



Results from the 2020 Drug and Alcohol Testing Survey

INTRODUCTION

This report summarizes the results of the 2020 Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Testing Survey. This annual survey measures the percentage of commercial driver's license (CDL) drivers who test positive for controlled substances (herein referred to as drugs) and/or alcohol, as a result of random and non-random (i.e., pre-employment, post-crash, reasonable suspicion, and return to duty/follow-up) testing.

BACKGROUND

Pursuant to Part 382 of the Federal Motor Carrier Safety Regulations (FMCSRs), motor carriers that employ CDL drivers are required to have drug and alcohol testing programs. In 2020, FMCSA required these carriers to randomly test 10 percent of their CDL drivers for alcohol and 50 percent of their CDL drivers for drugs. FMCSA also requires carriers to perform non-random drug and alcohol testing on CDL drivers whenever:

- The driver is being considered for employment (only for drugs and only when the driver has not recently been in a drug and alcohol testing program).
- The driver has been involved in a crash (only when the crash involves a fatality or when the driver receives a citation in a towaway or injury-related crash).
- A supervisor has reasonable suspicion to believe the driver engaged in the prohibited use of drugs or alcohol while at work.
- The driver has violated DOT drug and alcohol regulations and must complete return to duty and follow-up testing in order to perform any DOT safety-sensitive duties (drive a CMV).

In the case of alcohol, an on-duty CDL driver is in violation of the FMCSRs when the driver's blood alcohol content (BAC) is greater than or equal to 0.02 grams per 210 liters of breath. If the driver tests at a concentration of 0.04 or higher, pursuant to Part 382, subpart F, the driver also must undergo referral, evaluation, and treatment. The alcohol violation rate for the industry (determined annually by FMCSA and used to evaluate required motor carrier testing rates) is determined based on a 0.04 cutoff level. For drugs (marijuana, cocaine, opioids, amphetamines, and phencyclidine [PCP]), the cutoff levels for identifying use are based on guidelines set by the Department of Health and Human Services.

The positive usage rates presented herein represent weighted statistical estimates. These estimates are generalizable to the entire CDL driver population in the national fleet and have been derived by using standard statistical techniques applicable to stratified samples. It is important to keep in mind that the rates obtained from these procedures do not represent true values; rather, they are unbiased estimates of the true rates with associated sampling errors.

RESULTS

Estimates of positive usage rates from both random and non-random testing are discussed separately, below. Survey estimates from the 2020 survey are presented in Table 1 (drugs) and Table 2 (alcohol). Both tables also include estimates from the 2018 and 2019 surveys. The term "positive usage rate" refers to use of any of the five drugs referenced in the previous section. The overall positive rate also includes refusals to test, which are treated as positives.

RANDOM TESTING

For the 2020 survey, survey forms were sent to 9,516 randomly selected motor carriers. Of these forms, 9,240 were completed and returned to FMCSA, resulting in usable data from:

- 9,194 carriers (comprising 624,748 CDL drivers) for random controlled substance testing.
- 8,891 carriers (comprising 623,602 CDL drivers) for random alcohol testing.

Respondents providing non-usable data represent entities that are out of business, exempt, have no testing program in place, or belong to consortia that did not test any drivers for the carrier during 2020. For random testing conducted in 2020, the results are as follows:

- **Drugs:** The estimated positive usage rate for drugs in 2020 is 0.9 percent. The 95-percent confidence interval for this estimate ranges from 0.8 to 1.0 percent. If the survey were to be replicated, it would be expected that the confidence interval derived from each replication would contain the true usage rate in 95 out of 100 surveys. For 2018 and 2019, the estimated positive usage rate for drugs was estimated to be 1.0 percent and 1.6 percent, respectively (see Table 1).
- **Alcohol:** The estimated violation rate for alcohol usage (the percentage of drivers with a BAC of 0.04 or higher) in 2020 is 0.13 percent. The 95-percent confidence interval for this estimate ranges from 0.09 to 0.17 percent. If the survey were to be replicated, it would be expected that the confidence interval derived from each replication would contain the true usage rate in 95 out of 100 surveys. For 2018 and 2019, the alcohol usage violation rates were 0.06 percent and 0.30 percent, respectively (see Table 2).
- **Part 382 Compliance:** Based on the 2020 survey results, the estimated percentage of subject motor carriers with random controlled substance and alcohol testing programs in place is 99.6 percent, and the estimated percentage of all CDL drivers participating in such programs is 99.1 percent.

NON-RANDOM TESTING

Estimates of positive drug usage rates for the pre-employment screening and post-crash, non-random testing categories are shown in Table 1. Estimated rates from non-random post-crash alcohol testing are shown in Table 2.

With the possible exception of pre-employment drug testing, the sample sizes achieved in the survey for the various non-random testing categories are much lower than those achieved for random testing. As a result, the estimated precision levels for many of these estimates are low, and caution should be exercised when interpreting these estimates. Accordingly, only pre-employment drug testing and post-crash drug and alcohol testing are included in this report. For other categories of non-random testing the sample sizes were inadequate to produce a sufficiently precise estimate.

Table 1. Estimates of random and non-random drug usage rates among CDL drivers, 2018–2020.

Category	2018 Est.	2018 S.E.	2019 Est.	2019 S.E.	2020 Est.	2020 S.E.
Random Testing: Any Drug	1.0%	0.1%	1.6%	0.2%	0.9%	0.1%
Non-random Testing: Pre-employment	1.4%	0.2%	1.9%	0.4%	1.1%	0.3%
Non-random Testing: Post-crash	1.4%	0.4%	5.8%	2.7%	2.1%	1.0%

Est. = Estimate; S.E. = Standard Error

Source: Analysis Division, FMCSA, U.S. Department of Transportation (USDOT).

Table 2. Estimates of random and non-random alcohol usage percentage rates among CDL drivers, 2018–2020.

Category	2018 Est.	2018 S.E.	2019 Est.	2019 S.E.	2020 Est.	2020 S.E.
Random Testing: (≥0.04 BAC)	0.06%	0.02%+	0.3%	0.1%	0.13%	0.04%
Non-random Testing: Post-crash	0.2%	0.1%	0.05%	0.01%	0.03%	0.02%

Est. = Estimate; S.E. = Standard Error

+ No or negligible usage among sample cases; standard error was too low or negligible.

Source: Analysis Division, FMCSA, USDOT.