



Trucker Reality

By OOFI • Jun 28, 2022

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OOIDA supports the ‘Guaranteeing Overtime for Truckers Act’, H.R. 7517. Guaranteeing overtime for drivers for all the time they actually work.

- ATA opposes this effort. In fact, ATA recently put out a fact sheet titled “Myth vs. Fact”.
- In this dispatch, we will break down some of ATA's most egregious myths and facts.

ATA’s myths and facts vs. reality



Should you be paid detention time? Almost any other job is required to pay you for all hours worked.

In this dispatch we'll present a few of ATA's myths and facts followed by a dose of reality.

- **ATA Myth:** “The change is needed to ensure that truckers are paid a fair wage.”
- **ATA Fact:** “Truck drivers make good salaries, with a mean salary of \$58,000 and \$60,000 for long-haul drivers.”

Reality: While \$58,000 might be the annual middle income for some according to the BLS, the typical worker salary is based on a 40-hour work week, or 2,080 hours per year.

- **Yes, but** the average long haul trucker works 60+ hours a week, or 3,120 hour per year.
- This is the equivalent of \$18.58 per hour compared to \$27.88 per hour for someone working a 40-hour schedule.

The bottom line: Large for-hire carriers struggle with retention because they don't pay their drivers enough.

ATA myth and fact #2



ATA Myth: “The change is needed to ensure that truck drivers are paid for all the hours they work.”

ATA Fact: “Most truck drivers are paid by the mile or load and earn a family-sustaining wage with the flexibility to effectively make their own decisions subject only to safety requirements.”

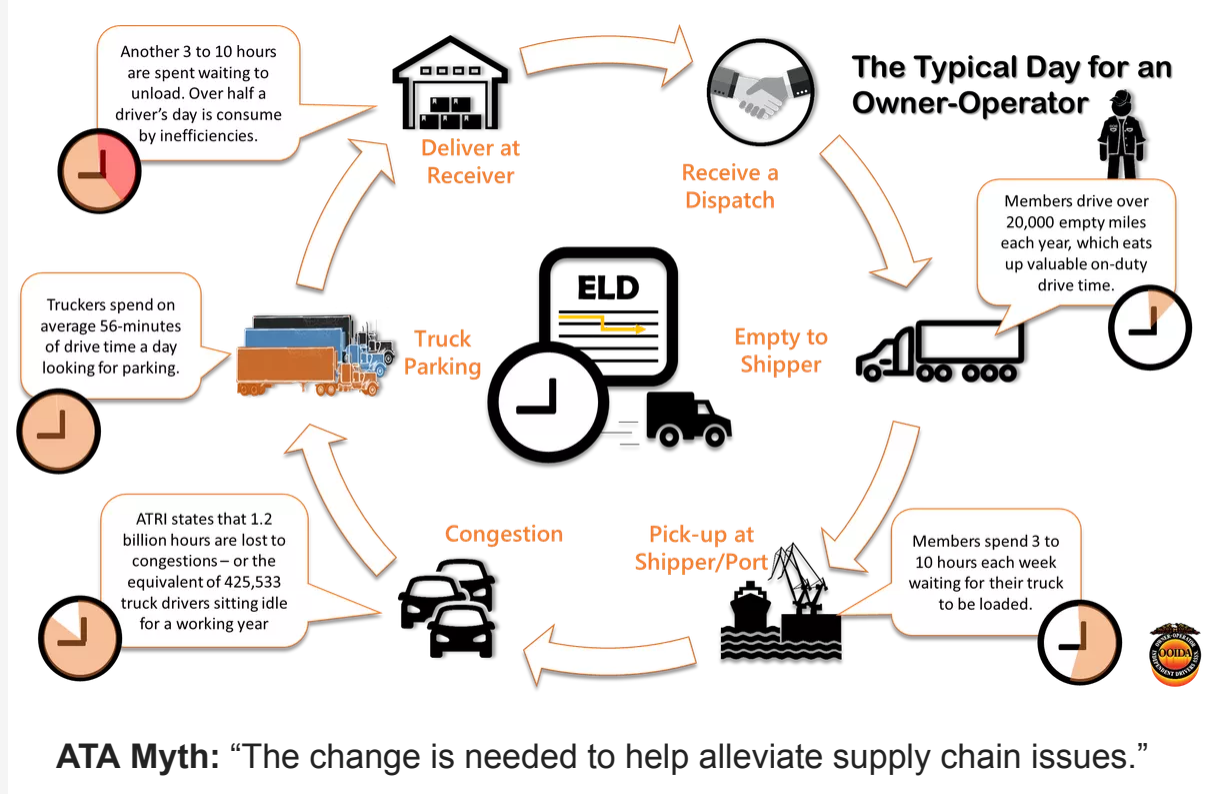
Reality: If you are paid by the mile or the load, then you are not paid for all the hours you work.

- In most jobs, if you are scheduled to work, and you are there, then you get paid.

Not so for truckers, detention can can vary from a few minutes to hours without pay, especially if paid by the mile or load.

- Drivers are expected to work additional hours, and in some cases additional work is required. Most drivers deserve more than just a “family-sustaining wage”.
- If you are a company driver how much flexibility do you have to effectively make your own decisions?

ATA myth and fact #3



ATA Myth: “The change is needed to help alleviate supply chain issues.”

ATA Fact: “Supplanting safety as the means for regulating truck drivers’ hours will add additional complexity and decrease supply chain efficiency by requiring employers to comply with more regulations without benefitting the driver.”

Reality: I must be missing something here. How would it not benefit drivers to pay them for all the time that they work and are on-duty?

- ATA also claims that detention time is already built into the rates per mile/load. I wonder how they do this when they have no idea how much detention time is going to occur?

ATA myth and fact #4



ATA Myth: “Employee truck drivers will be guaranteed more pay and safer hours of service if this bill is enacted.”

ATA Fact: “Truck drivers who are employees under FLSA are unlikely to receive increased pay because employers will be incentivized to adjust compensation rates per mile or load to account for new, separate costs associated with overtime hours over 40 per week.”

Reality: This is probably true. It also shows what carriers really think of their drivers.

1 big thing: When your time is not respected you are not respected.

- The truth is there is no time limit for the hours you work.
- You can work well over 60 hours in a 7 day period, you just cannot drive until you take 10 hours off-duty.
- Unfortunately, the only time that is restricted is the number of hours you can drive in a 14-hour window.

The bottom line: As long as you get paid by the mile/load and the carrier determines the miles/load that you get, then your time is not respected and...

“Opportunity is missed by most people because it was dressed in overalls and looks like work.” Thomas Edison

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