



Food Shipper/Carrier Roundtable:

Solving the Detention Crisis

What is driver detention?

- **Detention time is commonly defined by the industry as any time drivers have to wait beyond 2 hours, which is the average time it takes to load or unload their cargo.
(GAO)**

Detention Impacts

- **Operational**
 - Hours-of-service compliance
 - Parking
 - Congestion
- **Economic**
 - Inefficient use of labor and equipment
- **Safety**
 - Sleep schedule and fatigue
 - Impacts on driver behavior

Hours-of-Service

- **11-hour driving limit:**
 - 11 hours after 10 hours off-duty.
- **14-hour driving window**
 - 14 hours to operate after 10 hours off-duty.
- **30-minute break**
- **Sleeper berth provision**
- **On-Duty Time – § 395.2 –** all time from the time a driver begins work or is required to be in readiness for work until the time the driver is relieved from work and all responsibilities for performing work.

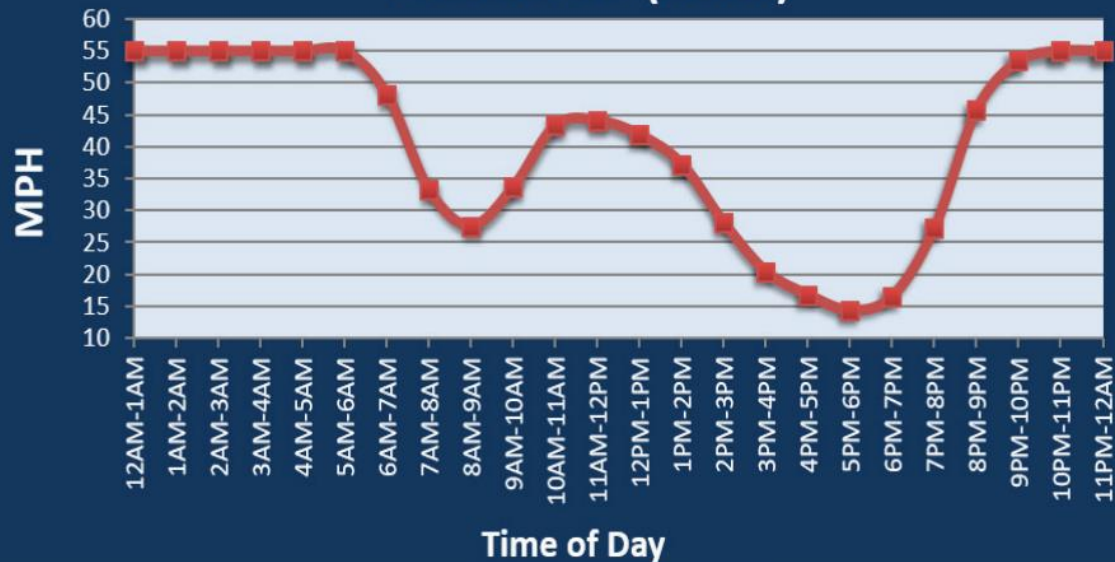
Truck Parking



Congestion

Atlanta, GA: I-285 at I-85 (North)

Average Speed by Time of Day
I-285 at I-85 (North)

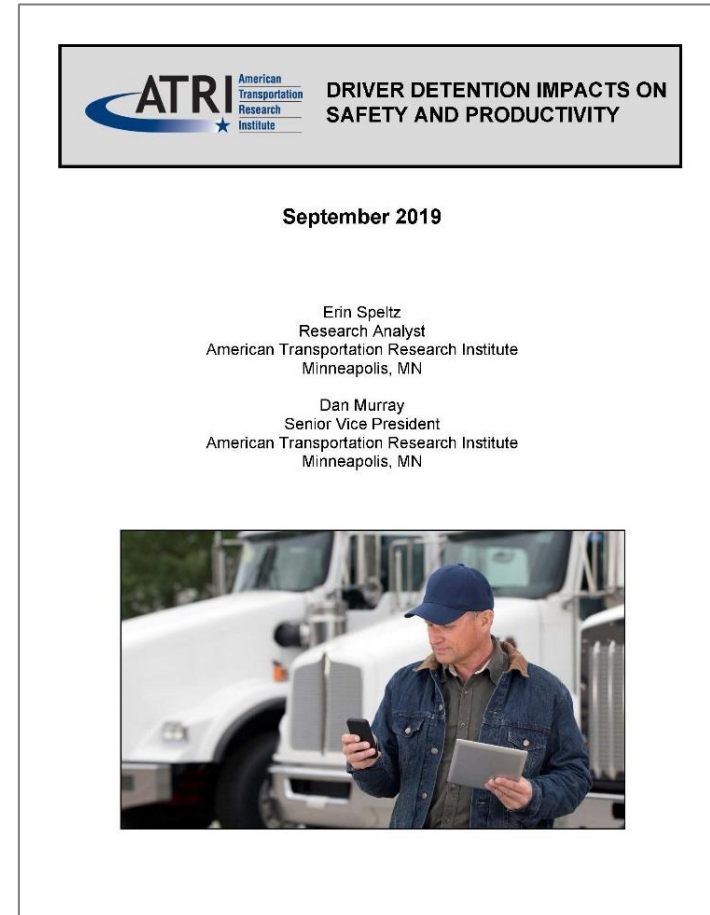


Summary

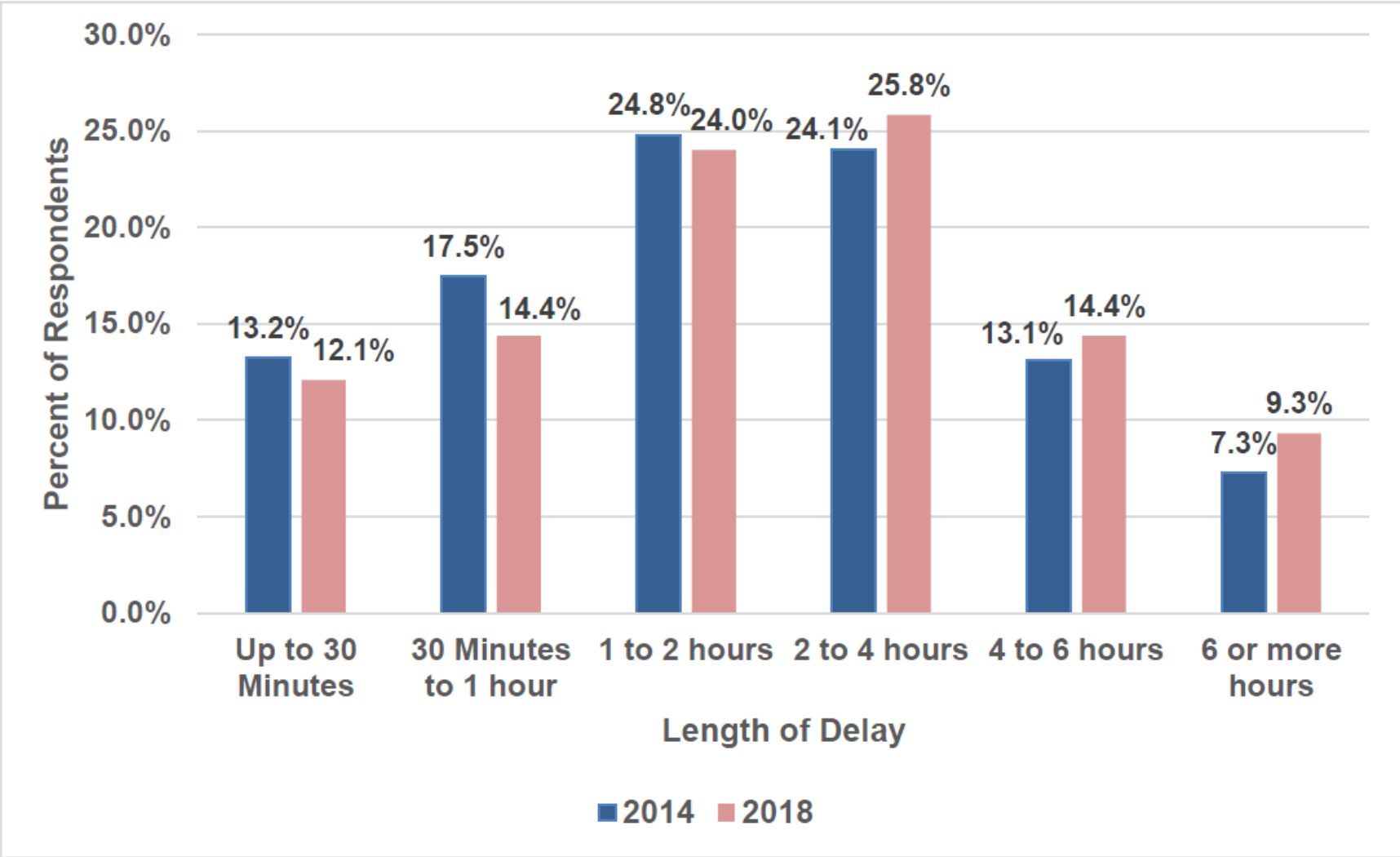
National Ranking by Congestion Index	2
Average Speed	34.0
Peak Average Speed	22.4
Nonpeak Average Speed	40.2
Nonpeak/Peak Ratio	1.79
Peak Average Speed Percent Change 2018 - 2019	-0.6%

Detention Time Impacts Research

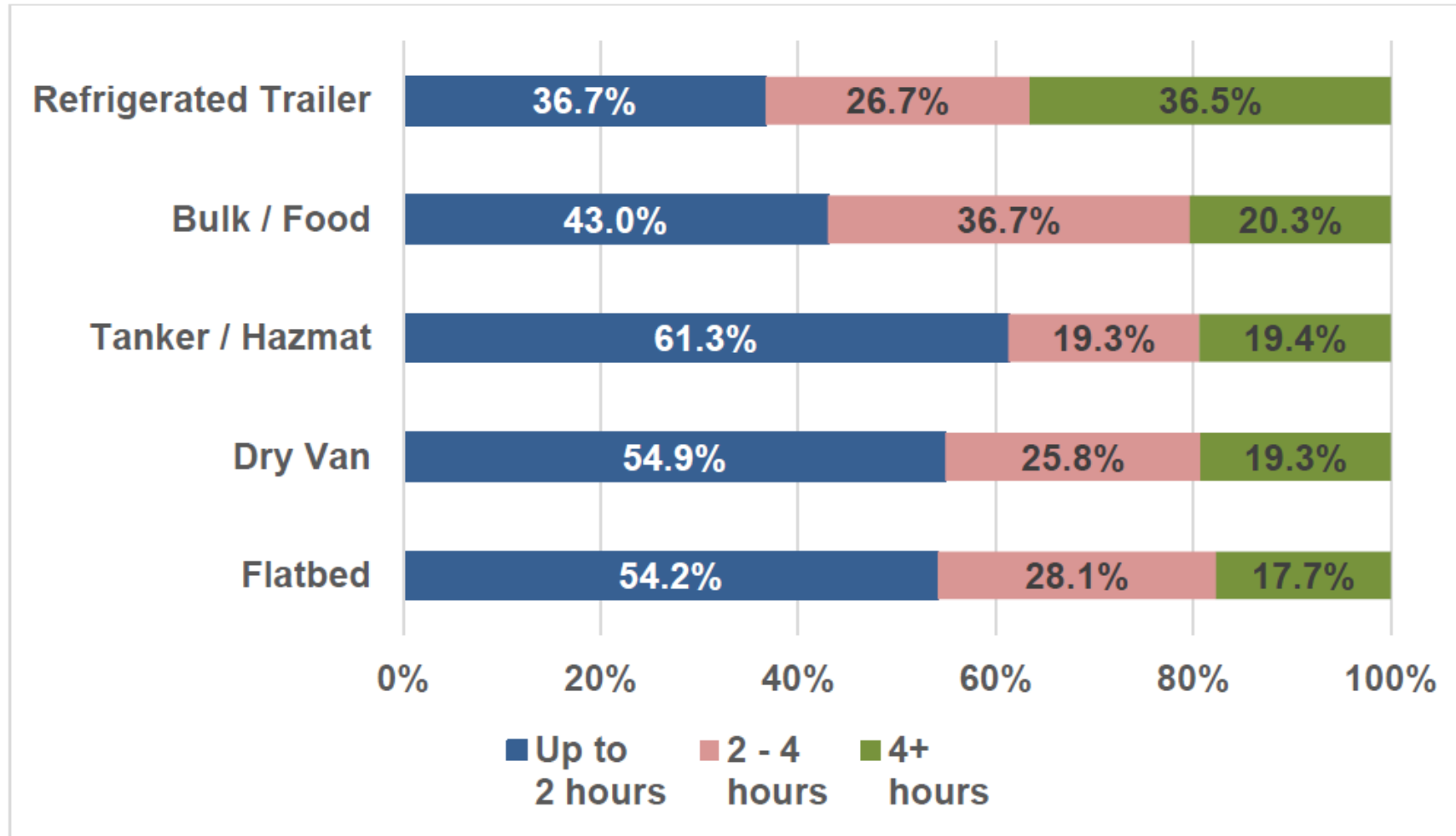
- **Multi-year analysis of detention impacts on industry safety and productivity**
- **Based on over 1,900 driver and motor carrier surveys collected in 2014 and 2018**



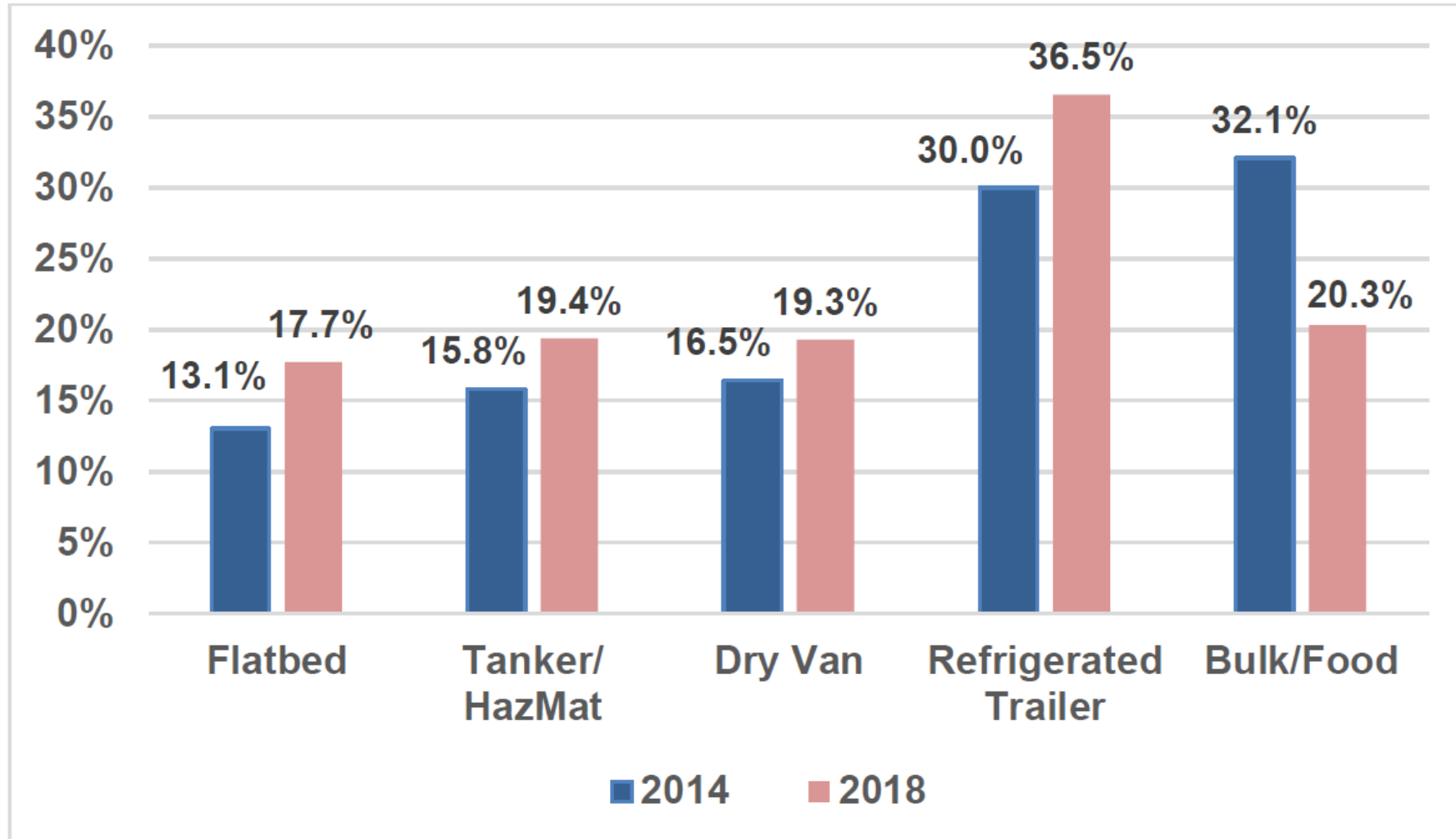
Detention Duration



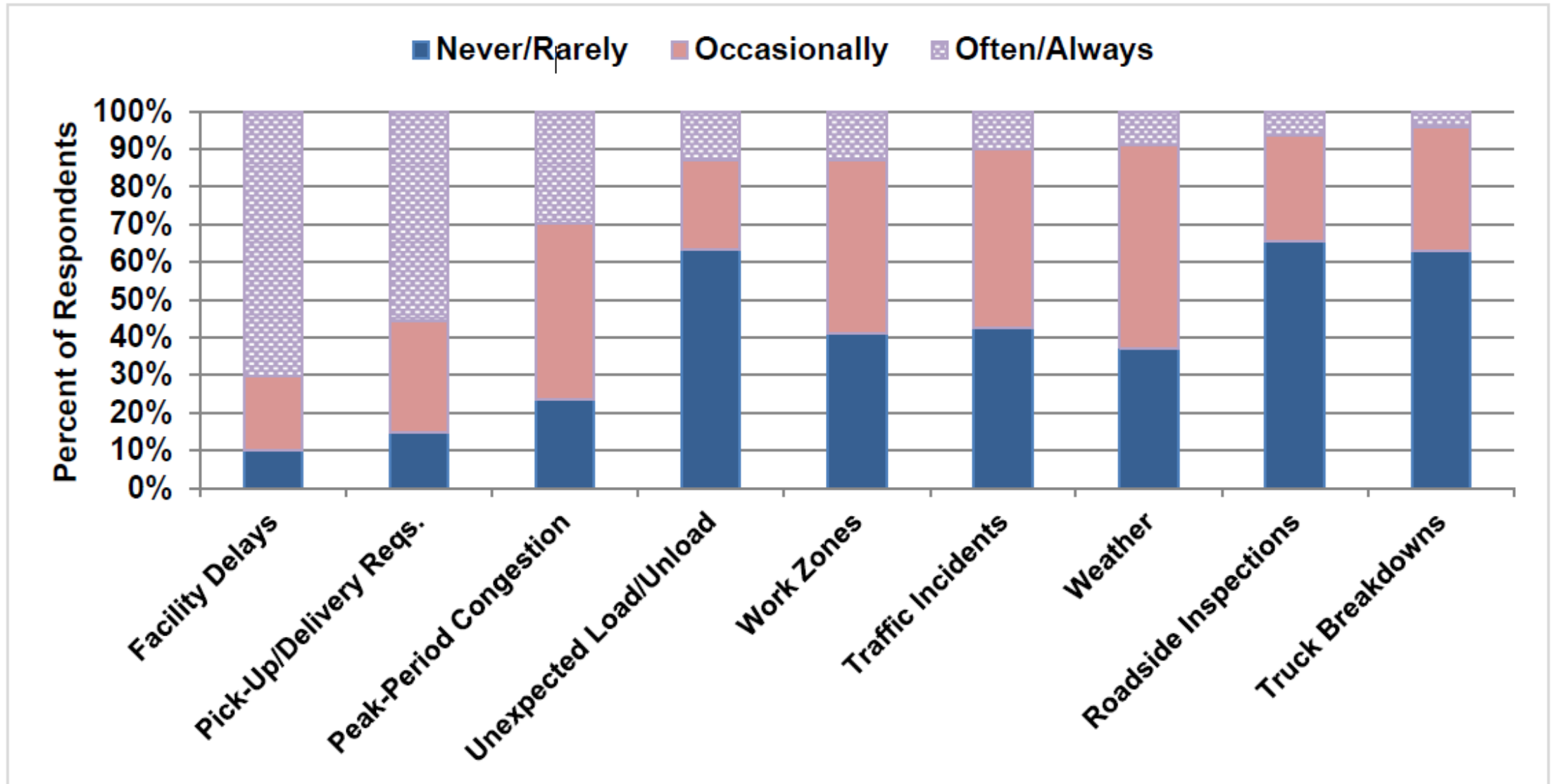
Delay Duration by Sector



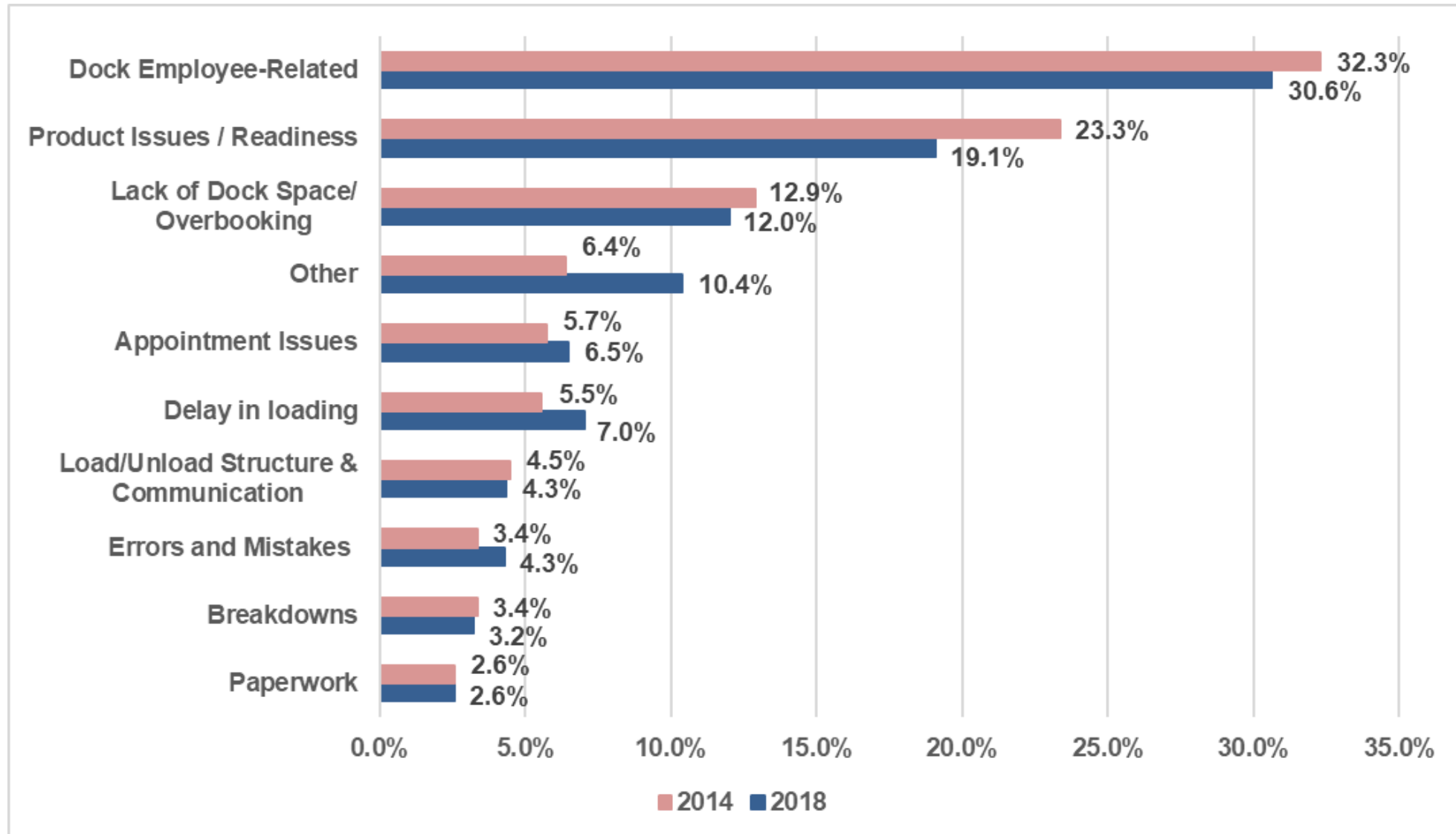
Delays of 4+ Hours by Industry Sector



Factors Affecting Drivers' HOS Compliance



Detention Causes



Detention Costs Fleets and Drivers

- **Average excessive detention fee per hour charged by fleets was \$63.71, less than \$66.65/hour from ATRI's Operational Costs of Trucking**
- **20% of smaller fleets (<50 power units) do not charge detention in order to stay competitive with larger fleets**



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