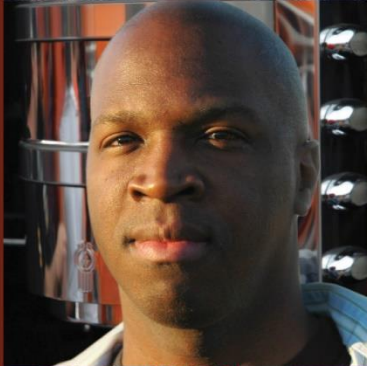
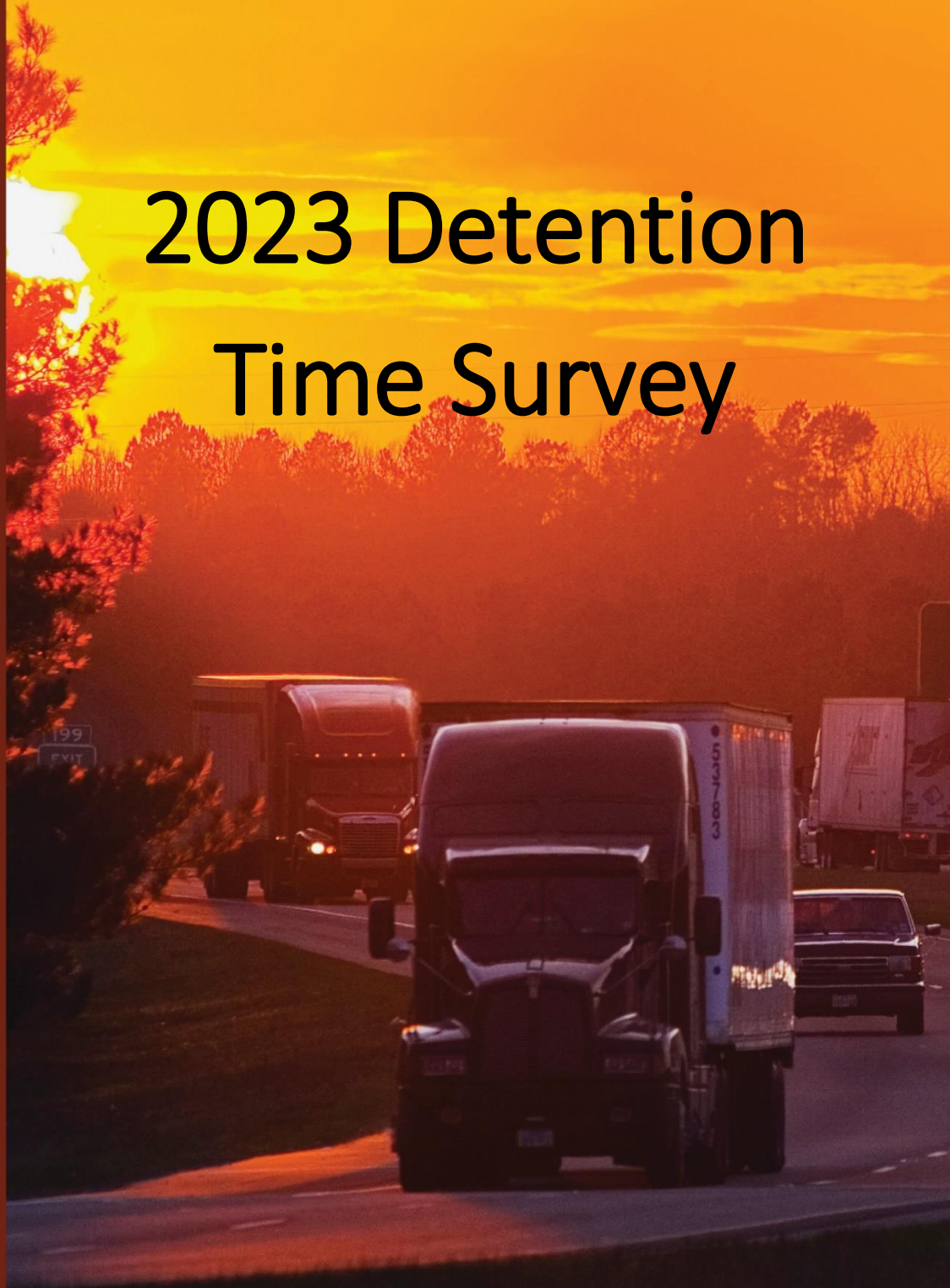


Owner-Operator Independent Drivers Association Foundation
A subsidiary of Owner-Operator Independent Drivers Association Inc.



2023 Detention Time Survey



2/12/24

2023 Detention Time Survey

February 2024



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Introduction

In response to Section 5501 of the Fixing America's Surface Transportation Act of 2015 (FAST Act), entitled "Delays in Goods Movement," the DOT Office of Inspector General (OIG) published a report on January 31, 2018 concerning the effects of driver detention on the economy, the efficiency of the transportation system, motor carrier safety, and the livelihood of truck drivers. The OIG found that a 15-minute increase in the average dwell time, meaning the total time a truck spent at a facility, increases the average expected crash rate by 6.2 percent, resulting in an additional 6,509 crashes per year.¹ Moreover, every 5-percentage point increase in the number of stops experiencing detention, defined in the report as the time spent at a facility in excess of 2-hours, increased the crash risk by 4.7 percent.

In terms of revenue impacts, the OIG concluded that detention time costs for-hire truck drivers \$1.1 to \$1.3 billion a year, reducing the annual earnings per driver between \$1,281 and \$1,534 per year—a reduction between 3.0 and 3.6 percent. In comparison, motor carriers lose approximately \$250.6 million to \$302.9 million in net income every year, equating a total net loss of \$1.35 to \$1.60 billion for the trucking industry overall.

Section 5501 also directed the Federal Motor Carrier Safety Administration (FMCSA) to issue regulations concerning the data collection on delays experienced by truck drivers before loading and unloading their truck. Though FMCSA planned to collect relevant data through a reporting form on its website that would have allowed drivers and carriers to submit data on detention voluntarily, the Agency had no plans to verify the data nor to conduct a detailed analysis. According to an FMCSA official, "the costs of rigorous data collection and analysis would likely outweigh the benefit and the Agency primarily views detention as a market efficiency problem best addressed by private industry rather than through government action."² To date, FMCSA has no such website which allows for the collection of detention time data.

In December 2021, the U.S. DOT and the U.S. DOL announced the Biden-Harris Trucking Action Plan,³ which, among several things, called for a new study concerning detention time. In response, FMCSA released a scope of work to begin a study on this issue. This study is designed to use a cross section of electronic logging device data to provide a much more detailed understanding of wait times for drivers across jurisdictions and segments of the industry than the OIG study. The data will be aggregated and anonymized to ensure driver privacy. In addition to quantifying detention time, the study will also review how detention time influences the likelihood of a crash or an hours-of-service violation.

The Owner-Operator Independent Drivers Association (OOIDA), the largest non-profit trade association representing the interests of more than 140,000 owner-operators and professional drivers, has long held that detention time is not only a financial burden on small business owners and professional truck drivers, but it also creates a negative impact on safety, as detention time can place strain on a driver's hours-of-service (HOS) limits or pressure a driver to continue to operate even when they feel it is safer to stop.

¹ U.S. DOT Office of Inspector General, *Estimates Show Commercial Driver Detention Increases Crash Risks and Costs, but Current Data Limit Further Analysis*, U.S. Department of Transportation (Jan 2018).

² *Ibid.*, pg. 4

³ [Biden-Harris Trucking Action Plan](#)

OOIDA agrees with OIG's conclusions and believes that a 6.2 percent increase in crashes is a significant safety concern, which means that the issue of detention time is more than a "market efficiency problem" and that it falls directly under FMCSA's domain. OOIDA is also supportive of FMCSA's study, entitled, "Impact of Driver Detention Time on Safety and Operations."

To demonstrate the harmful effects of detention, as well as to validate the conclusions from the OIG report and support FMCSA's study proposal, the OOIDA Foundation (OOFI), whose mission statement is to fight for the rights of all truck drivers through research and education, continues to reach out to OOIDA members in order to gather valuable information concerning detention.

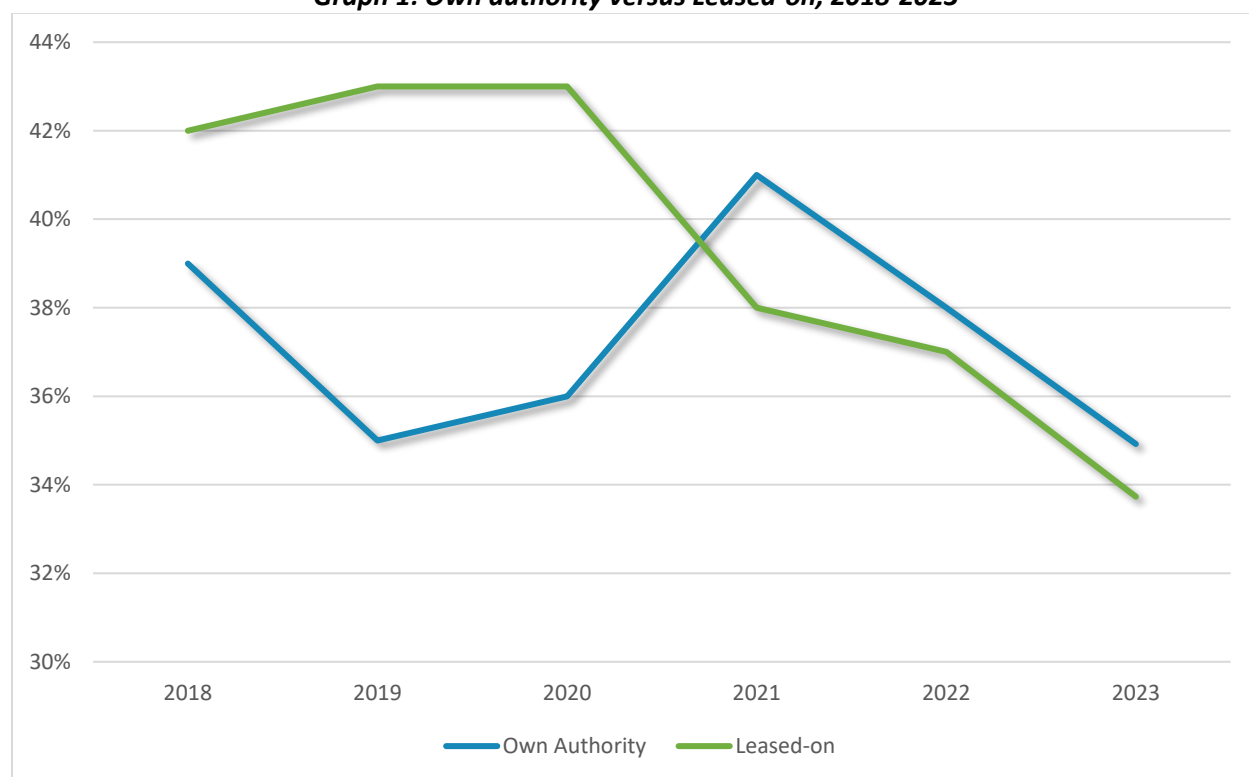
The following *Detention Time Study Survey* (DTS) is especially important, as it directly captures information from the perspective of the small business owner and professional employee driver. Moreover, the study includes questions concerning how owner-operators and drivers define the issue of detention, as well as their professional opinions concerning what they believe would be the best way to measure or track detention and what would be the best way to solve the issue.

Analysis of the Detention Time Survey

Detention time, or in particular the period of time 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 and one that must be addressed. The Owner-Operator Independent Drivers Association Foundation (OOFI), which is the research and educational arm of OOIDA, emailed a twenty-seven-question survey to 18,788 members who allow for email communication on December 1, 2023. The Survey generated 253 total responses for a started/viewed rate of 32 percent and a 95 percent confidence level with a 6 percent margin of error, thereby the DTS provides an essential snapshot of what is occurring within the small carrier population of OOIDA today.

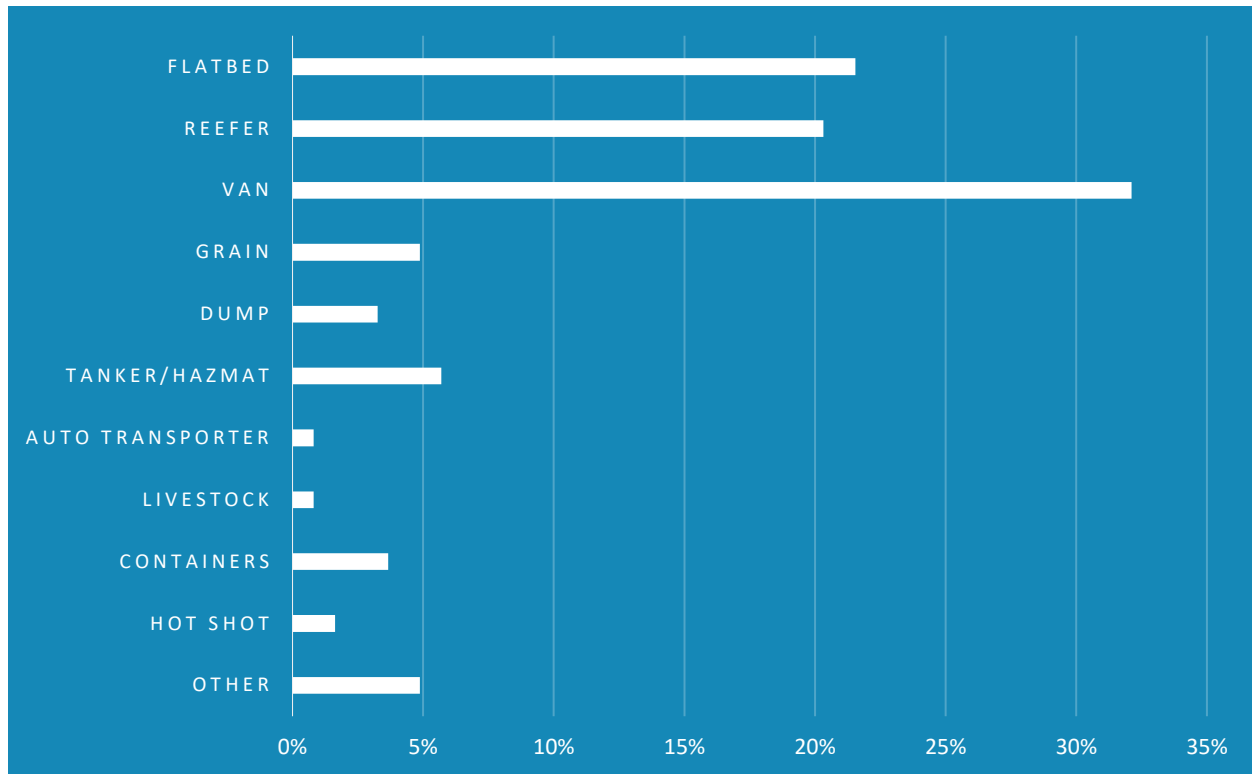
A majority of the respondents described their type of operation as an owner-operator under their own authority (35%) followed by those who lease their truck onto a carrier (34%) and those who listed themselves as company drivers (17%). This is the third time in the history of the survey that more members identified themselves as being under their own authority than those who were leased-on. This is most likely due to residual effects of the 2020-2022 freight cycle, which witnessed record high spot rates beginning with the second half of 2020 and continuing through the second half of 2022, leading to more drivers acquiring their own authority rather than leasing on to a carrier. For more information on the freight market, please review OOFI's *2023 Freight Rate Survey*.

Graph 1: Own authority versus Leased-on, 2018-2023



Respondents were predominately long-haul (501+ miles), truckload carriers who traveled in the North Central, South Central, and Southeast regions of the United States, pulling primarily a dry van, a flatbed, or a refrigerated trailer, also called a reefer. These statistics align closely with other OOFI surveys.

Graph 2: Primary Equipment Pulled, 2023

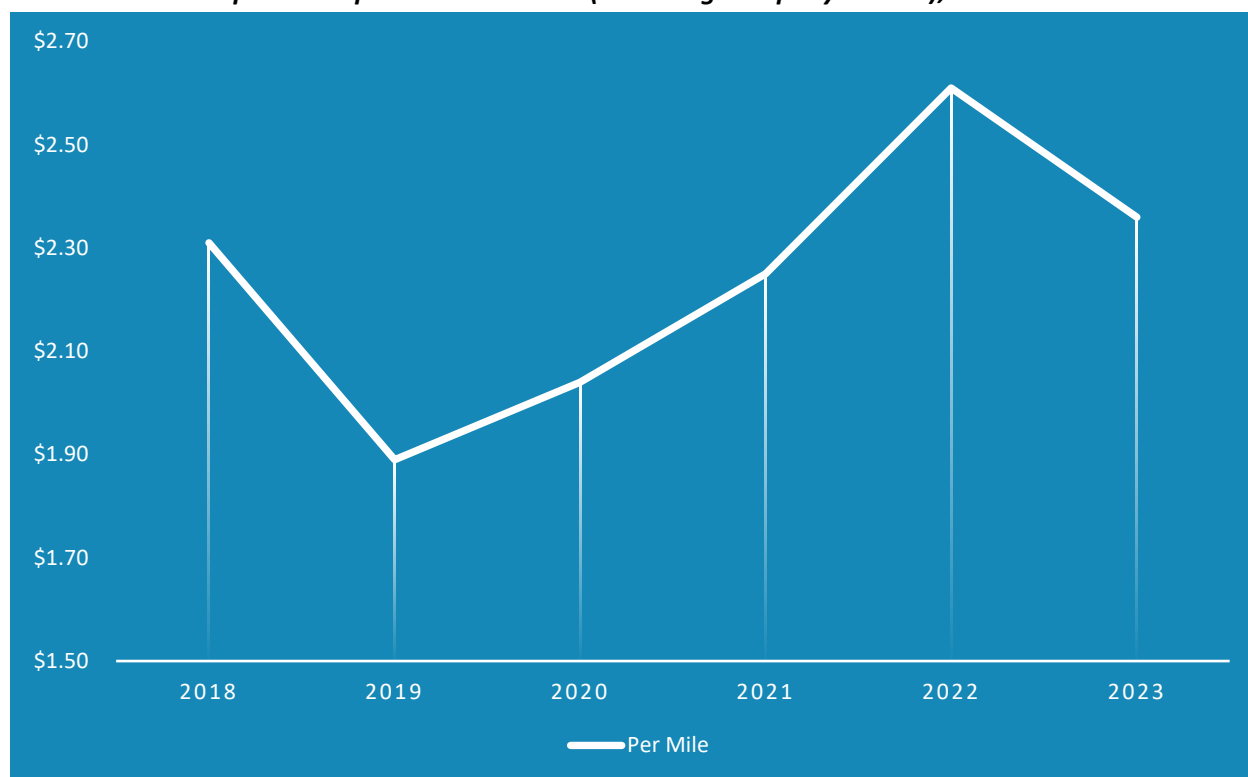


It is quickly evident when studying the issue of detention time that there are two areas of particular concern which exacerbate the problem. The first is the method of compensation, as very few drivers receive pay for all the hours that they work. While the Fair Labor Standards Act (FLSA) requires employers to pay covered non-exempt employees at least the federal minimum wage for all hours worked during the workweek and overtime pay for all hours worked over 40 in a workweek, truck drivers are exempt from the FLSA under Section 13(b)(1). In other words, truckers are not entitled to overtime pay if they operate a vehicle over 10,000 pounds. A vast majority of OOIDA members (83%) are in favor of removing the exemption, especially company drivers (100%), and 58 percent believe this will help address the detention time issue, a two-percentage point decrease from 2022.

Consistent with other OOFI surveys, the industry continues to receive compensation primarily on a per mile or per trip basis. However, the primary method of compensation varies greatly depending on the type of operation with owner-operators under their own authority receiving compensation either per trip or per mile, leased-on owner-operators receiving payment based on a percentage of the load, and company drivers receiving pay per mile. The average compensation overall for leased-on and owner-operators receiving payment per mile, per trip, or based on a percentage was \$2.36 per mile, \$1,198 per trip, and 75 percent of the load, respectively. The amount of compensation per mile decreased in

comparison to last year's survey, which coincides with OOFI's *Freight Rate Survey*. In particular, per mile pay decreased 10 percent from \$2.61 to \$2.36.

Graph 3: Compensation Per Mile (excluding Company Drivers), 2018-2023



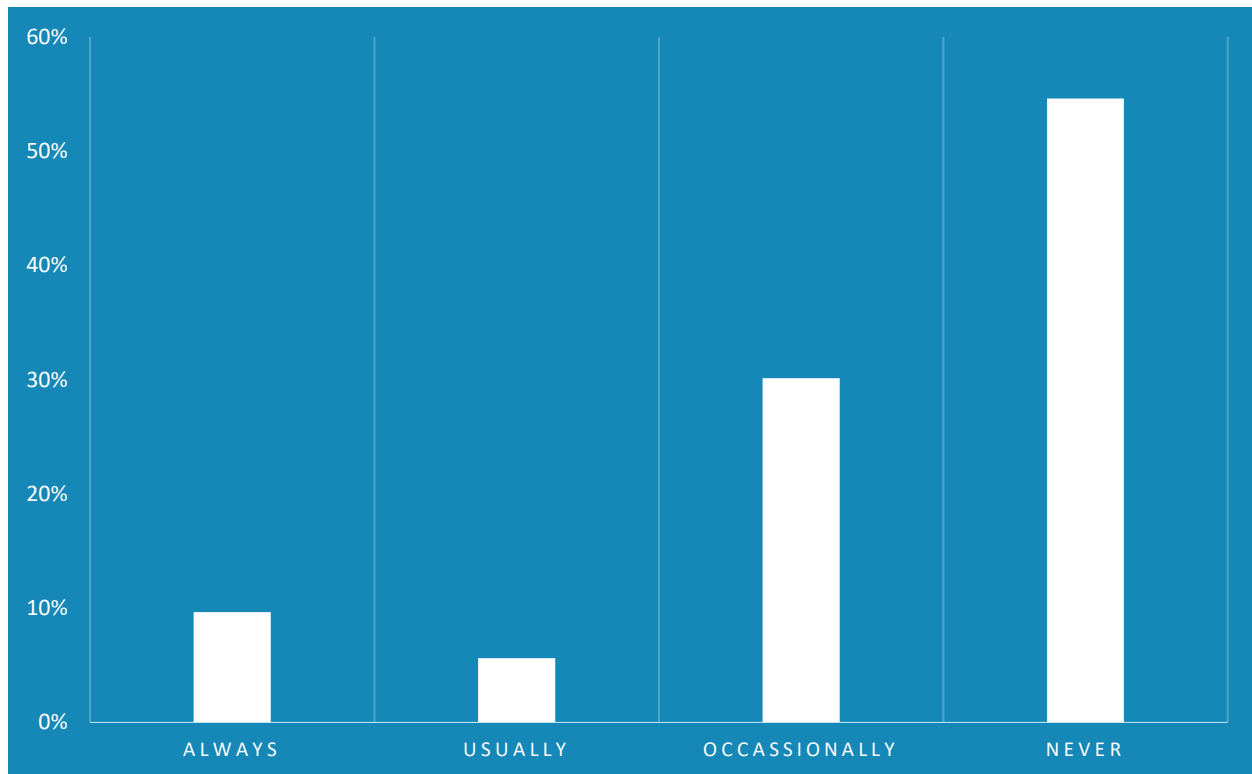
The second area of concern focuses on the HOS regulations, which determines the maximum number of hours that a driver is able to drive and work in a given period. Depending on a motor carrier's type of operation, a driver may operate up to either 60 hours in seven days or 70 hours in eight days. This rule, called the 60/70-hour rule, is not based on a set calendar week but on a "floating" seven- or eight-day period. If a carrier operates each day of the week, which most owner-operators do, then the 70 hour/8-day rule applies to them, meaning a driver is not allowed to drive more than 70 hours in any eight consecutive day period until he or she has dropped below the 70 hour/8-day limit.

Thus, every moment a shipper, receiver, port terminal, or rail yard, holds a driver up at a dock, waiting to load or unload, can wreak havoc on his or her HOS. This has a cascading effect with each customer down the line, and serves to create inefficiencies in an already strained supply chain. This blatant demonstration of the fact that there is very little value placed upon a driver's time only serves to push truckers to operate longer, faster, and harder in order to make up the difference due to missed compensation. While the newest set of HOS regulations which went into effect in September 2020 has helped provide increased flexibility, it is critical to recognize that detention time is more than just a market efficiency problem; it is also a significant safety concern.

According to the survey results, 83 percent of respondents indicated that they comply with the 70 hour/8-day rule, which was a 1-percentage point increase from last year, while the remaining 17 percent operate

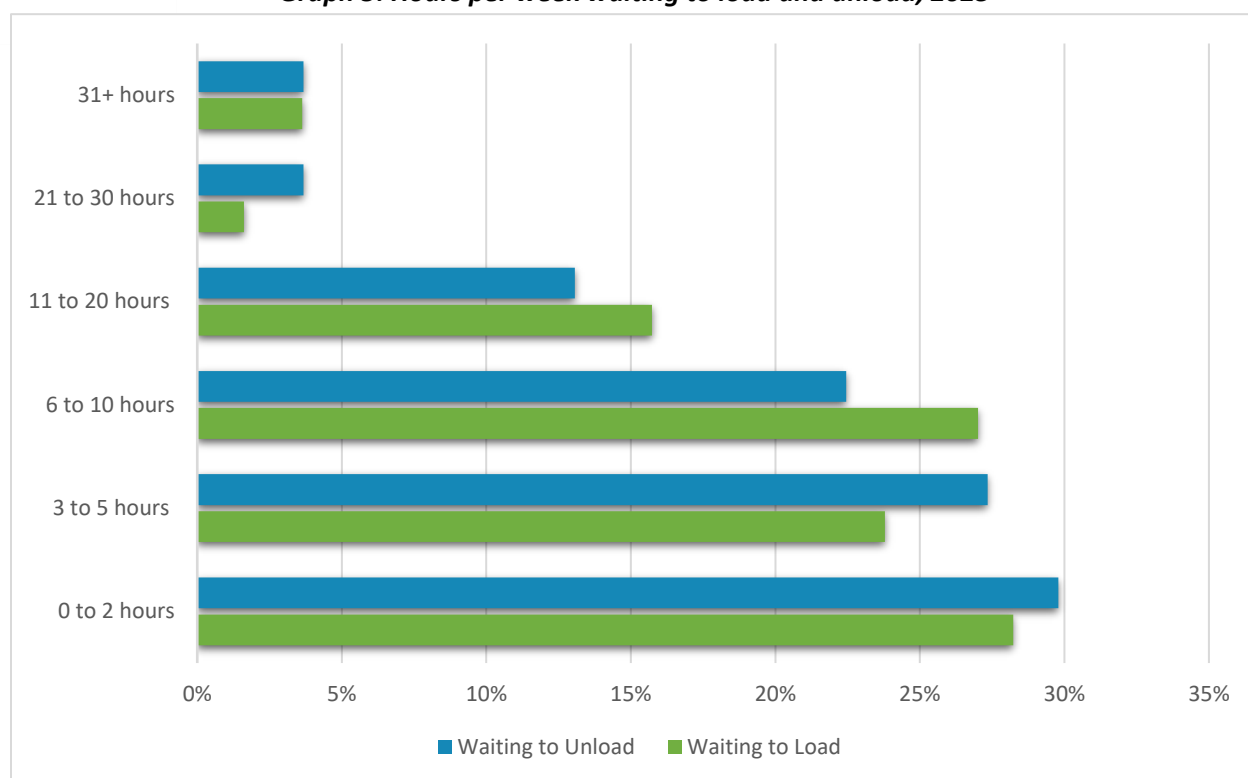
under the 60 hour/7-day rule. While a majority of those under both the 60-hour rule and the 70-hour rule spend between 0 and 2 hours each week waiting to have their truck loaded, and another 0 to 2 hours waiting to have their truck unloaded as shown in **Graph 5**, the average weekly wait time for loading is 7.2 hours, and the average weekly wait time for unloading is 7.1 hours, for a total of 14.3 hours.

Graph 4: Frequency of Loading or Unloading their own truck, 2023



When broken down by hours of service, those members who are complying with the 60-hour rule spend on average 24 percent of their possible compensated drive time in detention, while those under the 70-hour rule spend on average 20 percent of their possible drive time in detention. These types of situations can ultimately create the incentive for drivers to operate longer and push harder, such as foregoing rest breaks or pausing when they are tired, in order to make up for lost compensation and prevent the domino effect of missed deadlines leading to lost loads. It can force drivers to park in unsafe and or unsecure locations if they run out of hours, and are no longer allowed to legally drive while also not being allowed to legally park. Overall, this leads to massive market inefficiency, and disruptions to the supply chain.

Graph 5: Hours per week waiting to load and unload, 2023



The trucking industry has traditionally defined detention as any time spent waiting to load or unload in excess of two hours, thereby if a driver spends five hours waiting to load at a dock, the first two hours would be considered “free”, while the remaining three would be classified as detention. Although members indicated that shippers and receivers utilize this customary definition in general, they presented additional definitions for detention time, which included anything in excess of half an hour to an hour, and all time spent at a pick-up or delivery location, including when their truck first enters the yard.

Moreover, some members described detention in general as lost revenue or stolen time that is difficult to plan for, stating, “excessive detention time will require carriers to reset schedules, however, if the customer refuses to reschedule a delivery (which is not uncommon), the driver is often asked to still deliver the load on-time regardless of whether it becomes a violation to the hours of service, and other federal safety regulations. The result could be that the driver will be detained for an even longer extended period of time due to not just the last customer, but the ones prior. In other words, it becomes a domino effect that will last for the next few deliveries.”

Several members commented that while they are often penalized by a shipper or receiver if they are late for their pick-up or delivery time, shippers and receivers ought to be held accountable for breaking appointment times. One member wrote, “Truck trailers should not be ‘free storage’ for shippers and receivers.” “If they [shippers and receivers] can’t load us during our appointment time, or we lose the next delivery or pick up because of detention, they should have to accommodate us for that.” “They [the receivers] could care less that they cost you a \$4,000+ load and you had to get a \$2,400 load because you

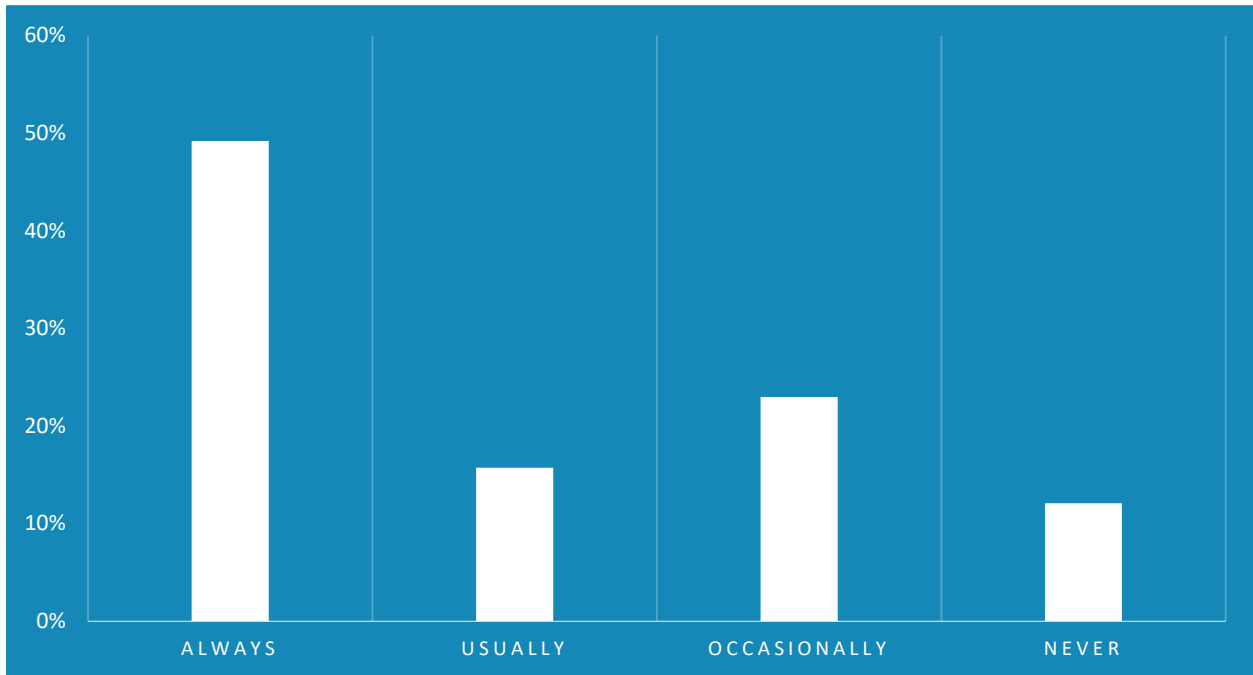
couldn't get unloaded in time." Another member stated, "If a driver is not getting unloaded at his or her appointment time, detention should start right then."

However, members also understood that certain commodities might take longer to load or unload than others. One member defined detention as, "Any time over a period generally deemed adequate to load or unload in a given situation or setting. Dry box, as I pull, should never exceed two hours barring complications." Another explained, "If I have a load of 18 pallets, the following would be normal for me: signing in, backing into the dock, getting dock plate in, unloading at a rate of approximately 3-minutes per pallet, sign out. This should take about an hour. If they take longer than this, I should be paid at least \$85 per hour in quarter hour increments."

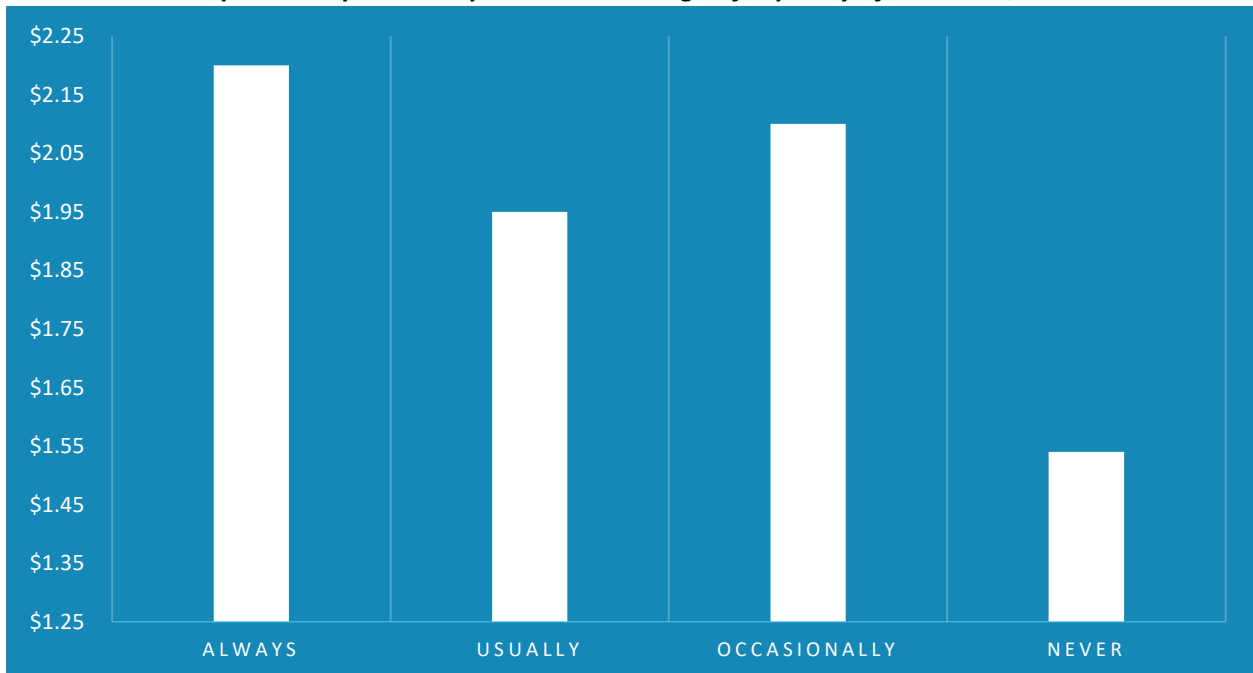
Many members stated that it is reasonable to assume some delay in getting loaded or unloaded, but they also mentioned that no one goes to work for free. One member commented, "The time that I am at a shipper or receiver is time that I am on the clock. I don't think that I should have to give free time to get loaded or unloaded. It makes as much sense as people working in an office to go to work and work for two hours before they clock in and start getting paid for the day. Nobody wants to work for eight hours and get paid for six. But as a driver and owner-operator, I have to." Another member wrote, "No other job in the world would expect anyone to work for free."

One member summarized the issues perfectly, writing, "The first word says it all. Detention (verb): To hold back someone or something from progressing forward". In my humble opinion, this is a word with a really negative connotation, and I associate "Detention" with my grammar school experience. I am a professional driver in the transportation industry, and I have been actively driving since 2007. I started at age 26 and now, I am 41 years old. I imagine this business is where I will retire at the end of my working career. I truly love driving a truck, but when I am expected to be somewhere by a given time, I take my responsibility very seriously. Detention is a frustration and major cost for the majority of CMV drivers in this country, especially ones who do not own or have an APU unit, and are forced to idle while waiting. Having said that, I realize there are going to be times when a shipper or consignee have a shortage of workers or there is some type of other genuine misunderstanding. Overall, detention is time spent wasted. I don't care for wasting my time." The vast majority of participants (90%) want to eliminate the traditional definition of detention, especially those who are compensated per mile (91%).

According to the survey results, 49 percent of the respondents indicated that they always attempt to receive compensation for detention compared to 53 percent in 2022, representing a 4-percentage point decrease. The remaining 51 percent vary between usually, occasionally, and never attempting to receive detention time pay. The percentage of those who never attempt to receive compensation fell from 11 percent in 2021 to 10 percent in 2022, then rose to 12 percent in 2023. This is the highest this figure has risen since 2017, and when questioned as to why members do not make the attempt, it is primarily due either to the belief that they will not receive it anyway (44%), or because they do not have much waiting time (20%).

Graph 6: How often do you attempt to receive compensation for Detention Time, 2023

Several members commented that if they experience unreasonable detention time at a shipper or receiver, they refuse to haul loads to their facilities again. Overall, 17 percent of members stated that they do not collect any detention time pay, which is a 40 percent increase since 2022, and 9 percent of those who always attempt to receive compensation for detention do not receive it at all- a 5 percent increase since 2022.

Graph 7: Compensation per mile according to frequency of collection, 2023

For those who do receive detention pay, owner-operators under their own authority and fleet owners collect it primarily through brokers (70% and 59% respectively), while company drivers and those leased-on collect it through the carrier (67% and 65% respectively). Only 9 percent negotiate it into their overall rate, which was a 2-percentage point increase from last year. Owner-operators under their own authority collect about \$53 an hour on average (a \$10 increase from 2022), leased-on owner-operators receive \$45 (an \$8 decrease from 2022), and company drivers receive \$37 (a \$6 increase from 2022). These wages however are far from the hourly rate that members consider to be fair, which is approximately \$80.

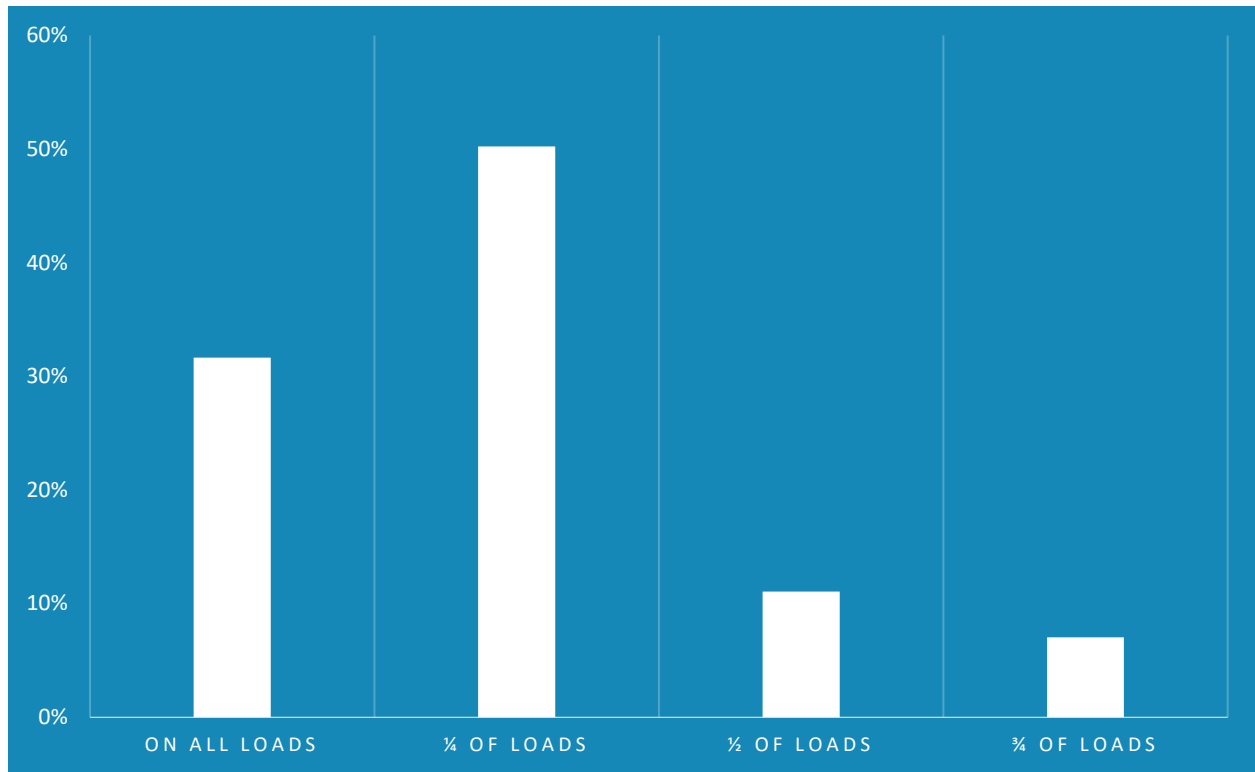
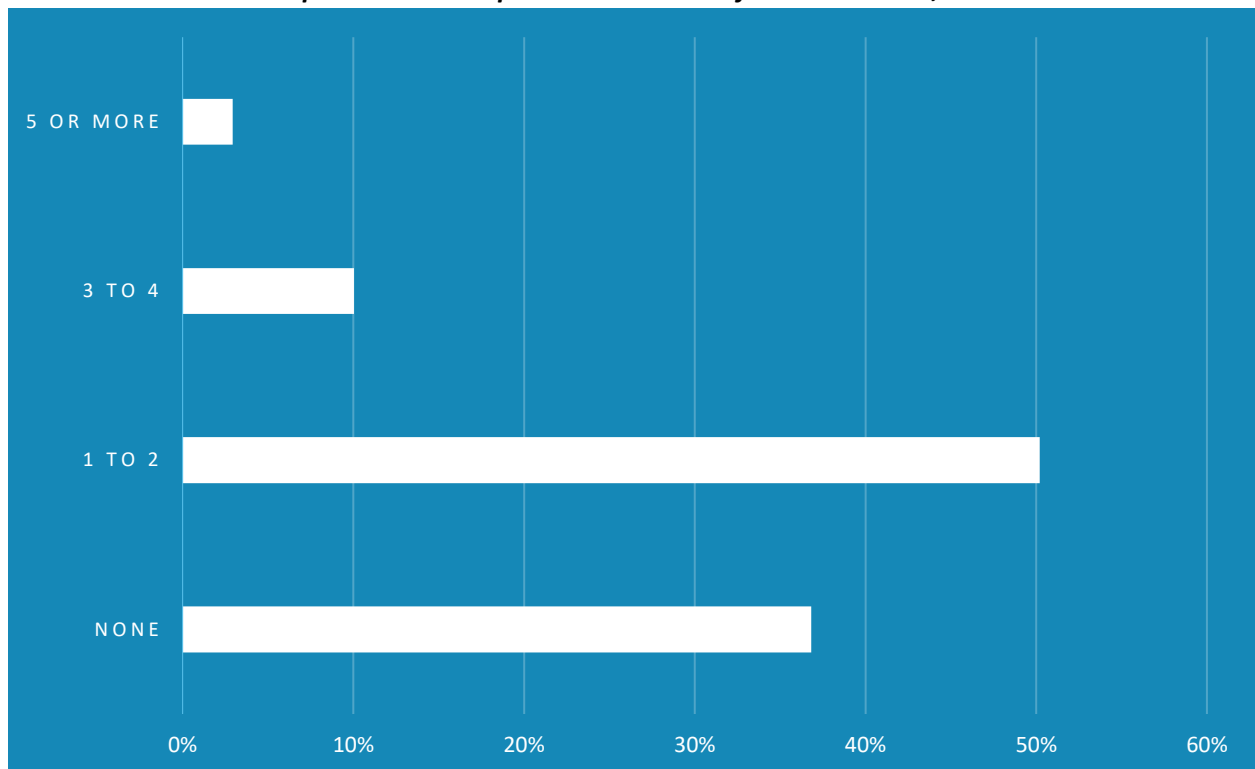
Table 1: How do you Collect Detention Pay by Type of Operation, 2023

Method of Collection	OA	LO	CD	FO	OV
Through the motor carrier directly	5%	65%	67%	9%	40%
Through the broker	70%	36%	7%	59%	45%
Through the shipper	22%	11%	7%	55%	17%
I negotiate it into my rate	16%	5%	5%	9%	9%
I do not receive detention pay	19%	13%	26%	14%	17%

It is important to note however that even though there are some members who receive detention time pay, they do not always receive it on all loads, nor do they receive pay for all the time that they spend waiting to load or unload at a facility. Moreover, even though a majority of members receive some level of compensation for detention time, this is often not enough to make up for missed opportunities. Overall, 50 percent of respondents stated that they lose one to two loads per week on average because of detention, while another 13 percent lose 3 or more loads. For those who receive compensation per trip, this could equal \$60,684 (\$1,167 average pay per trip × 1 load × 52 weeks) to \$121,368 (\$1,167 average pay per trip × 2 loads × 52 weeks) per year, or \$5,057 to \$10,114 per month.

According to the National Highway Traffic Safety Administration (NHTSA), the average travel speed for heavy trucks is between 62 mph and 69 mph on roads with varying posted speed limits.⁴ However, it is very difficult for over-the-road truckers to average more than 45 mph due to traffic congestion around and in metropolitan areas. Thus, for those members who receive compensation per mile, excluding company drivers, an owner-operator could potentially lose \$106.20 per hour waiting to load or unload their truck (45 mph × 1 hour = 45 miles × \$2.36 per mile). Hence, those who spend the average of 14.3 hours a week in detention are effectively losing the possibility to earn \$1,518.66 per week or \$ 78,970.32 a year. 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.”

⁴ FMVSS No. 140 Speed Limiting Devices: *Preliminary Regulatory Impact Analysis and Initial Regulatory Flexibility Analysis*, NHSTSA (August 2016), pg. 11

Graph 8: If you collect detention pay, it is, 2023**Graph 9: Loads lost per week because of detention time, 2023**

When asked to name the top three shippers and receivers who consistently detain drivers for more than two hours, the participants indicated that Walmart was the top offender for both, followed by Tyson and Americold for shippers and Target and Sysco Foods for receivers. This was mostly consistent with previous Detention Time Surveys. While the second and third slots for both shippers and receivers have varied slightly over the past three years, Walmart continues to retain the top spot. There were some differences across type of operation and equipment, with members under their own authority giving Americold the number one spot in terms of shippers, and company drivers giving Lineage their second worst rating.

Table 2: Top three shippers and receivers who consistently detain drivers for over two hours, 2023

Rank	Shippers	Receivers
1.	Walmart	Walmart
2.	Americold	Kroger
3.	Tyson	Sysco Foods

The survey also asked members what they thought would be the best method to measure or track detention time. Although some participants were unsure how to respond, many indicated that electronic logging devices were the answer. For not only do ELDs electronically record a driver's record-of-duty-status, but they are also required to track the geographic location of the truck. Both of which could be utilized to measure and verify the time a driver spends waiting to load or unload. One member stated, "Since we are stuck with ELDs, may as well make them useful to us in one way." Nevertheless, other participants recommended utilizing some form of electronic stamp via a smart phone application [i.e., MacroPoint for Truckers], adding a "waiting to load" and "waiting to unload" option in the ELD, a global positioning system, a standard detention time form provided by the carrier, or simply adding a check in and out field on the bill of lading. All of which could be relatively simple to implement.

Ultimately, in order to address the issue of detention time, some members stated that proper planning coupled with honoring appointment times could help solve many of the problems that carriers and drivers experience today. Others stated carriers and drivers either need to push for and demand detention time pay in their contracts or freight rates, or simply quit doing business with those entities that are the worst offenders. They also commented that shippers and receivers need to be held accountable and pay the driver directly rather than paying an entity like a broker, increase their labor force, and schedule realistic pickup and delivery appointments and honor them. Basically, "by putting the financial responsibility on the shipper to get you loaded."

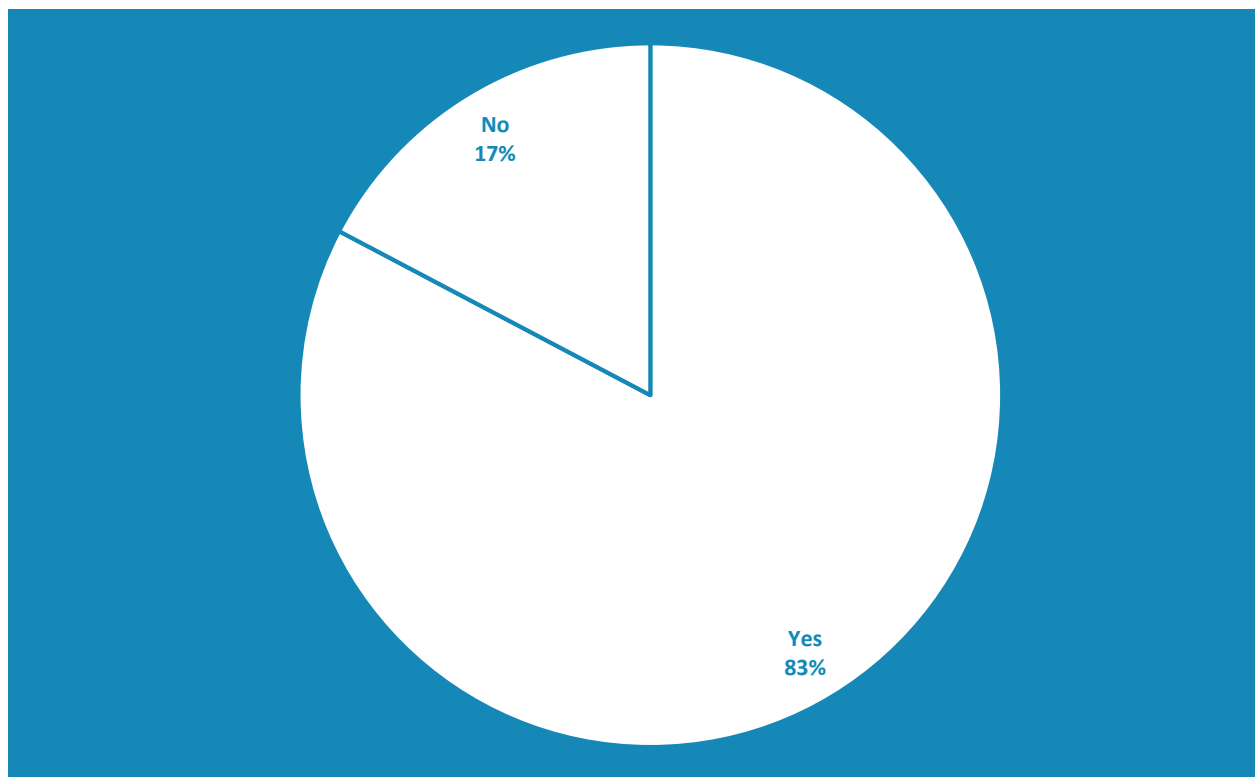
Most members however believed that brokers, shippers, and receivers would not honor detention time pay unless there was some form of motivation or incentive, whether it is through a federally mandated fine or by contracting with other brokers, shippers, and receivers who will ensure detention pay. One member wrote, "Shippers and receivers have too much control and will never police themselves and will not convert to efficient systems unless forced to do so." Regarding the ports, many of the members

indicated that the biggest issue was the various unions. Other problems included a shortage of port employees, better signage and communication, and equipment issues, such as scarce or damaged chassis.

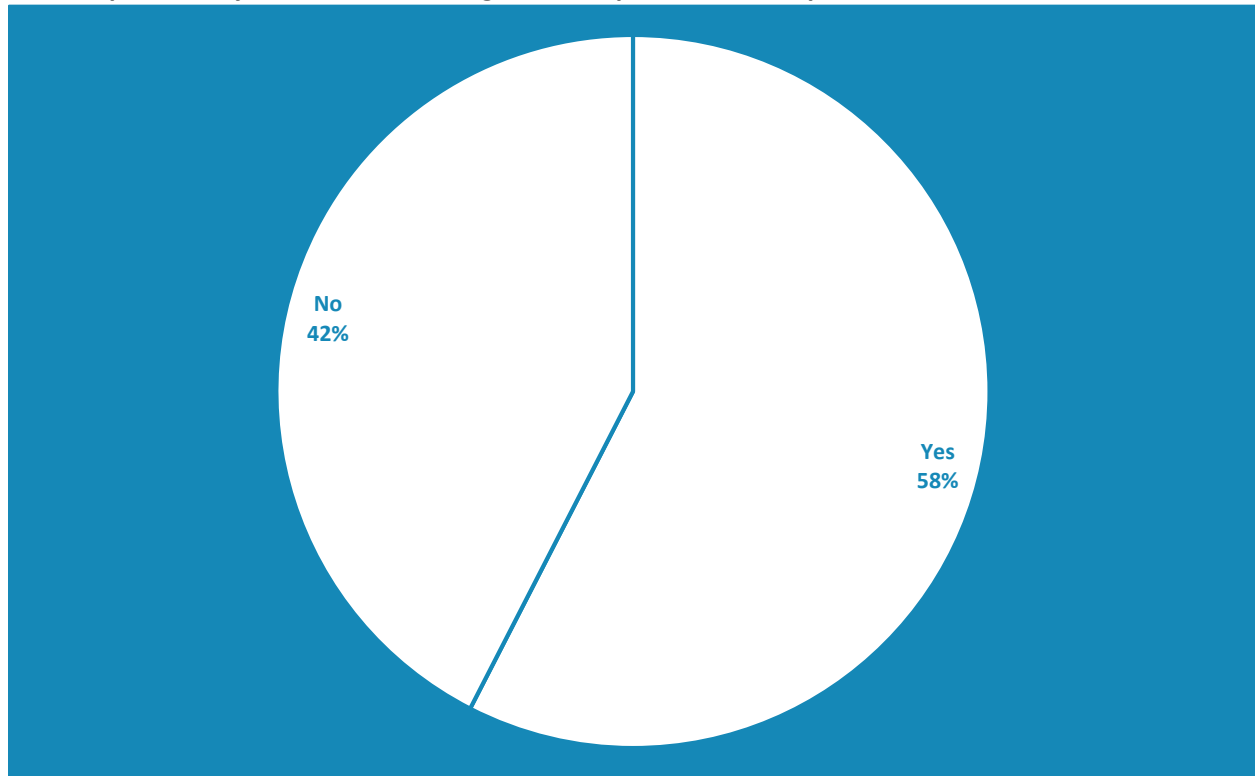
Although most drivers and owner-operators are weary of more regulations, several members recommended introducing language into the federal regulations requiring either penalties for shippers, receivers, ports, and carriers who do not compensate for detention, establishing a fixed hourly rate, or both. Additional suggestions included removing or changing the hours of service regulations or eliminating the federal exemption on overtime and minimum wage for truck drivers in the Fair Labor Standards Act (FLSA). In fact, when asked, 83 percent of respondents indicated that they would be in favor of OOIDA striving to remove the exemption, while 17 percent believe it will help address detention time.

In the end, members believe that brokers, shippers, receivers, ports, rail yards, and even carriers, need to assume some responsibility for the economic and safety effects of detention. Members indicated that while some carriers and brokers collect detention time pay, they do not always pass it on to the driver.

Graph 10: Would you be in favor of OOIDA striving to remove the FLSA exemption?, 2023



Graph 11: Do you believe removing the exemption would help address detention time?, 2023



Results of the Survey

OOFI emailed a twenty-seven-question survey to 18,788 members who allow for email communication on December 1, 2023. The Survey generated 253 total responses for a started/viewed rate of 32 percent and a 95 percent confidence level with a 6 percent margin of error, thereby the DTS provides an essential snapshot of what is occurring within the small carrier population of OOIDA today.

The number of respondents per question is in (). Percentage of each answer is given based on the number of respondents marking any one answer; all percentages have been rounded to the nearest whole number.

1. Which best describes your type of operation? (252)
 - a. **Owner-operator (own authority) – 35%**
 - b. Owner-operator (leased to motor carrier) – 34%
 - c. Company driver – 17%
 - d. Fleet owner – 9 %
 - e. Retired – 4%
 - f. Other – 2%

2. What **best** describes your business model? (250)
 - a. **Truckload – 75%**
 - b. Less-than-truckload – 10%
 - c. Expeditor – 1%
 - d. Power Only – 9%
 - e. Other – 4%

3. What is the **primary** equipment you pull? (246)
 - a. Flatbed (all configurations including lowboy and RGN) – 22%
 - b. Reefer – 20%
 - c. **Van – 32%**
 - d. Grain – 5%
 - e. Dump – 3%
 - f. Tanker/Hazmat (including pneumatic trailer) – 6%
 - g. Auto transporter – 1%
 - h. Livestock – 1%
 - i. Containers – 4%
 - j. Expedited – 0%
 - k. Hot shot – 2%
 - l. Other – 5%

4. Which best describes the **primary** freight you typically haul? (246)
- a. **General freight – 41%**
 - b. Refrigerated – 20%
 - c. Agriculture non-refrigerated – 5%
 - d. Building materials – 5%
 - e. Aggregate (concrete, gravel, sand, etc.) – 2%
 - f. Steel – 4%
 - g. Livestock – 1%
 - h. Automotive – 2%
 - i. Hopper – 3%
 - j. Intermodal containers – 1%
 - k. Hazmat/liquid/chemicals/fuel/oilfield – 7%
 - l. Oversize/overweight – 4%
 - m. Other – 6%
5. Do you **primarily** haul: (250)
- a. Local (less than 150 miles) – 11%
 - b. Regional (151-500 miles) – 33%
 - c. Dedicated – 6%
 - d. **Long haul (501+ miles) – 50%**
6. Do you **primarily** haul in: (**select all that apply**) (249 respondents checked 594 answers)
- a. Northwest (AK, ID, MT, NE, ND, OR, SD, WA, WY) – 10%
 - b. Southwest (AZ, CA, CO, HI, NM, NV, UT) – 11%
 - c. **North central (IL, IN, IA, KY, MI, MN, OH, WI) – 26%**
 - d. South central (AR, KS, LA, MS, MO, OK, TX) – 21%
 - e. Northeast (CT, DE, ME, MA, NH, NJ, NY, PA, RI, VT) – 12%
 - f. Southeast (AL, FL, GA, MD, NC, SC, TN, VA, WV) – 20%
7. How are you **primarily** paid for your services? (**Select only one**) (246)
- a. **Per Trip**, What is your average trip pay, excluding fuel? (67)
 - i. Mean – \$1,166.87
 - ii. Median – \$1,000.00
 - iii. Mode – \$1,500.00
 - b. **Per Mile**, What is your per mile pay, excluding fuel? (80)
 - i. Mean – \$1.93
 - ii. Median – \$2.00
 - iii. Mode – \$2.00
 - c. **Hourly**, What is your hourly rate of pay? (16)

- d. **Percentage**, What is the percentage of the load? (58)
 - i. Mean – 72.7%
 - ii. Median – 73%
 - iii. Mode – 65%
 - e. By **volume or weight**, What is your average pay? (17)
 - f. **Salary**, What is your annual salary? (1)
 - g. Other (7)
8. On average, do you primarily comply with the: (248)
- a. 60 hours in seven days rule – 17%
 - b. 70 hours in eight days rule – 83%**
9. Do you load or unload your own truck? (249)
- a. Always – 10%
 - b. Usually – 6%
 - c. Occasionally – 30%
 - d. Never – 55%**
10. How many hours **per week** do you spend on average waiting to **load**? (248)
- a. 0 to 2 hours – 28%**
 - b. 3 to 5 hours – 24%
 - c. 6 to 10 hours – 27%
 - d. 11 to 20 hours – 16%
 - e. 21 to 30 hours – 2%
 - f. 31+ hours – 4%
11. How many hours **per week** do you spend on average waiting to **unload**? (245)
- a. 0 to 2 hours – 30%**
 - b. 3 to 5 hours – 27%
 - c. 6 to 10 hours – 22%
 - d. 11 to 20 hours – 13%
 - e. 21 to 30 hours – 4%
 - f. 31+ hours – 4%
12. In your professional opinion, how would you best define detention time? (230)

13. The trucking industry has traditionally defined detention as any time spent waiting to load or unload in excess of two hours. Would you be in favor of OOIDA challenging that tradition? (249)
- a. **Yes – 90%**
 - b. No – 10%
14. In your professional opinion, what is a fair hourly rate for detention time? (233)
- a. Mean – \$80.33
 - b. Median – \$75.00
 - c. Mode – \$100.00
15. How often do you attempt to receive compensation for detention time? (248)
- a. **Always – 49%**
 - b. Usually – 16%
 - c. Occasionally – 23%
 - d. Never – 12%
16. If you do not attempt to receive compensation for detention time, is it ***primarily*** because: (117)
- a. Afraid of losing business – 8%
 - b. **I won't receive it anyway – 44%**
 - c. It's part of my contract – 6%
 - d. I don't have much waiting time – 20%
 - e. Other – 22%
17. How do you collect detention pay? (*check all that apply*) (249 respondents checked 318 answers)
- a. Through the motor carrier directly – 40%
 - b. **Through the broker – 45%**
 - c. Through the shipper – 17%
 - d. I negotiate it into my rate – 9%
 - e. I do not receive detention pay – 17%
18. If you collect detention pay, it is: (199)
- a. On all loads – 32%
 - b. **¼ of loads – 50%**
 - c. ½ loads – 11%
 - d. ¾ of loads – 7%

19. If you collect detention pay, what do you receive **per hour** on average? (187) (i.e., a driver was in detention for 2-hours and received \$100 total for that time. Thus their detention pay equaled \$50 **per hour** [\$100 detention pay ÷ 2-hours of detention time = \$50 per hour])
- Mean – \$48.37
 - Median – \$50.00
 - Mode – \$50.00
20. How many loads **per week**, per truck, do you deliver on average? (212)
- Mean – 4.69
 - Median – 4.00
 - Mode – \$4.00
21. How many loads **per week, per truck**, do you **lose** on average because of detention time? (239)
- None – 37%
 - 1 to 2 – 50%**
 - 3 to 4 – 10%
 - 5 or more – 3%
22. Please list the top three **shippers** that consistently detain you for more than two hours. (265)

	Name
1.	Walmart
2.	Tyson
3.	Americold

23. Please list the top three **receivers** that consistently detain you for more than two hours. (275)

	Name
1.	Walmart
2.	Target
3.	Sysco Foods

24. In your professional opinion, what would be the best way to measure or track detention time? (208)
25. In your professional opinion, what would be the best way to solve the issue of detention time? (213)

The Fair Labor Standards Act (FLSA), first enacted in 1935, requires employers to pay covered non-exempt employees at least the federal minimum wage for all hours worked during the workweek and overtime pay for all hours worked over 40 in a workweek. However, truck drivers are exempted from the FLSA

under Section 13(b)(1), meaning they are not entitled to overtime pay if they operate a vehicle over 10,000 pounds.

OOIDA advocated for legislation that would eliminate this exemption and ensure that truck drivers are granted overtime pay. The bill is called Guaranteeing Overtime for Truckers (GOT) Act. In November 2023, Representatives Jeff Van Drew (R-NJ) and Mark Takano (D-CA) introduced H.R. 6359 in the U.S. House. Senator Alex Padilla (D-CA) introduced a companion bill in the U.S. Senate, S. 3273.

26. Are you in favor of OOIDA striving to remove the exemption? (243)

- a. **Yes – 83%**
- b. No – 17%

27. Do you believe this will help address the issue of detention time? (245)

- a. **Yes – 58%**
- b. No – 42%

Detention Time Survey Comparisons

Comparison by Type of Operation

The following section summarizes the differences between owner-operators under their own authority (**158**), those that are leased-on to motor carriers (**156**), those who are company drivers (**56**), and those who list themselves as fleet owners (**37**). The percentage of each answer is given based on the number of respondents marking any one answer, all percentages have been rounded to the nearest whole number, and each column equals 100% as indicated.

	<u>Own Authority</u>	<u>Leased On</u>	<u>Company Driver</u>	<u>Fleet Owner</u>	<u>Overall Value</u>
1. Which best describes your type of operation?	OA	LO	CD	FO	OV
a. Owner-operator (own authority)	100%	0%	0%	0%	35%
b. Owner-operator (leased to motor carrier)	0%	100%	0%	0%	34%
c. Company driver	0%	0%	100%	0%	17%
d. Fleet owner	0%	0%	0%	100%	9%
e. Retired	0%	0%	0%	0%	4%
f. Other	0%	0%	0%	0%	2%
Total	100%	100%	100%	100%	100%
2. What best describes your business model?	OA	LO	CD	FO	OV
a. Truckload	81%	78%	58%	90%	75%
b. Less-than-truckload	5%	9%	26%	5%	10%
c. Expeditor	2%	0%	2%	0%	1%
d. Power Only	11%	11%	5%	0%	9%
e. Other	1%	2%	9%	5%	4%
Total	100%	100%	100%	100%	100%
3. What is the primary equipment you pull?	OA	LO	CD	FO	OV
a. Flatbed (all configurations including lowboy and RGN)	30%	20%	7%	19%	22%
b. Reefer	18%	20%	29%	14%	20%
c. Van	30%	34%	34%	33%	32%

d. Grain	10%	1%	2%	5%	5%
e. Dump	5%	1%	0%	10%	3%
f. Tanker/Hazmat (including pneumatic trailer)	0%	9%	12%	5%	6%
g. Auto transporter	0%	1%	0%	5%	1%
h. Livestock	2%	0%	0%	0%	1%
i. Containers	1%	6%	2%	5%	4%
j. Expedited	1%	0%	0%	0%	0%
k. Hot shot	2%	2%	0%	0%	2%
l. Other	1%	5%	12%	5%	5%
Total	100%	100%	100%	100%	100%
4. Which best describes the primary freight you typically haul?	OA	LO	CD	FO	OV
a. General freight	43%	40%	37%	36%	41%
b. Refrigerated	19%	19%	24%	18%	20%
c. Agriculture non-refrigerated	7%	2%	10%	0%	5%
d. Building materials	6%	6%	0%	9%	5%
e. Aggregate (concrete, gravel, sand, etc.)	2%	0%	0%	9%	2%
f. Steel	5%	4%	2%	5%	4%
g. Livestock	2%	0%	0%	0%	1%
h. Automotive	0%	4%	0%	5%	2%
i. Hopper	6%	1%	2%	5%	3%
j. Intermodal containers	1%	1%	0%	0%	1%
k. Hazmat/liquid/chemicals/fuel/oilfield	0%	10%	17%	5%	7%
l. Oversize/overweight	6%	4%	2%	5%	4%
m. Other	3%	10%	5%	5%	6%
Total	100%	100%	100%	100%	100%
5. Do you primarily haul:	OA	LO	CD	FO	OV
a. Local (less than 150 miles)	10%	8%	19%	9%	11%
b. Regional (151-500 miles)	45%	28%	16%	50%	33%
c. Dedicated	3%	2%	16%	9%	6%

d. Long haul (501+ miles)	41%	61%	49%	32%	50%
Total	100%	100%	100%	100%	100%
6. Do you primarily haul in: (select all that apply)	OA	LO	CD	FO	OV
a. North west (AK, ID, MA, NE, ND, OR, SD, WA, WY)	16%	32%	21%	23%	10%
b. South west (AZ, CA, CO, HI, NE, NM, NV, UT)	18%	30%	26%	32%	11%
c. North central (IL, IN, IA, KY, MI, MN, OH, WI)	60%	68%	63%	59%	26%
d. South central (AR, KS, LA, MI, MO, OK, TX)	44%	55%	44%	59%	21%
e. North east (CT, DE, ME, MA, NH, NJ, NY, PA, RI, VT)	25%	29%	37%	27%	12%
f. South east (AL, FL, GA, MD, NC, SC, TN, VA, WV)	47%	51%	42%	45%	20%
7. How are you primarily paid for your services? (Select only one)	OA	LO	CD	FO	OV
a. Per Trip	40%	24%	7%	32%	24%
b. Per Mile	33%	22%	48%	36%	35%
c. Hourly	2%	0%	31%	5%	7%
d. Percentage	5%	51%	12%	9%	24%
e. Volume or Weight	14%	1%	0%	18%	7%
f. Salary	0%	0%	2%	0%	0%
g. Other	6%	2%	0%	0%	3%
Total	100%	100%	100%	100%	100%
Per Trip	\$1,075.00	\$1,316.07	\$920.00	\$1,462.50	\$1,166.87
Per Mile	\$2.60	\$1.94	\$0.68	\$2.24	\$1.93
Percentage	84.8%	74.9%	41.1%	65.0%	73%
8. On average, do you comply with the:	OA	LO	CD	FO	OV
a. 60 hours in seven days rule	26%	8%	19%	18%	17%
b. 70 hours in eight days rule	74%	92%	81%	82%	83%
Total	100%	100%	100%	100%	100%
9. Do you load or unload your own truck?	OA	LO	CD	FO	OV

a. Always	13%	7%	14%	5%	10%
b. Usually	5%	5%	7%	14%	6%
c. Occasionally	31%	31%	26%	23%	30%
d. Never	52%	58%	53%	59%	55%
Total	100%	100%	100%	100%	100%
10. How many hours <i>per week</i> do you spend on average waiting to <i>load</i>?					
	OA	LO	CD	FO	OV
a. 0 to 2 hours	31%	20%	42%	32%	28%
b. 3 to 5 hours	22%	30%	19%	9%	24%
c. 6 to 10 hours	29%	29%	21%	23%	27%
d. 11 to 20 hours	13%	18%	16%	23%	16%
e. 21 to 30 hours	5%	0%	0%	0%	2%
f. 31+ hours	1%	4%	2%	14%	4%
Total	100%	100%	100%	100%	100%
11. How many hours <i>per week</i> do you spend on average waiting to <i>unload</i>?					
	OA	LO	CD	FO	OV
a. 0 to 2 hours	31%	22%	37%	36%	30%
b. 3 to 5 hours	26%	36%	23%	9%	27%
c. 6 to 10 hours	24%	22%	21%	23%	22%
d. 11 to 20 hours	13%	14%	12%	14%	13%
e. 21 to 30 hours	6%	2%	2%	5%	4%
f. 31+ hours	1%	4%	5%	14%	4%
Total	100%	100%	100%	100%	100%
13. The trucking industry has traditionally defined detention as any time spent waiting to load or unload in excess of two hours. Would you be in favor of OOIDA challenging that tradition?					
	OA	LO	CD	FO	OV
a. Yes	85%	89%	100%	95%	90%
b. No	15%	11%	0%	5%	10%
Total	100%	100%	100%	100%	100%

14. In your professional opinion, what is a fair hourly rate for detention time?	OA	LO	CD	FO	OV
Mean	\$92.50	\$83.96	\$45.97	\$86.82	\$80.33
Median	\$100.00	\$80.00	\$35.00	\$100.00	\$75.00
Mode	\$100.00	\$100.00	\$50.00	\$100.00	\$100.00
15. How often do you attempt to receive compensation for detention time?	OA	LO	CD	FO	OV
a. Always	49%	51%	37%	64%	49%
b. Usually	15%	15%	14%	14%	16%
c. Occasionally	25%	27%	21%	9%	23%
d. Never	11%	7%	28%	14%	12%
Total	100%	100%	100%	100%	100%
16. If you do not attempt to receive compensation for detention time, is it <i>primarily</i> because:	OA	LO	CD	FO	OV
a. Afraid of losing business	7%	11%	4%	14%	8%
b. I won't receive it anyway	44%	53%	36%	43%	44%
c. It's part of my contract	2%	11%	4%	0%	6%
d. I don't have much waiting time	22%	18%	12%	43%	20%
e. Other	24%	8%	44%	0%	22%
Total	100%	100%	100%	100%	100%
17. How do you collect detention pay? (<i>check all that apply</i>)	OA	LO	CD	FO	OV
a. Through the motor carrier directly	5%	65%	67%	9%	40%
b. Through the broker	70%	36%	7%	59%	45%
c. Through the shipper	22%	11%	7%	55%	17%
d. I negotiate it into my rate	16%	5%	5%	9%	9%
e. I do not receive detention pay	19%	13%	26%	14%	17%
18. If you collect detention pay, it is:	OA	LO	CD	FO	OV
a. On all loads	35%	24%	46%	6%	32%
b. ¼ of loads	51%	63%	29%	56%	50%
c. ½ loads	12%	7%	7%	28%	11%

d.¾ of loads	3%	7%	18%	11%	7%
Total	100%	100%	100%	100%	100%
19. If you collect detention pay, what do you receive per hour on average?	OA	LO	CD	FO	OV
Mean	\$53.69	\$45.56	\$37.70	\$61.11	\$48
Median	\$50.00	\$50.00	\$30.00	\$50.00	\$50
Mode	\$50.00	\$50.00	\$50.00	\$50.00	\$50
20. How many loads per week do you deliver on average?	OA	LO	CD	FO	OV
Mean	4.9	4.7	6.1	6.6	4.7
Median	4.0	4.0	4.0	5.0	4.0
Mode	4.0	2.0	4.0	4.0	4.0
21. How many loads per week (formerly per month) do you lose on average because of detention time?	OA	LO	CD	FO	OV
a. None	35%	32%	54%	29%	37%
b. 1 to 2	56%	57%	31%	43%	50%
c. 3 to 4	7%	10%	8%	29%	10%
d. 5 or more	2%	1%	8%	0%	3%
Total	100%	100%	100%	100%	100%
22. Please list the top three shippers that consistently detain you for more than two hours.	OA	LO	CD	FO	OV
					Walmart Tyson Americold
23. Please list the top three receivers that consistently detain you for more than two hours.	OA	LO	CD	FO	OV
					Walmart Target Sysco Foods

26. Would you be in favor of OOIDA striving to remove the exemption?		OA	LO	CD	FO	OV
a. Yes		82%	86%	95%	45%	83%
b. No		18%	14%	5%	55%	17%
Total		100%	100%	100%	100%	100%
27. Do you believe this will help address the issue of detention time?		OA	LO	CD	FO	OV
a. Yes		52%	60%	76%	25%	58%
b. No		48%	40%	24%	75%	42%
Total		100%	100%	100%	100%	100%

Comparison by Type of Equipment Hauled

The following section summarizes the differences between the three primary types of equipment hauled by OOIDA members: dry van (**156**), flatbed (**75**), and reefer (**98**). The percentage of each answer is given based on the number of respondents marking any one answer, all percentages have been rounded to the nearest whole number, and each column equals 100% as indicated.

1. Which best describes your type of operation?	Van	Flatbed	Reefer	OV
a. Owner-operator (own authority)	33%	49%	32%	35%
b. Owner-operator (leased to motor carrier)	37%	32%	34%	34%
c. Company driver	18%	6%	24%	17%
d. Fleet owner	9%	8%	6%	9%
e. Retired	3%	2%	0%	4%
f. Other	0%	4%	4%	2%
Total	100%	100%	100%	100%
2. What best describes your business model?	Van	Flatbed	Reefer	OV
a. Truckload	73%	94%	74%	75%
b. Less-than-truckload	13%	2%	20%	10%
c. Expeditor	0%	2%	0%	1%
d. Power Only	13%	0%	6%	9%
e. Other	1%	2%	0%	4%
Total	100%	100%	100%	100%
3. What is the primary equipment you pull?	Van	Flatbed	Reefer	OV
a. Flatbed (all configurations including lowboy and RGN)	0%	100%	0%	22%
b. Reefer	0%	0%	100%	20%
c. Van	100%	0%	0%	32%
d. Grain	0%	0%	0%	5%
e. Dump	0%	0%	0%	3%
f. Tanker/Hazmat (including pneumatic trailer)	0%	0%	0%	6%
g. Auto transporter	0%	0%	0%	1%
h. Livestock	0%	0%	0%	1%

i. Containers	0%	0%	0%	4%
j. Expedited	0%	0%	0%	0%
k. Hot shot	0%	0%	0%	2%
l. Other	0%	0%	0%	5%
Total	100%	100%	100%	100%
4. Which best describes the primary freight you typically haul?	Van	Flatbed	Reefer	OV
a. General freight	85%	37%	2%	41%
b. Refrigerated	0%	0%	94%	20%
c. Agriculture non-refrigerated	4%	4%	0%	5%
d. Building materials	0%	24%	0%	5%
e. Aggregate (concrete, gravel, sand, etc.)	0%	0%	0%	2%
f. Steel	0%	14%	0%	4%
g. Livestock	0%	0%	0%	1%
h. Automotive	3%	0%	0%	2%
i. Hopper	0%	0%	0%	3%
j. Intermodal containers	0%	0%	0%	1%
k. Hazmat/liquid/chemicals/fuel/oilfield	1%	0%	0%	7%
l. Oversize/overweight	0%	16%	0%	4%
m. Other	8%	6%	4%	6%
Total	100%	100%	100%	100%
5. Do you primarily haul:	Van	Flatbed	Reefer	OV
a. Local (less than 150 miles)	5%	10%	2%	11%
b. Regional (151-500 miles)	32%	48%	18%	33%
c. Dedicated	8%	2%	6%	6%
d. Long haul (501+ miles)	56%	40%	74%	50%
Total	100%	100%	100%	100%
6. Do you primarily haul in: (select all that apply)	Van	Flatbed	Reefer	OV
a. North west (AK, ID, MT, NE, ND, OR, SD, WA, WY)	15%	23%	37%	10%

b. South west (AZ, CA, CO, HI, NE, NM, NV, UT)	24%	25%	35%	11%
c. North central (IL, IN, IA, KY, MI, MN, OH, WI)	67%	60%	67%	26%
d. South central (AR, KS, LA, MI, MO, OK, TX)	54%	51%	57%	21%
e. North east (CT, DE, ME, MA, NH, NJ, NY, PA, RI, VT)	29%	30%	33%	12%
f. South east (AL, FL, GA, MD, NC, SC, TN, VA, WV)	56%	42%	53%	20%
7. How are you primarily paid for your services? (Select only one)	Van	Flatbed	Reefer	OV
a. Per Trip	30%	42%	23%	24%
b. Per Mile	42%	26%	40%	35%
c. Hourly	3%	4%	2%	7%
d. Percentage	22%	21%	33%	24%
e. Volume or Weight	0%	2%	0%	7%
f. Salary	1%	0%	0%	0%
g. Other	3%	6%	2%	3%
Total	100%	100%	100%	100%
Per Trip	\$1,213.68	\$1,078.15	\$1,716.67	\$1,166.87
Per Mile	\$1.75	\$2.60	\$1.79	\$1.93
Percentage	75.7%	80.0%	70.5%	73%
8. On average, do you comply with the:	Van	Flatbed	Reefer	OV
a. 60 hours in seven days rule	14%	17%	6%	17%
b. 70 hours in eight days rule	86%	83%	94%	83%
Total	100%	100%	100%	100%
9. Do you load or unload your own truck?	Van	Flatbed	Reefer	OV
a. Always	1%	9%	2%	10%
b. Usually	1%	2%	6%	6%
c. Occasionally	30%	36%	31%	30%
d. Never	67%	53%	61%	55%
Total	100%	100%	100%	100%

10. How many hours <i>per week</i> do you spend on average waiting to <i>load</i> ?				
	Van	Flatbed	Reefer	OV
a. 0 to 2 hours	22%	30%	12%	28%
b. 3 to 5 hours	27%	26%	27%	24%
c. 6 to 10 hours	35%	23%	31%	27%
d. 11 to 20 hours	14%	15%	20%	16%
e. 21 to 30 hours	0%	2%	2%	2%
f. 31+ hours	3%	4%	8%	4%
Total	100%	100%	100%	100%
11. How many hours <i>per week</i> do you spend on average waiting to <i>unload</i> ?				
	Van	Flatbed	Reefer	OV
a. 0 to 2 hours	17%	38%	14%	30%
b. 3 to 5 hours	39%	28%	22%	27%
c. 6 to 10 hours	26%	17%	31%	22%
d. 11 to 20 hours	13%	9%	22%	13%
e. 21 to 30 hours	4%	4%	2%	4%
f. 31+ hours	0%	4%	8%	4%
Total	100%	100%	100%	100%
13. The trucking industry has traditionally defined detention as any time spent waiting to load or unload in excess of two hours. Would you be in favor of OOIDA challenging that tradition?				
	Van	Flatbed	Reefer	OV
a. Yes	88%	92%	88%	90%
b. No	12%	8%	12%	10%
Total	100%	100%	100%	100%
14. In your professional opinion, what is a fair hourly rate for detention time?				
	Van	Flatbed	Reefer	OV
Mean	\$73.31	\$94.17	\$82.49	\$80.33
Median	\$65.00	\$100.00	\$75.00	\$75.00
Mode	\$50.00	\$100.00	\$100.00	\$100.00
15. How often do you attempt to receive compensation for detention time?				
	Van	Flatbed	Reefer	OV

a. Always	61%	37%	55%	49%
b. Usually	14%	17%	18%	16%
c. Occasionally	19%	38%	18%	23%
d. Never	6%	8%	8%	12%
Total	100%	100%	100%	100%
16. If you do not attempt to receive compensation for detention time, is it <i>primarily</i> because:	Van	Flatbed	Reefer	OV
a. Afraid of losing business	6%	7%	10%	8%
b. I won't receive it anyway	52%	45%	50%	44%
c. It's part of my contract	0%	3%	5%	6%
d. I don't have much waiting time	23%	21%	10%	20%
e. Other	19%	24%	25%	22%
Total	100%	100%	100%	100%
17. How do you collect detention pay? (check all that apply)	Van	Flatbed	Reefer	OV
a. Through the motor carrier directly	43%	25%	49%	40%
b. Through the broker	53%	56%	55%	45%
c. Through the shipper	10%	17%	24%	17%
d. I negotiate it into my rate	4%	10%	10%	9%
e. I do not receive detention pay	11%	15%	14%	17%
18. If you collect detention pay, it is:	Van	Flatbed	Reefer	OV
a. On all loads	34%	29%	29%	32%
b. ¼ of loads	47%	57%	54%	50%
c. ½ loads	16%	10%	5%	11%
d. ¾ of loads	3%	5%	12%	7%
Total	100%	100%	100%	100%
19. If you collect detention pay, what do you receive per hour on average?	Van	Flatbed	Reefer	OV
Mean	\$41.43	\$52.31	\$47.13	\$48
Median	\$45.00	\$50.00	\$45.00	\$50

Mode	\$50.00	\$50.00	\$50.00	\$50
20. How many loads per week do you deliver on average?	Van	Flatbed	Reefer	OV
Mean	5.0	5.0	3.7	4.7
Median	4.0	4.0	3.0	4.0
Mode	4.0	4.0	2.0	4.0
21. How many loads per week (formerly per month) do you lose on average because of detention time?	Van	Flatbed	Reefer	OV
a. None	36%	37%	24%	37%
b. 1 to 2	57%	55%	54%	50%
c. 3 to 4	8%	8%	15%	10%
d. 5 or more	0%	0%	7%	3%
Total	100%	100%	100%	100%
22. Please list the top three shippers that consistently detain you for more than two hours.	Van	Flatbed	Reefer	OV
				Walmart Tyson Americold
23. Please list the top three receivers that consistently detain you for more than two hours.	Van	Flatbed	Reefer	OV
				Walmart Target Sysco Foods
26. Would you be in favor of OOIDA striving to remove the exemption?	Van	Flatbed	Reefer	OV
a. Yes	79%	82%	86%	83%
b. No	21%	18%	14%	17%
Total	100%	100%	100%	100%
27. Do you believe this will help address the issue of detention time?	Van	Flatbed	Reefer	OV

a. Yes	59%	47%	65%	58%
b. No	41%	53%	35%	42%
Total	100%	100%	100%	100%

Comparison by Year, 2018-2023

1. Which best describes your type of operation?	2018	2019	2020	2021	2022	2023
a. Owner-operator (own authority)	39%	35%	36%	41%	38%	35%
b. Owner-operator (leased to motor carrier)	42%	43%	43%	38%	37%	34%
c. Company driver	12%	13%	11%	12%	13%	17%
d. Fleet owner	6%	6%	6%	6%	9%	9%
e. Retired		2%	2%	2%	2%	4%
f. Other	2%	1%	2%	1%	1%	2%
Total	100%	100%	100%	100%	100%	100%
2. What best describes your business model?	2018	2019	2020	2021	2022	2023
a. Truckload	89%	81%	83%	83%	82%	75%
b. Less-than-truckload	4%	6%	6%	6%	4%	10%
c. Expeditor	2%	2%	2%	1%	2%	1%
d. Power Only		6%	6%	6%	7%	9%
e. Other	5%	5%	4%	5%	5%	4%
Total	100%	100%	100%	100%	100%	100%
3. What is the primary equipment you pull?	2018	2019	2020	2021	2022	2023
a. Flatbed (all configurations including lowboy and RGN)	23%	22%	18%	20%	18%	22%
b. Reefer	25%	20%	24%	21%	24%	20%
c. Van	32%	38%	38%	38%	38%	32%
d. Grain	3%	2%	3%	3%	2%	5%
e. Dump	2%	2%	0%	1%	1%	3%
f. Tanker/Hazmat (including pneumatic trailer)	8%	8%	8%	7%	7%	6%
g. Auto transporter	1%	1%	1%	1%	0%	1%
h. Livestock	1%	1%	1%	1%	0%	1%
i. Containers	2%	2%	2%	3%	5%	4%
j. Expedited	0%	1%	0%	0%	0%	0%
k. Hot shot				1%	1%	2%

I. Other	4%	4%	5%	3%	3%	5%
Total	100%	100%	100%	100%	100%	100%
4. Which best describes the primary freight you typically haul?	2018	2019	2020	2021	2022	2023
a. General freight	41%	46%	45%	48%	40%	41%
b. Refrigerated	22%	18%	22%	19%	23%	20%
c. Agriculture non-refrigerated	4%	4%	3%	2%	3%	5%
d. Building materials	7%	7%	6%	7%	6%	5%
e. Aggregate (concrete, gravel, sand, etc.)		2%	2%	1%	1%	2%
f. Steel					5%	4%
g. Livestock	1%	1%	1%	1%	0%	1%
h. Automotive	3%	3%	2%	2%	1%	2%
i. Hopper	2%	2%	2%	2%	2%	3%
j. Intermodal containers	1%	1%	1%	1%	2%	1%
k. Hazmat/liquid/chemicals/fuel/oilfield	7%	6%	7%	6%	8%	7%
l. Oversize/overweight	3%	3%	4%	3%	3%	4%
m. Other	9%	8%	6%	7%	5%	6%
Total	100%	100%	100%	100%	100%	100%
5. Do you primarily haul:	2018	2019	2020	2021	2022	2023
a. Local (less than 150 miles)	8%	9%	10%	8%	11%	11%
b. Regional (151-500 miles)	33%	34%	30%	34%	34%	33%
c. Dedicated	3%	5%	4%	4%	4%	6%
d. Long haul (501+ miles)	56%	53%	56%	53%	51%	50%
Total	100%	100%	100%	100%	100%	100%
6. Do you primarily haul in: (select all that apply)	2018	2019	2020	2021	2022	2023
a. North west (AK, ID, MA, NE, ND, OR, SD, WA, WY)	10%	24%	27%	24%	24%	10%
b. South west (AZ, CA, CO, HI, NE, NM, NV, UT)	12%	28%	32%	27%	27%	11%
c. North central (IL, IN, IA, KY, MI, MN, OH, WI)	23%	55%	58%	55%	55%	26%
d. South central (AR, KS, LA, MI, MO, OK, TX)	21%	56%	56%	53%	49%	21%

e. North east (CT, DE, ME, MA, NH, NJ, NY, PA, RI, VT)	13%	34%	32%	31%	32%	12%
f. South east (AL, FL, GA, MD, NC, SC, TN, VA, WV)	21%	55%	56%	54%	57%	20%
7. How are you primarily paid for your services? (Select only one)	2018	2019	2020	2021	2022	2023
a. Per Trip	31%	30%	33%	33%	38%	24%
b. Per Mile	29%	33%	31%	33%	29%	35%
c. Hourly	2%	2%	3%	2%	3%	7%
d. Percentage	29%	27%	27%	23%	22%	24%
e. Volume or Weight	6%	5%	4%	4%	5%	7%
f. Salary	1%	1%	1%	1%	1%	0%
g. Other	2%	2%	2%	3%	1%	3%
Total	100%	100%	100%	100%	100%	100%
	\$1,611.4		\$1,826.3	\$1,989.5	\$1,988.	\$1,166.8
Per Trip	4	\$1,598.03	8	2	46	7
Per Mile	\$1.82	\$1.55	\$1.68	\$2.25	\$2.13	\$1.93
Percentage	72%	71%	73%	72%	72%	73%
8. On average, do you comply with the:	2018	2019	2020	2021	2022	2023
a. 60 hours in seven days rule	15%	13%	13%	13%	18%	17%
b. 70 hours in eight days rule	85%	87%	87%	87%	82%	83%
Total	100%	100%	100%	100%	100%	100%
9. Do you load or unload your own truck?	2018	2019	2020	2021	2022	2023
a. Always	14%	14%	10%	11%	12%	10%
b. Usually	7%	7%	7%	6%	6%	6%
c. Occasionally	27%	27%	25%	23%	23%	30%
d. Never	53%	51%	58%	60%	59%	55%
Total	100%	100%	100%	100%	100%	100%

10. How many hours <i>per week</i> do you spend on average waiting to load?						
	2018	2019	2020	2021	2022	2023
a. 0 to 2 hours	7%		21%	19%	20%	28%
b. 3 to 5 hours	15%		26%	25%	33%	24%
c. 6 to 10 hours	29%		28%	32%	27%	27%
d. 11 to 20 hours	35%		20%	18%	14%	16%
e. 21 to 30 hours	9%		4%	4%	2%	2%
f. 31+ hours	5%		2%	2%	2%	4%
Total	100%	100%	100%	100%	100%	100%
11. How many hours <i>per week</i> do you spend on average waiting to unload?						
	2018	2019	2020	2021	2022	2023
a. 0 to 2 hours			22%	21%	24%	30%
b. 3 to 5 hours			25%	23%	24%	27%
c. 6 to 10 hours			27%	31%	28%	22%
d. 11 to 20 hours			18%	18%	17%	13%
e. 21 to 30 hours			5%	6%	6%	4%
f. 31+ hours			2%	1%	1%	4%
Total	100%	100%	100%	100%	100%	100%
13. The trucking industry has traditionally defined detention as any time spent waiting to load or unload in excess of two hours. Would you be in favor of OOIDA challenging that tradition?						
	2018	2019	2020	2021	2022	2023
a. Yes	87%	87%	85%	84%	86%	90%
b. No	13%	13%	15%	16%	14%	10%
Total	100%	100%	100%	100%	100%	100%
14. In your professional opinion, what is a fair hourly rate for detention time?						
	2018	2019	2020	2021	2022	2023
Mean	\$93.37	\$99.70	\$78.77	\$85.41	\$85.00	\$80.33
Median	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
Mode	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00

15. How often do you attempt to receive compensation for detention time?						
	2018	2019	2020	2021	2022	2023
a. Always	52%	52%	47%	52%	53%	49%
b. Usually	16%	13%	17%	14%	13%	16%
c. Occasionally	26%	27%	26%	23%	24%	23%
d. Never	7%	8%	10%	11%	10%	12%
Total	100%	100%	100%	100%	100%	100%
16. If you do not attempt to receive compensation for detention time, is it <i>primarily</i> because:						
	2018	2019	2020	2021	2022	2023
a. Afraid of losing business	13%	14%	11%	10%	13%	8%
b. I won't receive it anyway	56%	38%	44%	48%	38%	44%
c. It's part of my contract	7%	7%	6%	3%	7%	6%
d. I don't have much waiting time		29%	24%	20%	25%	20%
e. Other	24%	12%	14%	18%	17%	22%
Total	100%	100%	100%	100%	100%	100%
17. How do you collect detention pay? (check all that apply)						
	2018	2019	2020	2021	2022	2023
a. Through the motor carrier directly	51%	57%	43%	30%	38%	40%
b. Through the broker			46%	41%	50%	45%
c. Through the shipper			13%	9%	14%	17%
d. I negotiate it into my rate	31%	27%	8%	7%	7%	9%
e. I do not receive detention pay	18%	16%	12%	13%	12%	17%
18. If you collect detention pay, it is:						
	2018	2019	2020	2021	2022	2023
a. On all loads	29%	30%	29%	30%	27%	32%
b. ¼ of loads	50%	49%	48%	48%	50%	50%
c. ½ loads	12%	12%	15%	13%	15%	11%
d. ¾ of loads	10%	9%	7%	9%	7%	7%
Total	100%	100%	100%	100%	100%	100%

19. If you collect detention pay, what do you receive per hour on average?						
	2018	2019	2020	2021	2022	2023
Mean	\$48.67	\$64.25	\$45.40	\$46.08	\$46	\$48
Median	\$50.00	\$50.00	\$40.00	\$40.00	\$40	\$50
Mode	\$50.00	\$50.00	\$50.00	\$50.00	\$50	\$50
20. How many loads per week do you deliver on average?						
	2018	2019	2020	2021	2022	2023
Mean			6.9	6.5	5.6	4.7
Median			4.0	4.0	4.0	4.0
Mode			3.0	3.0	3.0	4.0
21. How many loads per week (formerly per month) do you lose on average because of detention time?						
	2018	2019	2020	2021	2022	2023
a. None	22%	35%	35%	36%	39%	37%
b. 1 to 2	30%	54%	53%	50%	51%	50%
c. 3 to 4	31%	8%	9%	10%	7%	10%
d. 5 or more	18%	3%	3%	3%	3%	3%
Total	100%	100%	100%	100%	100%	100%
22. Please list the top three shippers that consistently detain you for more than two hours.						
	2018	2019	2020	2021	2022	2023
	Wal-Mart Americold	Wal-Mart All Grocery Warehouses	Wal-Mart Americold	Wal-Mart Tyson Americold	Wal-Mart Americold Target	Wal-Mart Tyson Americold
	Tyson	Americold	Tyson			
23. Please list the top three receivers that consistently detain you for more than two hours.						
	2018	2019	2020	2021	2022	2023
	Wal-Mart	Wal-Mart	Wal-Mart	Wal-Mart	Wal-Mart	Wal-Mart

	Kroger Sysco Foods	Kroger Sysco Foods	Kroger Sysco Foods	Target Sysco Foods	Target Kroger	Target Sysco Foods
26. Would you be in favor of OOIDA striving to remove the exemption?	2018	2019	2020	2021	2022	2023
a. Yes	81%	81%	79%	80%	86%	83%
b. No	19%	19%	21%	20%	14%	17%
Total	100%	100%	100%	100%	100%	100%
27. Do you believe this will help address the issue of detention time?	2018	2019	2020	2021	2022	2023
a. Yes		61%	60%	57%	60%	58%
b. No		39%	40%	43%	40%	42%
Total	100%	100%	100%	100%	100%	100%