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# Changes to Class 1 Licensing in Alberta

Transportation and Economic Corridors

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# Background & Context

- In December 2016, the United States introduced entry level driver training for Canadian drivers, equivalent to their Class 1, 2 and 3 drivers.
- National Safety Code Standard 16 sets minimum requirements for Class 1 driver training. All Canadian jurisdictions have agreed to follow this standard.
- On March 1, 2019, MELT became a new licensing requirement for Class 1 drivers in Alberta.
- Some industry sectors and participants believe that the cost and time for MELT is a barrier to licensing, and is contributing to a commercial driver shortage.

# Alberta MELT Review

- In October 2023, TEC retained a consultant to do a comprehensive review of the MELT program.
- The Report recommended retaining pre-licensing training for Class 1 but suggested the program be amended to:
  - Implement tiered or restricted Class 1 driver's licenses that reduce the MELT requirement or provide exemptions for drivers in limited conditions.
  - Increase the number of in-cab training hours.
  - Expand the scope of training to include additional competencies for Class 1 drivers.

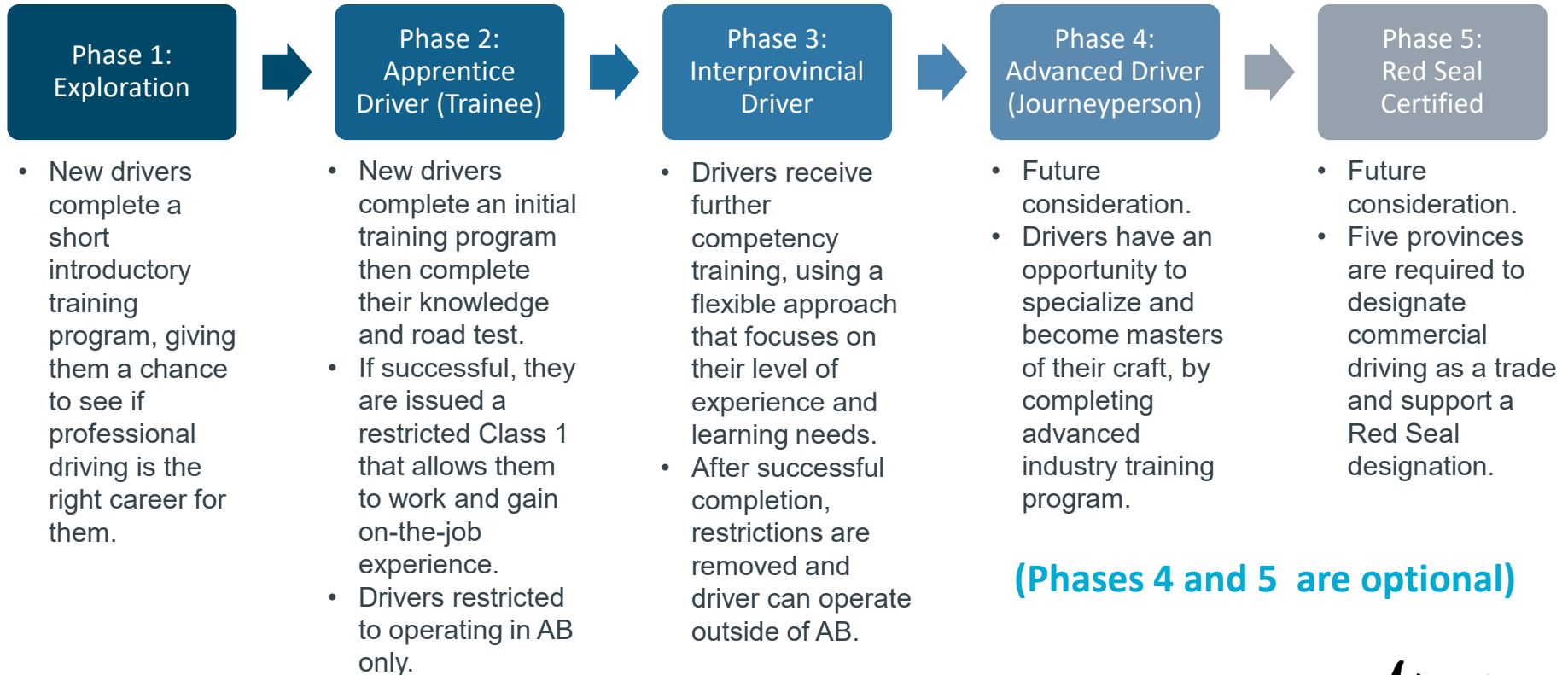
# Commercial Driver Shortage Committee

- TEC also established a Commercial Driver Shortage (CDS) Committee to collaboratively identify and address factors impacting the commercial driver shortage in Alberta.
- Committee membership currently includes:
  - Critical Alberta stakeholders
  - Industry participants from across Canada
  - Insurance representatives
  - Other ministries from the Government of Alberta

# 4 Pillars of the Commercial Driver Shortage

- **Training and Transferability**
  - Concerns over the time and cost required to complete entry level training
- **Financial Viability**
  - Rising insurance costs and inflation
- **Retention**
  - There are over 149,000 licensed Class 1 Drivers in Alberta, however only 31% are employed as truck drivers
- **Attraction**
  - In 2023, only 3% of all licensed Class 1 drivers are woman and only 2% are Albertans under the age of 25

# Class 1 Learning Pathway



# Industry Training Program and Designated Trade – Advanced Education (AE)

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- Last spring, AE brought together representatives from the commercial driving industry to explore training and certification options under their new legislation.
  - Result: verified gaps in training and workforce development needs that have potential to be supported.
- AE currently reviewing an industry-led proposal, submitted by the AMTA, to create an Industry Training Program & Designated Trade.
  - Supports Phases 4 and 5 of the learning pathway, which are optional
  - Focus of Phases 4 and 5 is further competency development and driver professionalization
- TEC and AE are collaborating throughout this process.

# Questions?

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