

Comment from Richard Davis

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No more studies are needed. Stop trying to kick the problem down the road. This problem has been going on since 1938 when the Government exempted truck drivers from the FLSA. The problem of waiting on places to do their job has steadily gotten worse over the years. The government already knows through studies that the longer a driver sits at a dock, the safety on the highways is likely to get worse. Anne Farro, head of the FMCSA over 10 years ago actually rode in a truck for a couple of days and figured it out. She said truck drivers have very little say in how their day goes, and that they have very little control of their time. A lot of that is because of the time they sit at docks. No matter how you plan your day out, if you didn't plan on sitting at a dock for 2 to 10 hours, you are screwed. If you have to plan for 10 hours sitting at a dock, your day/time is lost anyway. The only way the detention problem is solved is to mandate that every hour of a truck and driver's time is paid. No more giving places 2 hours for free, because as every driver knows, that 2 hours turns into 8-10 hours a lot of the time. The detention at docks causes supply chain issues also. If trucks/drivers weren't sitting at docks 20-30-40 hours a week, they could pick up and deliver more freight. Remember, asking these places to get trucks out in a more timely manner has been tried years ago. It didn't work. These places take their time because it doesn't cost them anything to take their time. They will do their job in a timely manner when it costs them if they aren't. It's been too long for truck owners and drivers to be forced to take the loss of their time and money.