



Trucker Reality

By OOFI • Feb 16, 2024

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As academics and regulators offer solutions for freight efficiency from 30,000 feet up. We will look at these solutions from 6 ft. up from the pavement in the driver’s seat at the realities of trucking.

Truckers are truly remote workers



Beautiful, remote and quiet.

There is a lot of concerns with workers going back to the brick and mortar buildings for work. The pandemic offered a lot of people the ability to work from home, often referred to as remote work.

Why it matters: Truckers have always been remote workers. Long-haul drivers don’t like to return to the terminal too often and appreciate the individuality and independence that the road offers.

I have been “off the road” for a number of years, but sometimes a picture like the one above leaves a visceral longing that is really hard to explain to most people.

I’ve been on that road somewhere and my mind reacted by wondering what is around that corner, ready to shift and scan ahead for more potential blind curves.

- Listening to the engine whine, anticipating the change and wondering how do you know with an ultra quiet electric engine?
- Why would you want an autonomous truck that takes that sense of control away from you?

I know, I know, I am “old and bias” those trucks may eventually be safer, but the latest survey information [from Forbes](#) shows that at least for light vehicles:

- Self-driving vehicles are involved in double the number of accidents per mile driven as traditional vehicles.
- Tesla recalled almost all of its autonomous vehicles for safety reasons.
- Waymo taxi was recently burned by a crowd in San Francisco. Perhaps in protest for blocking first responders and traffic.
- Cruise has ceased taxi operations in San Francisco and there is less push to continue.

Detention for truckers costs for-hire truck drivers \$1.1-1.3 billion a year. (OIG)



Just-in-time to wait.

The OOIDA Foundation has just completed its latest detention time study. Things haven’t improved much but at least FMCSA and Congress are finally investigating.

The Fixing America’s Surface Transportation Act of 2015 (Fast Act), entitled “Delays in Goods Movement”, along with the DOT Office of Inspector General (OIG) published a report on January 31, 2018 concerning the effects of driver detention on the economy.

They found:

- A 15 minute increase in dwell time, meaning time spent in excess of 2-hours, increased the likelihood of a crash by 6.2%
- Detention time costs for-hire truck drivers \$1.1-1.3 billion a year
- Reduced annual earnings per driver between \$1,251-1,534 per year

FMCSA has always considered detention time to be a market efficiency problem for the trucking industry. When questioned by the OIG , a representative of FMCSA stated, “the costs of rigorous data collection and analysis would likely outweigh the benefit...”

The OOIDA Foundation gathers detention time data from OOIDA members and has done so for several years. We strongly disagree with FMCSA.

- While it may be a market efficiency problems, it is also a safety issue as pointed out by the OIG report. FMCSA has certainly proposed legislation for less serious problems than one that has shown to lead to a 6%+ reduction in the likelihood of a crash.
- Several members of Congress agree and there has been a renewed interest in investigating and finding solutions.

What’s next: The OOIDA Foundation’s latest Detention Time Study will be posted at the link below on February 28th, be sure to look for it in our Trucker Success newsletter.

- In the meantime, be sure to check our previous [Detention Time research here](#).

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