The Typical Day for an Owner-Operator

Another 3 to 10 hours are spent waiting to unload. Over half a driver's day is consumed by inefficiencies.

Deliver at Receiver

Receive a Dispatch

Members drive over 20,000 empty miles each year, which eats up valuable on-duty drive time.

Truckers spend on average 56-minutes of drive time a day looking for parking.

Truck Parking

ELD

Empty to Shipper

ATRI states that 1.2 billion hours are lost to congestion – or the equivalent of 425,533 truck drivers sitting idle for a working year.

Congestion

Pick-up at Shipper/Port

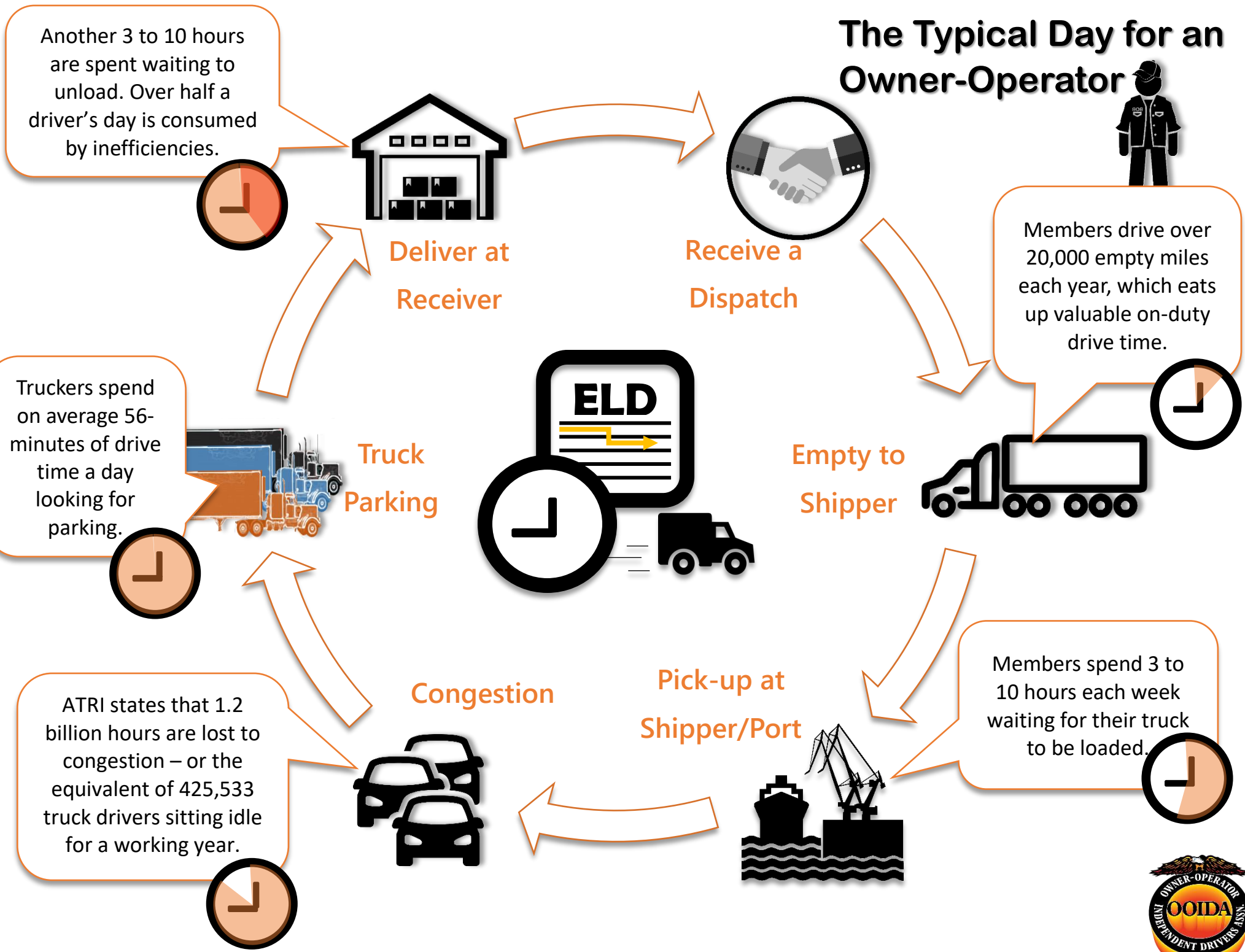Members spend 3 to 10 hours each week waiting for their truck to be loaded.

OWNER-OPERATOR INDEPENDENT DRIVERS ASSN.
OOIDA

The big picture: The inefficiency which the supply chain faces today is not due to a lack of drivers, but because of increased detention time. 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.

Why it matters: Once you add up the average time spent in detention, congestion, and looking for a place to park, etc., a driver's hours-of-service has quickly evaporated.

- **Every moment a shipper or receiver** holds up a driver at a dock can wreak havoc on his or her hours-of-service, meaning that their available drive time (11-hours in a 14-hour window as indicated in the clock on the flow chart) is limited.

What truckers are saying: Over 900 truckers expressed their professional opinions and experiences with detention in a recent survey.

- Many felt that detention time not only impacted their financial livelihood but that it also negatively impacted safety on the roadways.

- **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."

According to the survey results, a majority of drivers spend between 12 and 20 hours *each week* waiting to load and unload their truck. In other words, they spend 20% to 30% of their possible compensated drive time in detention.

The solution is increasing efficiency: J.B. Hunt Senior Vice President Corporate Safety, Security and Driver Personnel Greer Woodruff recently stated, "We're at 6.5 of 11 hours of driving (industry average)."

- Woodruff said adding recent data suggests drivers are now getting 6.4 hours of drive time in an 11 hour on-duty period – suggesting the problem is worsening.
- "If you could move that needle to just 8.45, that's a 30% increase in capacity without adding any drivers or trucks, and that's meaningful."
- Carriers could add capacity without adding drivers or trucks by expediting loading and unloading times, adding flexible appointment times that allow for efficient transit and rest time; working with shippers to accommodate onsite parking; and providing consistency in loads and lanes.[1]

The bottom line: Anyone wanting to increase the efficiency of the overall supply chain must first begin with detention time.

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[1] https://www.ccjdigital.com/business/article/15114726/driver-shortage-more-about-excess-freight-than-drivers