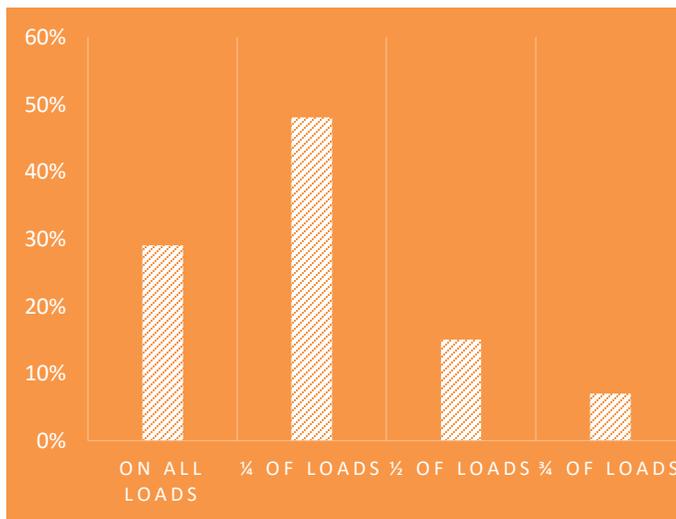


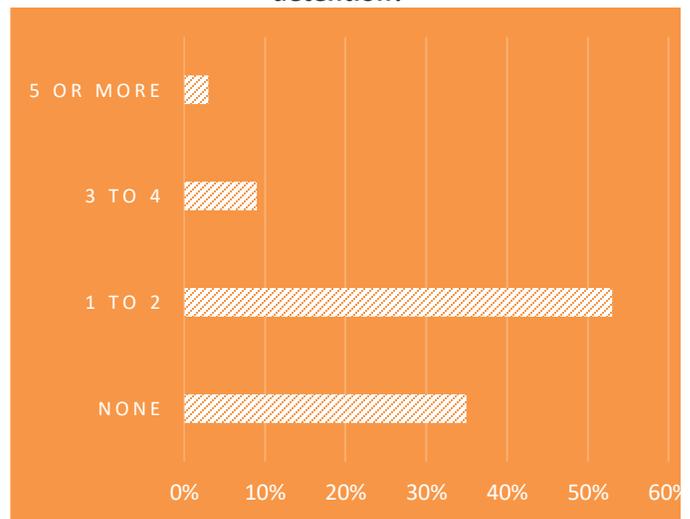
Detention time, or in particular the period that a driver is not paid while he or she waits to be loaded or unloaded, is an issue of primary concern for the trucking industry. In a recent survey conducted by the OOIDA Foundation, over 900 respondents expressed their professional opinions and experiences 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.”

Depending on a motor carrier’s type of operation, a driver may drive up to either 60 hours in seven days or 70 hours in eight days. Every moment a shipper or receiver holds up a driver at dock, waiting to load or unload, can wreak havoc on his or her HOS. According to the survey results, a majority of both those who operate under the 60 hour/7 day rule and those who operate under the 70 hour/8 day rule spend between 12 and 20 hours *each week* waiting to load and unload their truck. In other words, those complying with the 60-hour rule spend approximately 20% to 33% of their possible compensated drive time in detention, while those complying with the 70-hour rule spend 17% to 29% of their drive time in detention. Those who do not receive detention time pay are effectively losing an opportunity to earn \$907 to \$1,512 per week.

If you collect detention pay, it is:



How many loads per week do you lose due to detention?



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.