



Driver Detention Time

MCSAC Meeting

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Robert W. Miller

**Director, Office Of Policy, Strategic Planning,
and Regulations**

FAST Act - SEC. 5501

Delays in Goods Movement

- USDOT Inspector General Requirement
- Sec. 5501(a) Report.-- (1) In general.--Not later than 1 year after the date of enactment of this Act, the Inspector General of the Department shall submit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the average length of time that operators of commercial motor vehicles are delayed before the loading and unloading of such vehicles and at other points in the pick-up and delivery process.

FAST Act - SEC. 5501

Delays in Goods Movement

- USDOT Inspector General Requirement
- Sec. 5501(a) Report.-- (2) Contents.--The report under paragraph (1) shall include--
 - (A) an assessment of how delays impact--
 - (i) the economy;
 - (ii) the efficiency of the transportation system;
 - (iii) motor carrier safety, including the extent to which delays result in violations of motor carrier safety regulations; and
 - (iv) the livelihood of motor carrier drivers; and
 - (B) recommendations on how delays could be mitigated.

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Delays in Goods Movement

- OIG has communicated with Congress that their study is delayed
- Congress stated it would prefer a study that is meaningful versus on time
- Data collection was difficult, extensive modeling approach used
- Statistical analysis is currently under peer review
- Final report is expected later this year

FAST Act - SEC. 5501

Delays in Goods Movement

- FMCSA Requirement
- Sec. 5501(b) Collection of Data.--Not later than 2 years after the date of enactment of this Act, the Secretary shall establish by regulation a process to collect data on delays experienced by operators of commercial motor vehicles before the loading and unloading of such vehicles and at other points in the pick-up and delivery process.
- FMCSA believes data collection is important; however, rulemaking is unnecessary for voluntary reporting of issues
- Other options under consideration

Data Collection

- Data needs to analyze issue
 - Information about the motor carrier
 - Provides operating characteristics
 - Provides scope (size of carrier)
 - Information about the delay
 - Facility characteristics (e.g. size, geographic, security)
 - “Causal factors” (e.g. scheduling, appointments, loading)
 - Information about the shipment
 - Provides commodity information
 - Origin/Destination
 - Third party involvement
 - Information on any problems caused by the delay
 - Economic impacts (e.g. pay, fees, frequency)
 - Impacts on HOS
 - Information about the driver
 - Employee vs. Leased
 - Pay method

Detention Time Impacts

- Minutes of Activity in a 14-Hour Duty Day
 - 660 minutes of driving per day maximum
 - 30 minutes mandatory break
 - 150 minutes on duty, not driving
- Previous Study Outcomes
 - GAO Study said 2/3 of drivers experienced delays from 2 to 8 hours
 - FMCSA Study (12/2014) showed an average lost time of 1 to 1.7 hours
 - JB Hunt Study (2015) showed 2 hours of “inefficient time”
- The issue of logistics inefficiencies have been studied and documented, solutions for improvements are needed