



Congress of the United States  
House of Representatives  
Washington, DC 20515

June 8, 2022

The Honorable Pete Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

Thank you for your continued service promoting transportation and freight safety. As our country continues to move beyond the pandemic, new challenges – such as supply chain issues and inflation are plaguing the transportation industry. A major contributor to these challenges, and the purpose of this letter, is the serious shortage of qualified drivers in the motor fuels distribution industry.

As you know, the shortage of qualified drivers holding commercial driver’s licenses (CDLs) harms manufacturers, wholesale distributors, retail marketers, and ultimately consumers. The pool of qualified CDL holders has been decreasing for the past decade, and further declined during the pandemic, leading to a nationwide shortage of CDL drivers necessary to deliver essential goods to American consumers. This shortage is particularly acute among those drivers transporting motor fuels that require a hazardous materials<sup>1</sup> endorsement (HME) pursuant to 49 CFR § 383.93(b)(4).

The shortage of qualified drivers has become so severe that motor fuels distributors are finding it increasingly difficult to move gasoline and other petroleum products to wholesale and retail customers in a timely manner. The shortage of qualified CDL drivers, combined with long wait times loading product at terminal racks, are jeopardizing the needed certainty in America’s petroleum distribution chain.

The “Trucking Action Plan” recently rolled out by the U.S. Department of Transportation requests input from stakeholders, regulators and enforcement authorities on ways to increase the number of qualified CDL drivers and eliminate distribution chain backlogs across all industry sectors.

---

<sup>1</sup> To include, among others, all finished motor and heating fuel products sold nationwide including renewable hydrocarbon biofuels, gasoline, diesel fuel, biofuels, heating fuel, jet fuel, kerosene, racing fuel and lubricating oils.

One step to accomplish the Department's goals is to modify the hazardous materials training and testing requirements by focusing on industry specific criteria. We have heard from many drivers in the motor fuels marketing industry who express frustration with training curricula requirements that are unrelated to their job. By focusing driver awareness training on industry specific standards, more drivers will undergo the requisite training, meet their testing requirements, and have better situational safety awareness that is relevant to their future jobs.

We also encourage the Department to work with the Department of Homeland Security's Transportation Security Administration to help recruit additional qualified drivers into the industry by streamlining the TSA's Security Threat Assessment enrollment process. An updated, secure, process will allow CDL drivers who must renew or enroll in more than one program - Transportation Worker Identification Credential ("TWIC"), Hazardous Materials Endorsement ("HAZMAT") and TSA PreCheck - to avoid duplicative and costly background checks.

Importantly, these steps can increase the number of qualified drivers, reduce supply chain backlogs, and do so without sacrificing safety for the timely and uninterrupted delivery of essential motor fuel products that drive America's economy.

Alongside your state and federal regulatory partners, we stand ready to help the Department address these issues that will ensure timely product delivery to American consumers. We appreciate your attention to this important issue and welcome the opportunity to discuss with you and your staff in the near future.

Sincerely,

CC: The Honorable David Pekoske, Administrator, Transportation Security Administration