

Support the DRIVE-Safe Act

Driver shortages and the retail industry



The retail industry relies on a stable system of distribution for its supply chains. America's long-haul trucking industry provides the **vital distribution networks** that serve retail and so many other sectors of our economy. The **shortage** of commercial drivers is a **worsening problem**.

The American Trucking Assoc. estimates



160,000





Does this make sense?



Under current law, a truck driver under the age of 21 is able to drive **hundreds of miles** within a state, but is unable to make a **10-mile trip** into another state.





Of course not - Congress needs to fix it



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DRIVE-Safe solutions



Thousands of recent high school graduates who choose not to go to college could fill these truck driving jobs. But a ban on interstate drivers under the age of 21 means they end up in other careers by the time they are old enough to drive across state lines. The DRIVE-Safe Act would allow employers to create two-stage apprenticeship programs with rigorous training and safety standards to ensure that individuals between 18 and 21 could safely fill these jobs. The bill's training and safety requirements exceed those for over-21 drivers, potentially making these young drivers better trained.

	Current law	DRIVE-Safe Act Applies to drivers 21 and under
Hours of on-duty training	0	400
Drive time with experienced driver	0	240
Active braking system	-	⊘
Video event capture	-	②
65 MPH speed limiter	-	igstar

Truck driving is a well-paying career



The median high school graduate makes about \$38,000 a year, but the average entry-level pay for a commercial truck driver is over \$65,000. That's more than 25 percent higher than the \$51,000 starting salary for the average college graduate, and without the average \$33,000 college loan debt.





