

**Department of Transportation  
Federal Motor Carrier Safety Administration**

**SUPPORTING STATEMENT**

**“Training Certification for Drivers of Longer Combination Vehicles” ICR  
OMB Control No. 2126-0026**

**SUMMARY**

- This is a request for approval for the renewal of the currently approved information collection request (ICR) titled, “*Training Certification for Drivers of Longer Combination Vehicles.*”
- The information-collection burdens associated with the longer combination vehicle (LCV) training requirements are incurred on four occasions: Providers of LCV training are required to prepare and present a Driver-Training (DT) Certificate to each driver who successfully completes the training program [§380.401(a)]; when hired, newly trained LCV drivers must present their motor carrier with a copy of their DT Certificate; when hired, experienced LCV drivers seeking new employment must present their motor carrier with a copy of their DT Certificate; and the motor carrier must place a copy of the DT Certificate in the driver’s DQ file [49 CFR 380.401(b)].
- The currently approved burden for this ICR is 4,360 hours. FMCSA requests OMB approval of our estimate of 4,959 hours for the annual burden of this ICR. The increase is the result of the increase in estimated driver population as well as the increase in expected industry growth rate for drivers from 2024 to 2034.
- The Agency estimates the total average annual cost of this ICR at \$181,384.

**INTRODUCTION**

The Federal Motor Carrier Safety Administration (FMCSA) submits to the Office of Management and Budget (OMB) its request to renew for 3 years the currently approved information collection request (ICR) titled, “*Training Certification for Drivers of Longer Combination Vehicles*” covered by OMB Control Number 2126-0026. This ICR is due to expire on July 31, 2026.

**Part A. Justification.**

**1. CIRCUMSTANCES THAT MAKE THE COLLECTION OF INFORMATION NECESSARY**

Section 4007(b) of the Motor Carrier Act of 1991 (Title IV of the Intermodal Surface Transportation Efficiency Act of 1991, Public Law 102-240, 105 Stat. 1914, 2152; 49 U.S.C. § 31307) (Attachment A) required the Secretary of Transportation to establish Federal minimum training requirements for drivers of LCVs. The responsibility for implementing the statutory requirement was subsequently delegated to FMCSA (49 CFR 1.87) (Attachment B). FMCSA, in a final rule titled, “Minimum Training Requirements for Longer Combination Vehicle (LCV) Operators and LCV Driver-Instructor Requirements” (Attachment C) (2004 LCV Final Rule) adopted implementing regulations for minimum training requirements for the operators of LCVs (March 30,

2004; 69 FR 16722). The final rule created an IC burden for training providers to prepare LCV Driver-Training Certificates (DT Certificates) for drivers who successfully complete the LCV training; for newly certified drivers and currently certified drivers to provide LCV Training Certification documents to motor carriers; and for motor carriers to retain the LCV training certifications. The implementing regulations define an LCV as any combination of a truck-tractor and two or more semi-trailers or trailers, which operate on the National System of Interstate and Defense Highways (as defined in 23 CFR § 470.107) (Attachment D) with a gross vehicle weight greater than 80,000 pounds (49 CFR § 380.105(b)). This rule and this IC enhance the safety of LCV operations on our Nation's highways.

## **2. HOW, BY WHOM, AND FOR WHAT PURPOSE IS THE INFORMATION USED**

Drivers are required to present a DT Certificate to prospective employers to prove they are certified to drive LCVs. Motor carriers must not allow drivers to operate LCVs without ensuring the drivers have been properly trained in accordance with the requirements under 49 CFR part 380 (Attachment E). The DT Certificate provides this assurance. Motor carriers must maintain a copy of the LCV DT Certificate in the driver qualification (DQ) file, required by 49 CFR § 380.401(b). During an investigative review, motor carriers responsible for the operation of LCVs must be able to show Federal or State enforcement officials that drivers responsible for operating such LCVs are certified to do so, based on the training certificate in their DQ files.

## **3. EXTENT OF AUTOMATED INFORMATION COLLECTION**

This IC requires the completion and signing of a DT Certificate. Motor carriers may maintain the required certificate electronically or via paper copy. Generally, DQ files must be maintained at the motor carriers' principal place of business—the training certificate must be included in the DQ file. This IC requires zero percent (0%) of the DT Certificate to be submitted electronically.

## **4. EFFORTS TO IDENTIFY DUPLICATION**

FMCSA is not aware of any other Federal or State entity that requires motor carriers to collect the same information that is required by the LCV training requirements under 49 CFR part 380.

## **5. EFFORTS TO MINIMIZE THE BURDEN ON SMALL BUSINESSES**

The motor carrier industry consists primarily of small businesses, as defined by the Small Business Administration. Many of the motor carriers are independent, self-employed owner-operators. Small motor carriers are subject to the same requirements as their large counterparts. While it is unclear how many small businesses operate LCVs, the Agency believes the number is not large. Therefore, the overall impact of this information collection burden on small businesses is likely to be minimal. While carriers must verify that a driver has proper training before allowing the driver to operate an LCV, it is up to the driver to obtain the required training.

## **6. IMPACT OF LESS FREQUENT COLLECTION OF INFORMATION**

The DT Certificate is required to be completed only once for each LCV driver; the LCV training certification does not expire. FMCSA has limited the collection of information to the time when it is most relevant to evaluate a driver's qualifications to operate an LCV. If this collection of information were conducted less frequently, FMCSA and State enforcement officials would be unable to determine if a driver is qualified to safely operate an LCV in accordance with part 380 during an investigative review or a roadside inspection. The DT Certificate provides proof that the driver completed requisite training and ensures that the driver is qualified to safely operate an LCV on the Nation's highways. In the interest of highway safety, less frequent collection of information is not an option.

## **7. SPECIAL CIRCUMSTANCES**

There are no special circumstances related to this information collection.

## **8. COMPLIANCE WITH 5 CFR 1320.8**

On December 19, 2025, FMCSA published a 60-day notice in the Federal Register requesting public comment on the proposed information collection (90 FR 59640) (Attachment F). The Agency did not receive any comments to the docket for that notice.

## **9. PAYMENTS OR GIFTS TO RESPONDENTS**

Respondents are not provided with any payment or gift for this information collection.

## **10. ASSURANCE OF CONFIDENTIALITY**

The driver certification information will be protected to the extent allowed by the Privacy Act of 1974.

## **11. JUSTIFICATION FOR COLLECTION OF SENSITIVE INFORMATION**

The information collected is not of a sensitive nature.

## **12. ESTIMATE OF BURDEN HOURS FOR INFORMATION REQUESTED**

Bureau of Labor Statistics (BLS) Employment Projections indicate that the employment of heavy and tractor-trailer truck drivers (SOC Code 53-3032) was 2,235,100 drivers in 2024 and growing at a 0.39 percent rate per year.<sup>1</sup> Table 1 shows the annual growth rate calculation.

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<sup>1</sup> United States Department of Labor, BLS. Employment Projections Program. *Table 1.2: Employment by detailed occupation, 2024 and projected 2034*. Available at: <https://www.bls.gov/emp/tables/emp-by-detailed-occupation.htm> . (accessed October 8, 2025). See occupation code 53-3032 "Heavy and tractor-trailer truck drivers."

**Table 1. Growth Rate Calculation by SOC Occupation**

SOC Occupational Title/Code	Total Employment (Year 2024) <i>A</i>	Total Employment (Year 2034) <i>B</i>	Employment Change (2024-2034) <i>C = B - A</i>	Employment Change (2024-2034) <i>D = C / A</i>	Compound Annual Growth Rate in Employment (2024-2034) <i>E = (B/A) ^ (1/10)-1</i>
53-3032: Heavy and Tractor-trailer Truck Drivers	2,235.1	2,324.4	89.3	4.00%	0.39%

Assuming that 2 percent of these drivers are LCV drivers, FMCSA estimates for this ICR that the population of LCV drivers was 44,702 in 2024 (2,235,100 x 2%). The Agency applied the 0.39 percent growth rate for subsequent years and estimates that there will be an average of 45,231 drivers annually engaged in the operation of LCVs in the United States during the 3-year renewal period for this ICR (see Table 1). FMCSA thus estimates that an average of 178 drivers will successfully complete LCV training each year of the 3-year period of this IC renewal (45,231 x 0.39%).

**Table 2. Estimated population of LCV drivers in the United States.**

Year	Growth Rate	Population
2026	0.39%	45,054
2027	0.39%	45,230
2028	0.39%	45,408
Average (2026-2028)		45,231

The information collection burdens associated with the LCV training requirements are incurred on four occasions: The LCV training certification is prepared with successful completion of LCV training; Providers of LCV training are required to present a DT Certificate to each driver who successfully completes the training program [§380.401(a)]; When hired, newly-trained LCV drivers must present their motor carrier with a copy of their DT Certificate; When hired, experienced LCV drivers seeking employment must present their motor carrier with a copy of their DT Certificate; and in both hiring circumstances, the motor carrier must place a copy of the DT Certificate in the driver’s DQ file [49 CFR 380.401(b)].

FMCSA estimates that an average of 10 minutes (0.167 hours) is required to prepare a DT Certificate. Therefore, the Agency estimates that preparation of the DT Certificate for the 178 drivers who successfully complete LCV training each year is 30 hours (178 × 10 minutes ÷ 60 minutes per hour).

Both newly trained and experienced LCV drivers are involved in the hiring process. The population of new LCV drivers is 178; the population of experienced LCV drivers who undergo the hiring process annually is 29,400. The Agency generated the 29,400 estimates by applying a 65 percent rate of turnover to the total of current LCV drivers

(45,231 x .65, rounded). Thus, the hiring of an LCV driver occurs approximately 29,577 times annually (178 + 29,400).

FMCSA estimates that 5 minutes (0.083 hours) are required for an LCV driver to submit his or her LCV training certificate to a new motor carrier and 5 minutes (0.083 hours) for the motor carrier to receive and file it, for a total of 10 minutes (5 minutes + 5 minutes = 10 minutes). Therefore, the estimated information collection burden for the hiring of newly-certified LCV drivers seeking employment is 15 hours (178 hires × 5 minutes ÷ 60 minutes per hour). The estimated information collection burden for the hiring of currently-certified LCV drivers seeking employment is 2,450 hours (29,400 hires x 5 minutes ÷ 60 minutes per hour). The estimated information collection burden for the 29,577 motor carriers receiving and filing DT Certificates from the hiring of 178 newly-certified LCV drivers seeking employment and the hiring of 29,400 currently-certified LCV drivers seeking employment is 2,465 hours (29,577 hires x 5 minutes ÷ 60 minutes per hour).

The Agency estimates that there are approximately 60 LCV instructors nationwide. LCV instructors are classified as classroom instructors and skills instructors. An LCV classroom instructor is not required to be a successful graduate of the LCV Driver-Training course, so the LCV training requirements impose no burden on classroom instructors. Skills instructors must successfully complete LCV training, so upon assuming the role of a skills instructor, they presumably must provide their employer a copy of their LCV DT Certificate. However, the Agency believes that skills instructors are long-standing employees of their motor carriers, having begun their employment with the motor carrier as an LCV driver. Skills instructors would have given their DT Certificate to the employer when they were hired. Therefore, skills instructors incur no IC burden.

**Total Annual Burden:** 4,959 hours "(rounded)", consisting of 30 hours for preparation of LCV DT Certificates and 4,959 hours (30 hours+ 15 hours + 2,450 hours + 2,465 hours) for tasks related to the hiring of LCV drivers.

**Estimated Number of Respondents:** 59,333 (rounded), consisting of 178 LCV training providers, 178 newly certified LCV drivers seeking employment, 29,400 currently certified LCV drivers seeking employment, and 29,577 motor carriers employing LCV drivers.

**Estimated Number of Responses:** 59,333 (rounded), consisting of 178 LCV training providers, 178 newly certified LCV drivers seeking employment, 29,400 currently certified LCV drivers seeking employment, and 29,577 motor carriers employing LCV drivers.

## **Labor Costs**

FMCSA assumes that three types of employees will complete the paperwork and recordkeeping burden associated with the training certification issuance and

recordkeeping requirements. The preparation of LCV training certification documents will be done by LCV training staff (SOC code 13-1151). LCV drivers will provide motor carriers with copies of their completed DT Certificates (SOC code 53-3032). The retention of drivers' DT Certificates at a motor carrier's principal place of business will be handled by motor carrier clerical staff (SOC code 43-4199).<sup>2</sup>

Table 3 presents the wage estimates used in this analysis. Loaded hourly wages are estimated by multiplying the median hourly wage by the load factor. Additional details related to the calculation of load factors and the wages used in this analysis are presented in the supplementary notes and data sources for Table 3.

**Table 3. Median and loaded hourly wages (USD) for LCV training certification information collection activities.**

Position	Median Hourly Wage	Load Factor	Loaded Hourly Wage
LCV Training Staff (SOC 13-1151)	\$31.88	1.46	\$46.59
LCV Driver (SOC 53-3032)	\$28.64	1.46	\$41.86
Motor Carrier Clerk (SOC 43-4199) <sup>3</sup>	\$21.33	1.46	\$31.17

The load factor for both LCV training staff, LCV drivers, and motor carrier clerks is estimated by dividing the total cost of compensation for private industry workers of the transportation and warehousing series (\$48.58) by the average cost of hourly wages and salaries (\$33.24), as reported by the BLS ( $\$48.58/\$33.24=1.46$ ).<sup>4</sup>

Table 4 provides details on the labor costs to respondents. The estimated annual labor cost for paperwork activities associated with the LCV training certification requirements is \$181,384 (rounded) per year.

<sup>2</sup> U.S. Department of Labor, Bureau of Labor Statistics. (2024). "May 2024 National Industry-Specific Occupational Employment and Wage Estimates." (See 13-1151 – Training and Development Specialists; 53-3032 – Heavy and Tractor-Trailer Truck Drivers.) Retrieved October 16, 2025, from: [Occupational Employment and Wage Statistics](#).

<sup>3</sup> U.S. Department of Labor, Bureau of Labor Statistics. (2023). "May 2023 National Industry-Specific Occupational Employment and Wage Estimates." (2024 Estimate not released for SOC 43-4199 – Information and Record Clerks, All Other.) Retrieved August 8, 2025, from: [Truck Transportation - May 2023 OEWS Industry-Specific Occupational Employment and Wage Estimates](#).

<sup>4</sup> U.S. Department of Labor, Bureau of Labor Statistics. (2025). "Table 4. Employer costs per hour worked for employee compensation and costs as a percentage of total compensation: private industry workers, by industry group, Mar 2025," in News Release: Employer Costs for Employee Compensation—Mar 2025. Retrieved August 8, 2025, from: <https://www.bls.gov/news.release/pdf/ecec.pdf>.

**Table 4. Total labor costs of information collection activities.**

<b>Information Collection Activity</b>	<b>Responses (A)</b>	<b>Minutes per Response (B)</b>	<b>Burden Hours (C)</b>	<b>Cost per Hour (D)</b>	<b>Total Costs E = (CxD)</b>
Training providers prepare and issue LCV training certification documents	178	10	30	\$46.59	\$1,378.59
Newly-certified drivers provide LCV training certification documents to motor carriers	178	5	15	\$41.86	\$619.24
Currently-certified drivers provide LCV training certification documents to motor carriers	29,400	5	,450 <sup>2</sup>	\$41.86	\$102,549.98
Motor carriers retain drivers' LCV training certifications	29,577	5	,465 <sup>2</sup>	\$31.17	\$76,836.58
<b>TOTAL</b>	<b>59,333</b>	<b>—</b>	<b>4,959</b>	<b>—</b>	<b>\$181,384.40</b>

**13. ESTIMATE OF TOTAL ANNUAL COSTS TO RESPONDENTS**

FMCSA estimates no other costs to respondents beyond the costs associated with the paperwork burden hours shown in item 12 above (which are not to be included in item 13). There are no capital/start-up costs or operation/maintenance costs associated with the information collection burden.

**14. ESTIMATE OF COST TO THE FEDERAL GOVERNMENT**

The information collection imposes no cost to the Federal Government. There are no IT costs or federal or contractor staff cost to collect, review, and maintain the information being collected.

**15. EXPLANATION OF PROGRAM CHANGES OR ADJUSTMENTS**

Table 5 shows the changes in burden for this collection. The increases in responses, burden hours and cost burden are the result of the increase in estimated driver population.

**Table 5. Changes in Burden**

<b>Information Collection</b>	<b>Annual Number of</b>	<b>Annual</b>	<b>Annual Cost</b>
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<b>Version</b>	<b>Responses</b>	<b>Burden Hours</b>	<b>Burden</b>
Currently Approved under OMB Control Number 2126-0026	52,082	4,360	\$145,864.00
Revised Estimates	59,333	4,959	\$181,384.40
<b>Total Change in Burden from the Currently Approved Collection of Information</b>	7,250	599	\$35,520.40

## **16. PUBLICATION OF RESULTS OF DATA COLLECTION**

The Agency does not intend to publish the results of the information collection burden required by 49 CFR part 380.

## **17. APPROVAL FOR NOT DISPLAYING THE EXPIRATION DATE OF OMB APPROVAL**

No such approval is being requested.

## **18. EXCEPTIONS TO CERTIFICATION STATEMENT**

None.

## **ATTACHMENTS**

- A. Title 49 U.S.C. § 31307, “Minimum training requirements for operators of longer combination vehicles.”
- B. Title 49 CFR § 1.87, “Delegation to the Administrator of the Federal Motor Carrier Safety Administration.”
- C. A final rule entitled, “Minimum Training Requirements for Longer Combination Vehicle (LCV) Operators and Requirements for LCV Driver Instructors,” (69 FR 16722), March 30, 2004.
- D. Title 23 CFR §470.107, “Federal highway systems.”
- E. Title 49 CFR part 380, “Special Training Requirements.”
- F. 60-day Federal Register notice (90 FR 59640), December 19, 2025.
- G. 30-day Federal Register notice (91 FR 23336), April 30, 2026.