training requirements for operators of certain multiple trailer vehicles. The NPRM proposes, with limited exceptions, that drivers who do not currently operate these vehicles would complete training before operating double- or triple-trailer commercial motor vehicles. Most drivers who currently operate these vehicles will be exempted from these training requirements. The NPRM also outlines requirements for employers of drivers, LCV driver-instructors, and enforcement and administrative personnel. This preliminary regulatory evaluation analyzes the costs and benefits of the NPRM.

Congress directed the FMCSA to publish regulations concerning training of a driver of an LCV, which it defined as “any combination of a truck tractor and 2 or more trailers or semi-trailers which operate on the National System of Interstate and Defense Highways with a gross vehicle weight greater than 80,000 pounds.”

Approximately 35,000 drivers currently operate LCVs, most of whom will be grandfathered. Approximately 1,200 LCV drivers would require training annually. ANPRM docket comments and information from industry representatives and analysts suggest that LCV drivers are currently obtaining about half the estimated amount of training, approximately 50 hours. The net cost of training (including drivers’ wages) is \$45.50 an hour. This results in a ten-year cost of approximately \$28 million.

Precisely quantifying the benefits of this rule is difficult. Congress clearly assumed that increased training reduces accident rates, and many analysts agree with this position. However, quantitative data examining the relationship between training and accident rates is not plentiful, and those studies we have located have not found a strong and consistent relationship. Therefore, we performed sensitivity analysis, estimating the benefits from a range of reductions in drivers’ accident rates for those who have received training. Net benefits ranged from -\$10 million for a 5% reduction in the accident rate to \$144 million for a 50% reduction. Table 1 presents the results for a number of possible deterrence levels.

TABLE 1.—BENEFIT COST RATIO WITH DIFFERENT ACCIDENT RATE REDUCTIONS

Crash reduction	5%	10%	15%	20%
B/C Ratio	0.6	1.2	1.8	2.5

Table 2 shows costs, benefits, and the number of accidents and drivers that would be affected by these proposals, with an assumed 10% reduction in accidents.

TABLE 2.—SUMMARY RESULTS WITH 10% ACCIDENT RATE REDUCTIONS
[millions of dollars]

# Trained annually	10-Year costs	10-Year benefits	Net benefits	B/C ratio	Crashes prevented
1,172	\$28.0	\$34.4	\$6.4	1.2	315

This analysis assumes that the proposal will require that prospective LCV drivers obtain an additional 50 hours of training. This is a conservative estimate, in that it is on the high end of the range of likely training time. Nonetheless, because of uncertainty over how many hours of training will be required, we performed sensitivity analysis for different assumed hours of

training. As expected, the sensitivity analysis shows that net benefits move in the opposite direction of the number of hours. We invite comments from reviewers about the amount of training needed to meet the requirements of this proposal, including supporting rationale.

All costs and benefits are over a ten-year period, and are discounted at a 7%

rate. The agency has placed a copy of the full Regulatory Evaluation in the public docket.

Rulemaking Analyses and Notices

Executive Order 12866 (Regulatory Planning and Review) and DOT Regulatory Policies and Procedures

The FMCSA has determined that this action is a significant regulatory action