



For Immediate Release

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NSTA Commends FMCSA for Withdrawing Entry-Level Driver Training NPRM

ALEXANDRIA, VA-The National School Transportation Association (NSTA) commends the Federal Motor Carrier Safety Administration (FMCSA) on its recent announcement to withdraw its December 26, 2007 Notice of Proposed Rulemaking (NPRM) proposing new entry-level driver training standards for commercial motor vehicle drivers applying for a CDL to operate in interstate commerce.

At each opportunity NSTA has worked to clarify a number of misconceptions by FMCSA on how contractors train drivers and to quantify the effect of such regulations on the industry. Specifically, the regulations presumed that:

- School bus drivers receive their training in the same manner as motorcoach, transit and truck drivers;
- The same curricula for school bus drivers and truck drivers is appropriate; and
- School bus contractors have separate employees for home-to-school routes and separate employees for activity trips.

In addition, NSTA has repeatedly recognized that FMCSA has severely underestimated this regulation's financial impact on the school transportation industry. Based on FMCSA's calculations, the regulation in 2007 would have had a financial impact on the industry of \$346,300 in the first year. NSTA estimates that burden to be closer to \$88,408,800 in the first year – a significant difference.

NSTA has been very active on this issue. NSTA sent comments to the NPRM in January 2008 and then sent a letter to FMCSA in December 2012 once FMCSA began to revisit the issue. NSTA also offered formal comments at the January 2012 FMCSA listening session in Charlotte, North Carolina on this issue. Over the past year, the Motor Carrier Safety Advisory Committee (MCSAC) has repeatedly discussed this issue and NSTA's representative and Chairman of NSTA's Safety and Security Committee, Gary Catapano, has been a strong advocate for the school transportation industry in those discussions.

“We are grateful that FMCSA has taken the opportunity for a more thorough research process on this regulation. The financial and procedural consequences of this regulation on the school

transportation industry are significant and a thoughtful approach is in the best interests of all. Safety is without a doubt our top priority, but we must consider every change to current regulations carefully. FMCSA has made the right decision,” offered NSTA President, Tim Flood.

“We thank FMCSA for their willingness to work further on this issue. In addition, I would like to thank FMCSA personally, for the opportunity to serve on the MCSAC Committee and share the safety performance and operational aspects of the school transportation industry,” noted NSTA Safety and Security Committee and MCSAC Member, Gary Catapano.

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About NSTA:

The National School Transportation Association has been the voice of private school bus contractors, manufacturers and suppliers for more than 40 years. The association provides school transportation professionals with the tools and resources they need to make school buses safe, affordable, and efficient nationwide. Additional questions can be sent to Megan Benfatti at MBenfatti@yellowbuses.org. Offices are at 122 South Royal Street, Alexandria, VA 22314. Phone: 703-684-3200. Fax: 703-684-3212. Email: www.yellowbuses.org.