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

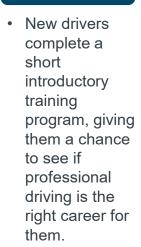
 There are over 149,000 licensed Class 1 Drivers in Alberta, however only 31% are employed as truck drivers

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

Phase 1: Exploration





Phase 2: Apprentice Driver (Trainee)

- New drivers complete an initial training program then complete their knowledge and road test
- If successful, they are issued a restricted Class 1 that allows them to work and gain on-the-job experience.
- Drivers restricted to operating in AB only.

Phase 3: Interprovincial Driver

- Drivers receive further competency training, using a flexible approach that focuses on their level of experience and learning needs.
- After successful completion, restrictions are removed and driver can operate outside of AB.



Phase 4: Advanced Driver (Journeyperson)



Phase 5: Red Seal Certified

- Future consideration.
- Drivers have an opportunity to specialize and become masters of their craft, by completing advanced industry training program.
- Future consideration.
- Five provinces are required to designate commercial driving as a trade and support a Red Seal designation.

(Phases 4 and 5 are optional)



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

- 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.

Alberta

Classification: Protected A

Questions?



Albertan