

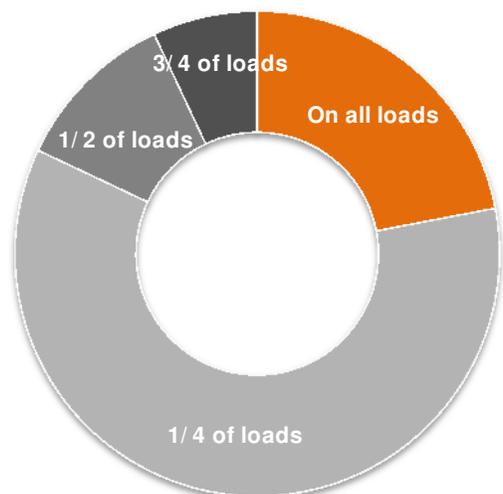
Detention time, or in particular the period that a driver is not paid while he or she waits to be loaded or unloaded, is an issue of primary concern for the trucking industry. In a recent survey conducted by the OOIDA Foundation, approximately two thousand respondents expressed their professional opinions and experience with detention, many of whom felt that detention time not only impacted their financial livelihood but that it also negatively impacted safety on the roadways. As one member stated, “this is one of the biggest issues affecting hours of service and safety. Drivers encountering unexpected long detention, feel forced to drive faster, harder, and longer to make up for perceived lost time.”

When asked how many hours do you average waiting to load and unload, 48 percent of the respondents indicated that they spend 11 to 20 hours each week waiting. Overall, nearly half of the survey participants stated that they do not receive detention pay, and for those drivers who do receive compensation, only 22 percent collected detention pay on all their loads.

How do you collect detention pay?



If you collect detention pay, it is:



Countless drivers expressed that both hours-of-service violations and safety would improve if drivers were simply paid for all their time spent working. In some cases, truckers stated that unpaid detention accounted for 10 percent of their total income. “Detention time is crucial to my operation. The time to load or offload affects me considerably. I am a one truck company. My next load depends on detention. If I’m held up, I can lose thousands of dollars for loads missed.” From financial issues to HOS inflexibilities, unpaid detention creates an incentive for some carriers to bend the rules, thereby effecting safety, in order to support their families and remain in business.