

DOT Physicals (National Registry Program) & Drug/Alcohol Testing

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What is the National Registry Program?

The National Registry of Certified Medical Examiners (National Registry) is a Federal program that establishes requirements for healthcare professionals that perform physical qualification examinations for truck and bus drivers. To become a certified medical examiner (ME) and be listed on the National Registry, healthcare professionals must complete training and testing on the Federal Motor Carrier Safety Administration's (FMCSA) physical qualifications standards and guidelines.



What is the National Registry Program?

- Effective Date:
 - May 21, 2014
- Requires **ALL** Medical Examiners to be:
 - Trained, tested and certified
- Ensures:
 - Medical Examiners know FMCSA regulations and the driver's role
 - Drivers are properly examined to safely operate commercial vehicles in interstate commerce



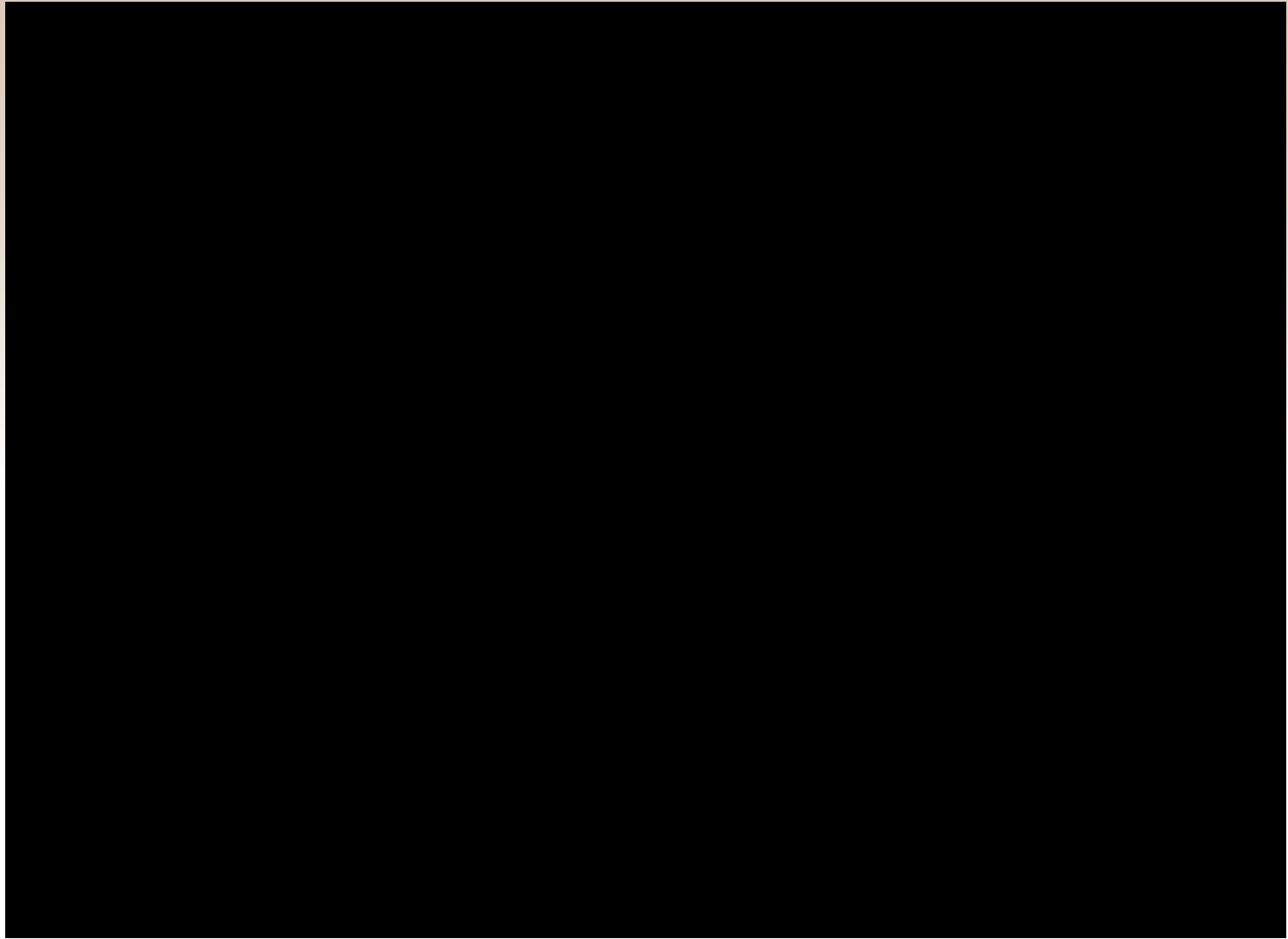
Why do we need a National Registry Program?

- Make highways safer
- Save lives:
 - Reduce crashes, injuries, and fatalities involving large trucks and buses
 - Ensure that drivers are physically qualified to drive





DOT Physical Requirements





Medical Examiners: Current Rules

- Permits drivers to be examined and certified by medical examiners in any state
- Medical Examiners include:
 - Medical Doctors
 - Doctors of Osteopathy
 - Chiropractors
 - Physician Assistants
 - Advanced Practice Nurses
 - Others as defined by their scope of practice



Medical Examiners: NEW Rules as of 5/21/14

- Medical Examiners:
 - Complete National Registry Training
 - Successfully pass the Medical Examiner certification test
 - Receive unique National Registry Identifier
 - Report results of driver exams on registry system
 - Submit to monitoring/audits periodically
 - Examiners MUST provide Medical Examination Reports when requested by Agency
- Drivers:
 - Must use medical examiner listed on registry



Who will the National Registry Impact?

- Medical Examiners
 - Medical professionals performing FMCSA commercial motor vehicle (CMV) exams
- Commercial Motor Vehicle (CMV) Drivers
 - Operators of trucks/buses/commercial vehicles in interstate commerce
- Motor Carriers and Bus Companies
 - Interstate commercial transportation companies
- The Motoring Public



How will the National Registry Program impact me?

If you are an interstate CMV driver, you already need to have a valid medical certificate signed by a medical examiner. The **only** change is that after May 21, 2014, you will need to go to a certified medical examiner for your medical certificate.





How often do I have to obtain a medical certificate?

ALL interstate CMV drivers must have a physical examination at least every 2 years; however, the medical examiner may determine that you need more frequent examinations (for example, annually or every 6 months). The National Registry program does not change how often you need to obtain a medical examination; it only requires that you go to a certified medical examiner.



How do I find a certified medical examiner?

Certified medical examiners will be listed in a registry on the FMCSA website:

[National Registry of Certified Medical Examiners](#)

- Click on the U.S. map to bring up a list of certified medical examiners in your area. You can search by ZIP Code, State, or examiner name
- Choose a certified medical examiner from the list and call to schedule an appointment
- It is recommended that you print the page with the certified medical examiner's information as verification to keep for your records

Part 382

DOT Drug & Alcohol Testing



F M C S A
Federal Motor Carrier Safety Administration

GUNDERSEN
HEALTH SYSTEM®

Part 382.107 - Definitions

- **Safety Sensitive Function**
 - All time waiting to be dispatched
 - All time inspecting or servicing equipment
 - All time driving
 - All time spent in or upon a CMV
 - All time spent loading, unloading
 - All time attending, repairing disabled CMV

Prohibited Conduct: Parts 382.201-382.215

- B.A.C. of .04 or greater
- On Duty Alcohol Use
- Pre-duty use within 4 hrs.
- Use following Accident within 8 hrs.

Prohibited Conduct: Parts 382.201-382.215

- Refusal to Test
- Controlled Substance Use
- Remain On-duty With a Positive Test Result

Types of Testing:

- PRE-EMPLOYMENT (Drug Only)
- RANDOM
- POST-ACCIDENT
- REASONABLE CAUSE
- RETURN TO DUTY
- FOLLOW-UP

Part 382.301 Pre-Employment Test

- Collect prior to performing safety sensitive function
- Must receive a negative test **prior to using a driver for the first time**
- Drug only - no alcohol test required

Part 382.303 - Post Accident

- **ALL** Fatal Crashes
- Injury + Moving Traffic Violations
- **ANY** towed vehicle + Moving Traffic Violations

Part 382.303 - Post Accident

- Drug test - 32 hours
- Alcohol - 2 hours
- Document reasons for delays or failure to perform the test

Part 382.305 - Random Testing

- 50% - Drug Tests
- 10% - Alcohol Tests
- Based on Driver positions
 - Maintain a draw / pick list

Part 382.307 - Reasonable Cause

- **Observed** Appearance, Behavior, Speech or Body Odors
- Trained Supervisor

Part 382.413 / 40.25 – Prior Employer Inquiries

- Must have drivers written authorization
- Must ask for...
 - Positive alcohol and drug tests
 - Refusals to test
 - Prohibited conduct
- Must make good faith effort to obtain within 14 days
- Past 3 years [Part 391.23(e)]

Part 382.413/ 40.25 - Prior Employer Inquiries

- May not use a driver in Safety Sensitive Functions if **Prohibited Conduct** found...
 - Until information obtained regarding evaluation requirements under Part 382.605 / Part 40 Subpart O

Part 382.503 – Required Evaluation and Testing

- Any driver must be evaluated by a SAP under Part 382.605 / Part 40 Subpart O if engaged in **PROHIBITED CONDUCT**

Part 382.603-Trained Supervisor

- 1 Hour - Alcohol
- 1 Hour - Drugs

NOTE: Keep written record of training

Carrier Problems

- No drug and alcohol program
- Never heard of drug and alcohol testing
- No pre-employment negative prior to using the driver
- Failing to send drivers for random testing
- Failing to send alternates for alcohol testing

Carrier Problems

- Missing required paperwork, including:
 - CCF
 - Result
 - List of drivers in the pool
 - List of drivers selected
 - Biannual summary

Enforcement

- 60% of enforcement cases in Wisconsin include drug and alcohol violations
- Top three violations
 - Part 382.115 – no program
 - Part 382.301 – no or late pre-employment test
 - Part 382.305 – no random program or not enough random tests

Enforcement

- FMCSA minimum fine is \$2000

Consortium Problems

- Over selection
- Making selections without updated driver lists
- Not requiring supervisory training or proof of training as part of the contract
- Not providing information on written policies

Consortium Problems

- Allowing companies to start a random testing program without first conducting pre-employment drug tests
 - If a carrier never had a drug and alcohol program in place all drivers must have a pre-employment test prior to going into the random pool

Contact Information

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