

Impact of Detention Time on Safety and Operations

Dan Britton



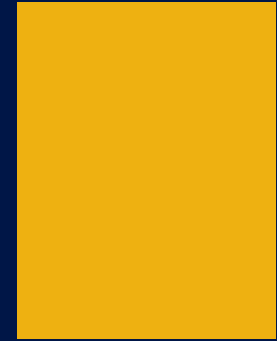
U.S. Department of Transportation
Federal Motor Carrier Safety Administration

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2023

ANALYSIS,
RESEARCH, &
TECHNOLOGY
FORUM

VIRTUAL EVENT



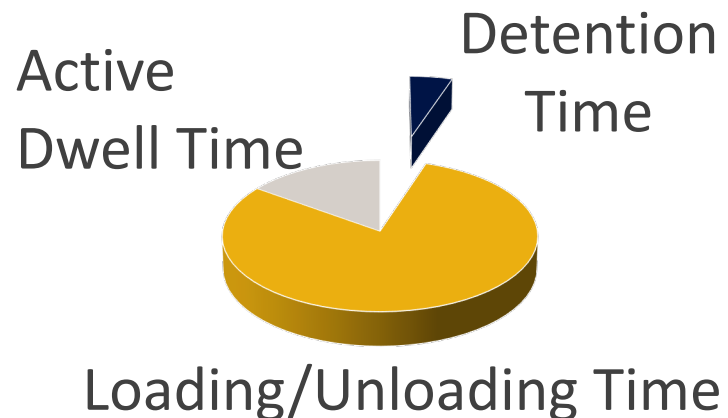
Detention Time: Background

- “Detention time” : the time commercial motor vehicle (CMV) drivers spend waiting at shippers/receivers
- Consistently ranked as a top problem
- Affects CMV drivers’ ability to meet hours-of-service requirements
- Can contribute to crashes
- Little public data exists



Definitions

Dwell Time



- Dwell Time – **total** time spent by a CMV driver at a shipper/receiver
 - Loading/Unloading Time
 - Active Dwell Time – time spent completing tasks associated with loading and unloading
 - Detention Time – any **other** time a CMV driver spends at a shipper/receiver

Objectives and Goals

- Improve on 2014 FMCSA Detention Time study
- Obtain 12 months of data on detention time, considering:
 - different sectors
 - carrier sizes
 - geographic regions
 - time of day, day of week, time of year
- Determine costs of detention time, in terms of time lost and increased crashes or hours-of-service violations
- Identify opportunities to reduce detention time

Process and Methods

Data will be collected using three methods:

1. Telematics & Video Services

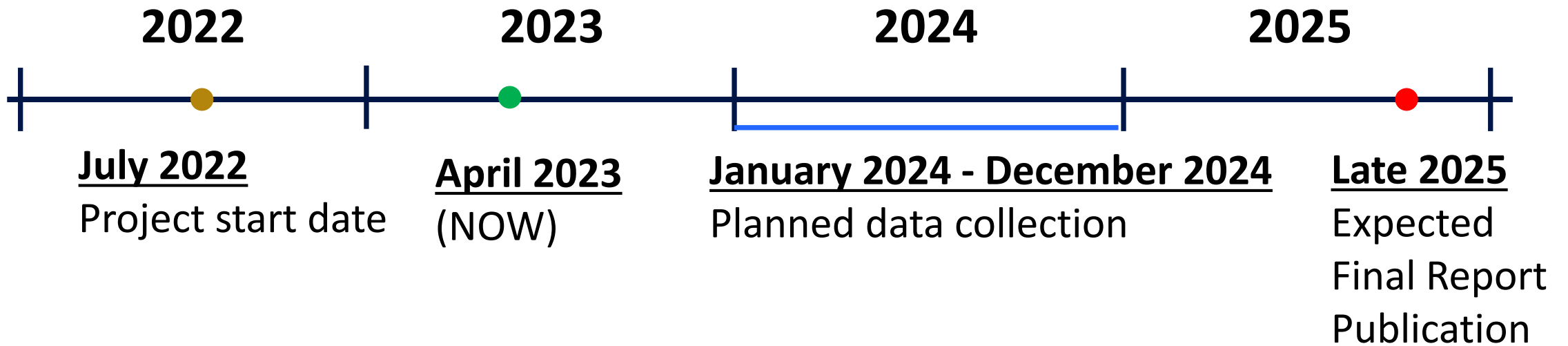
Detention time data from up to 80 carriers and up to 2,500 drivers for 12 months

2. Motive (ELD provider)

Raw data from electronic logging devices and onboard monitoring systems.

3. Carrier Interviews – Qualitative Data and Information

Schedule and Milestones



Contact Information

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