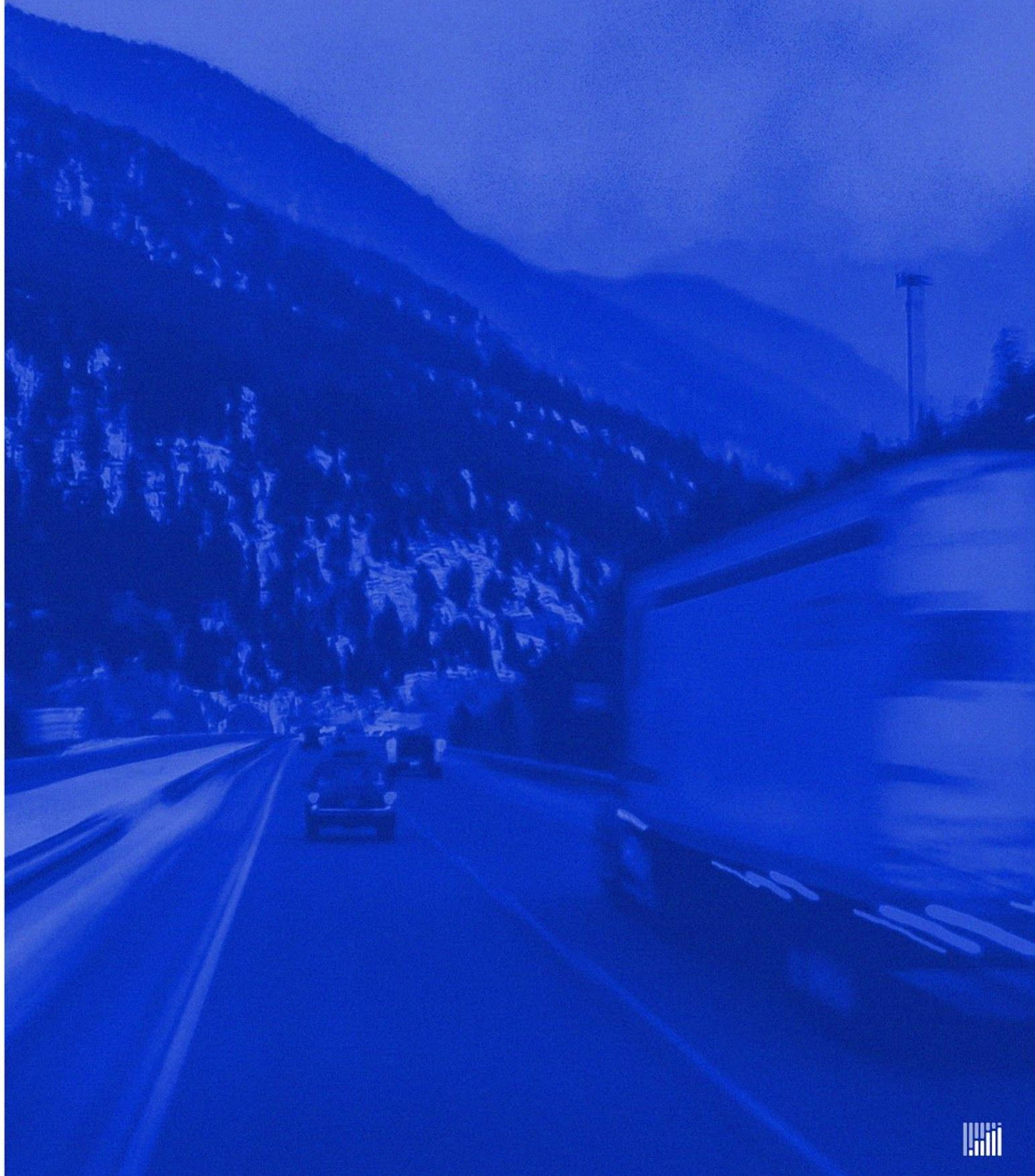


DECEMBER 2019

# WEEKEND & HOLIDAY DRIVING SURVEY

FREIGHTWAVES FREIGHTINTEL RESEARCH





## Key Highlights

- Hours of service (HOS), according to the FreightWaves SONAR chart (Figure 1), drops during weekends and holidays — likely due to a smaller number of vehicles on the road and fewer hours driven those days.
- The average number of miles driven per week, according to a survey FreightWaves conducted is about 2,490.
- The three largest factors in decreased driving times, according to the survey, are dwell time, weather and work zones.
- Almost 40% of carriers surveyed said their drivers operate every weekend, followed by about 30% of carriers saying they operate one weekend each month.
- About 64% of carriers said they operate on some or most holidays. About 12% said they operate every holiday.
- The barriers to operating on weekends and holidays depend on the nature of what is being hauled as well as the driver's personal life. The survey results, including comments some respondents added, strongly suggest that having a family shifts the driver's preferences when it comes to driving on weekends and holidays.
- Operating on weekends and holidays could benefit drivers if the option presents itself. The driver potentially could drive more miles since there are fewer vehicles on the road, and some of the limitations to driving times are less prevalent.



## Table of Contents

- 5. Motivation for driving on weekends and holidays
- 6. Understanding the limitations to driving times
- 8. Weekend utilization
- 11. Holiday utilization
- 12. Conclusions



## List of Figures

5. Figure 1 - HOS Daily Driving Utilization
6. Figure 2 - Typical Number of Miles Driven per Week
7. Figure 3 - Limitations to Utilizing Driving Time
8. Figure 4 - Monthly Dwell Time
9. Figure 5 - Percentage of Weekly Miles Driven on the Weekend
10. Figure 6 - The Number of Weekends Driven in the Month
11. Figure 7 - Frequency of Holiday Driving

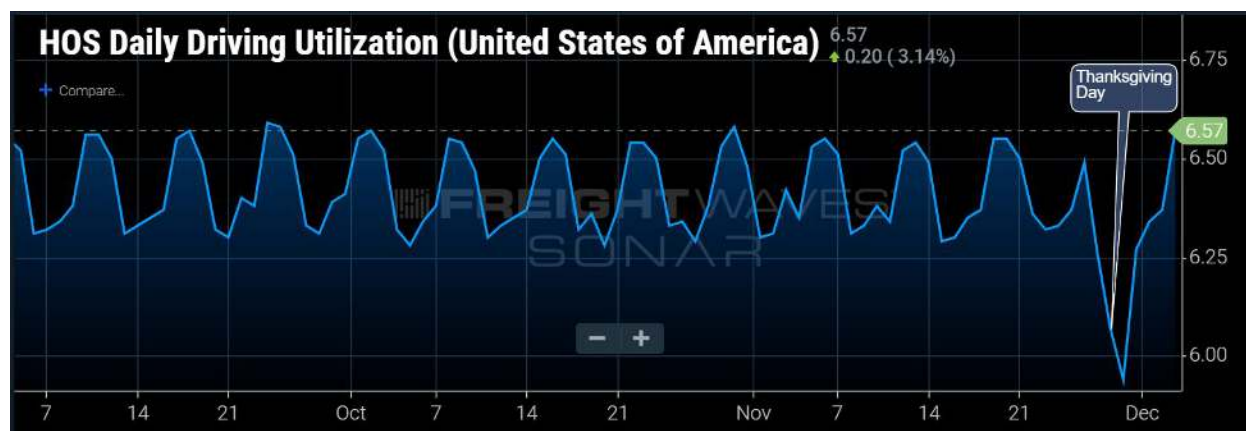


### Motivation for driving on weekends and holidays

The Federal Motor Carrier Safety Administration (FMCSA) regulates the hours a truck driver can be on duty and driving. Currently, drivers can only be driving for up to 11 hours on duty or waiting for up to 14 hours. Drivers try to maximize the distance traveled within the driving time or maximize the number of loads carried, for the shorter distances.

For the most part, drivers do not utilize a full 11 hours of driving time a day because of other limitations, such as the required amount of time for sleep, traffic or simply waiting to pick up or drop off loads.

**Figure 1 — HOS Daily Driving Utilization**



Source: SONAR — HOS11.USA

The figure above shows the average utilization of allocated driving hours. The highest number of hours driven is in the middle of the week, and a lower number of hours is driven on weekends and holidays, such as Thanksgiving. This number drops because many drivers remain off duty and others are taking a single load or no load at all.

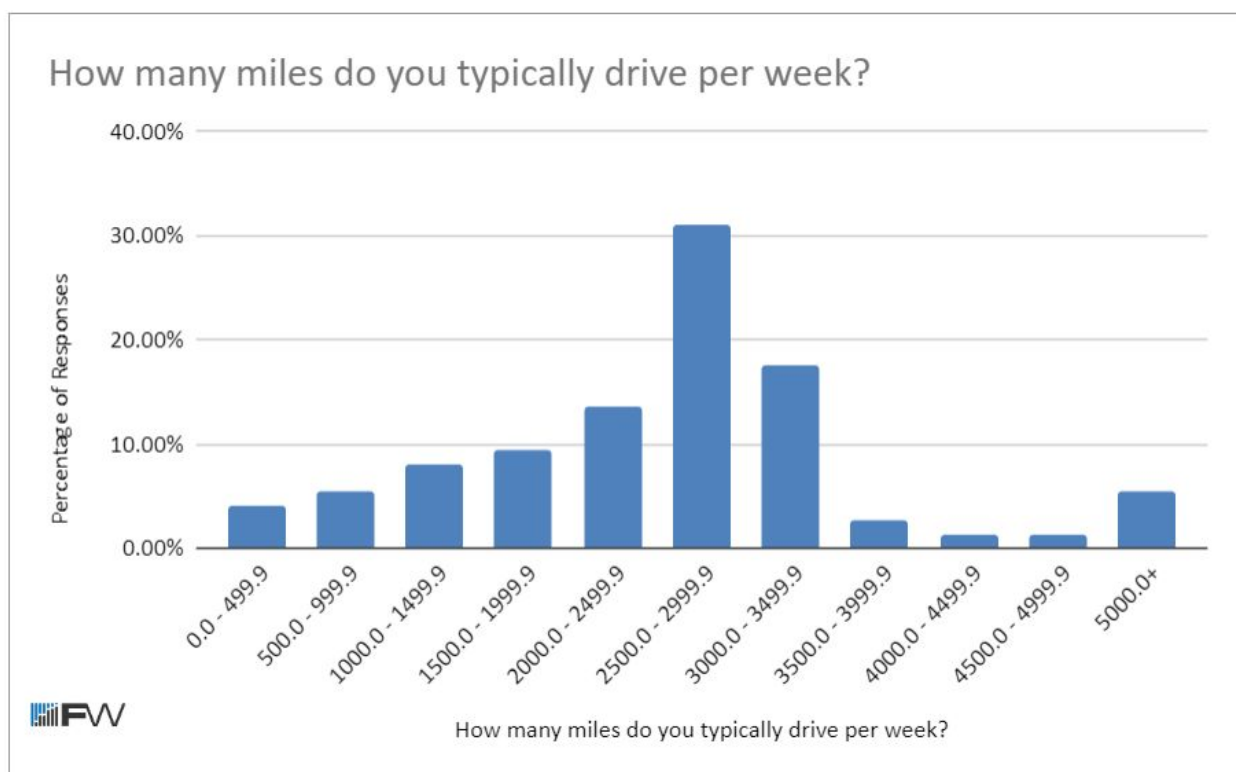
That sparks the question: Why wouldn't a driver try to utilize more of his or her driving hours during weekends and holidays? Aside from taking time to observe a holiday or spend time with family, fewer people have places to be on the weekends and traveling for the holidays typically occurs on the days surrounding them. This suggests fewer vehicles are on the road, making trips more time efficient.



### Understanding the limitations to driving times

FreightWaves sent a survey to carriers ranging in size and types of trailers hauled, which resulted in 76 respondents. First, the survey determined typical driving trends and barriers to utilizing the entire available driving time.

**Figure 2 — Typical Number of Miles Driven per Week**



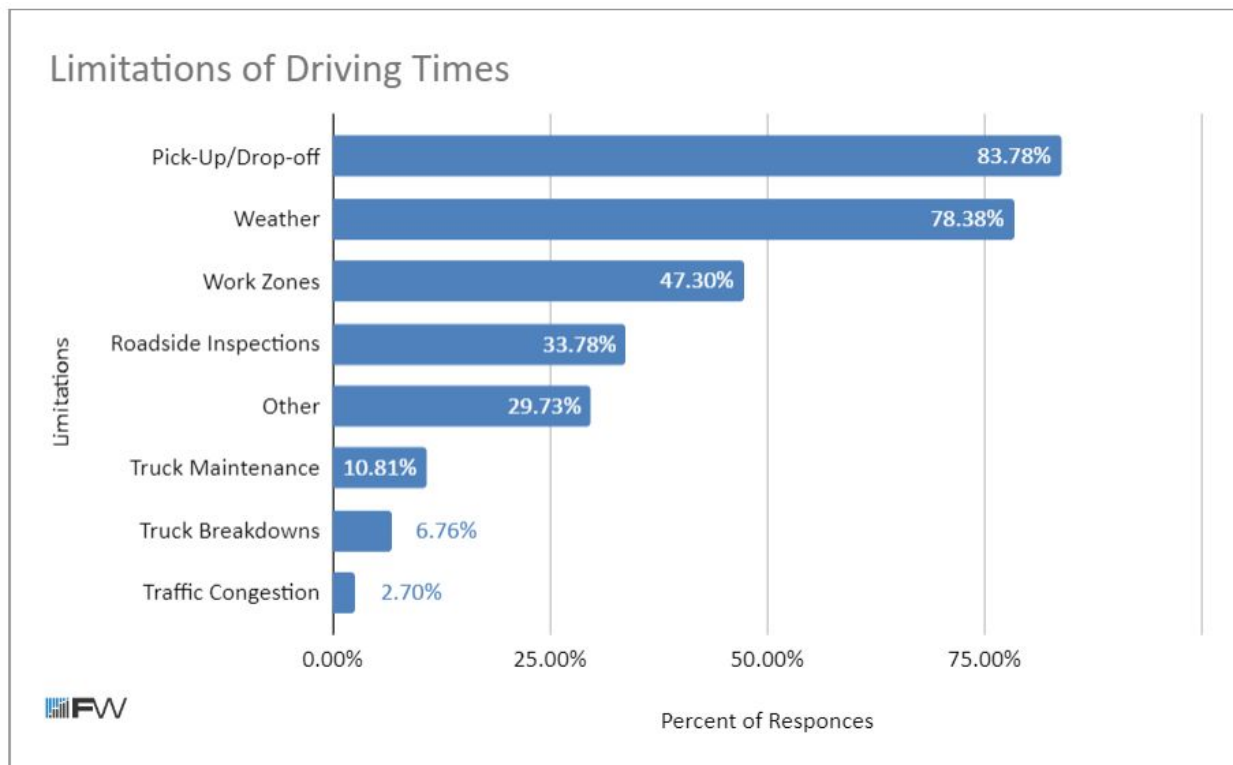
Source: FreightWaves Survey — November 2019

The sizes of fleets and the number of miles driven varied significantly. The average distance driven, according to the survey, was 2,486.5 miles. In Figure 2 above, the histogram shows the number of responses within the 500-mile buckets. The largest number of responses was in the 2,500- to 3,000-mile bucket.

Amount of traffic is just one of the potential ways a driver’s available driving time or on-duty time can be impacted. In the survey conducted by FreightWaves, drivers noted a range of factors that slow them down and cut into the hours they have available to drive.



**Figure 3 — Limitations to Utilizing Driving Times**

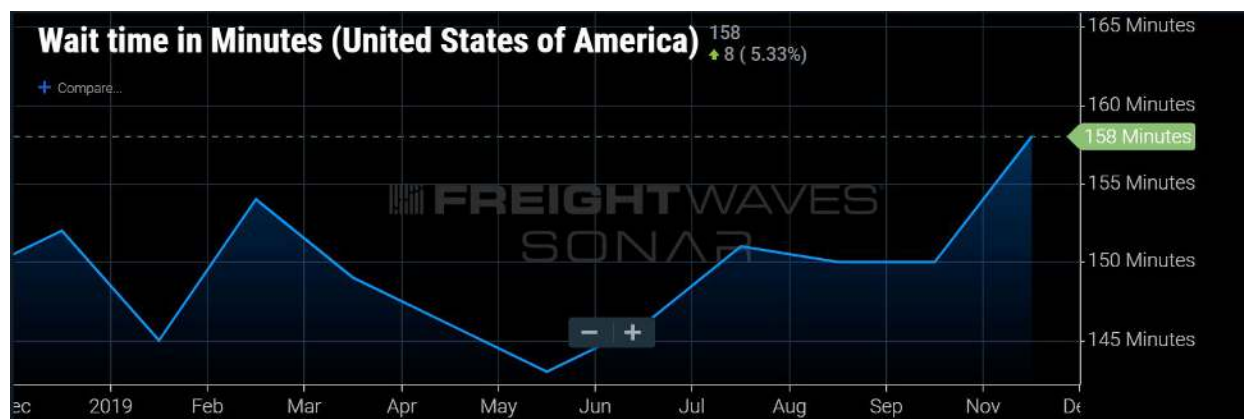


Source: FreightWaves Survey — November 2019

The largest complaints by carriers about limitations to using all of the drivers’ HOS were dwell times. Dwell times can vary significantly depending on the industry and time of year. Some carriers further explained in the “other” section that longer dwell times sometimes take hours of their drivers’ on-duty time.



**Figure 4 — Monthly Dwell Time**



Source: SONAR — WAIT.USA

Dwell time, or wait, can be influenced by the time of year, as shown in the chart above. Many begin shopping for the holidays in November, especially on Black Friday, which Figure 4 above illustrates. Stores have more frequent shipments during this time to maintain stock.

The survey respondents also stated that weather and roadwork are key setbacks for driving times. Driving on weekends and holidays offers no guarantee against snow, and road construction in heavily trafficked areas typically occurs during what would otherwise be less busy times, such as at night. Roadwork which will change the existing traffic patterns also do not typically fall under times where there is heavy traffic.

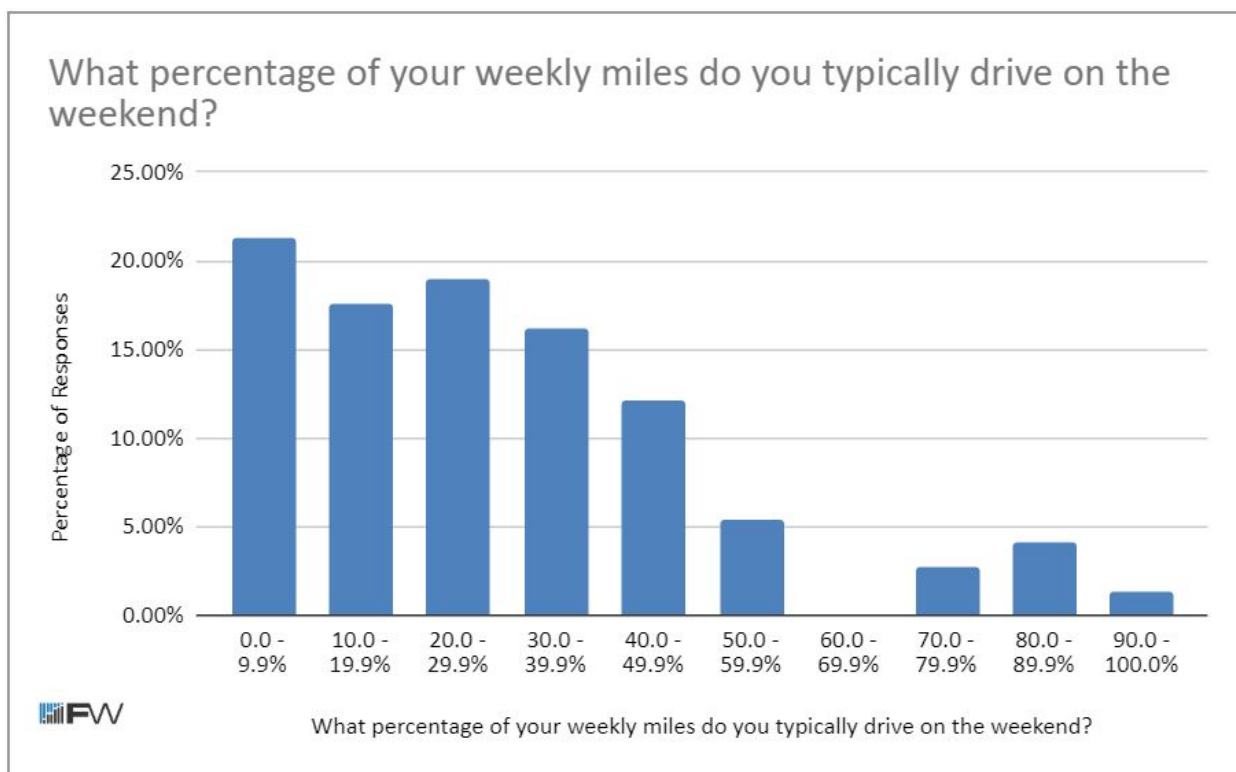
**Weekend utilization**

Of the total miles driven, the survey then asked about the percentage of those miles driven on weekends.





**Figure 5 - Percentage of Weekly Miles Driven on the Weekend**

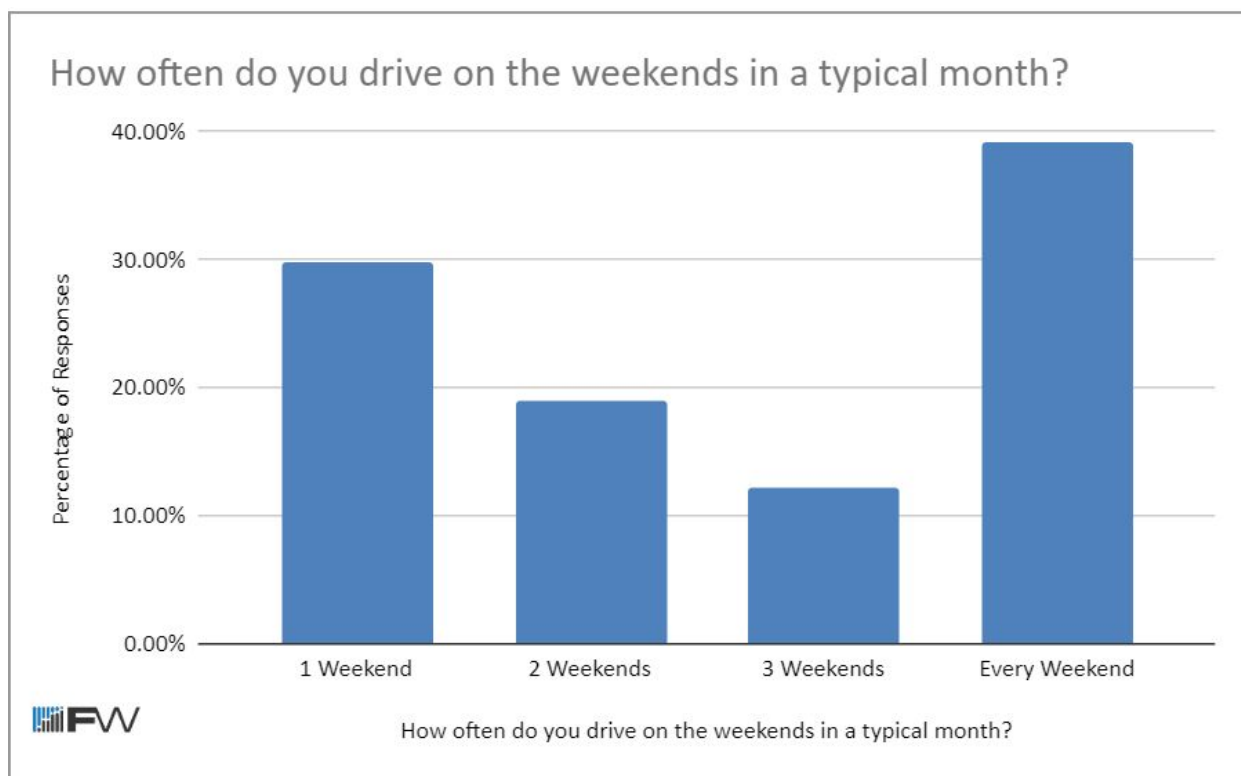


Source: FreightWaves Survey — November 2019

As seen in Figure 5 above, the largest amount of the respondents in a single bucket said they drive less than 10% of their miles over the weekend. The average percentage of miles driven on the weekend was about 27%. Most of those who reported higher percentages of miles driven on the weekends drove distances longer than the average discussed in Figure 2.



**Figure 6 — The Number of Weekends Driven in a Month**



Source: FreightWaves Survey — November 2019

There is a clear contrast in Figure 6 above between drivers driving one weekend out of the month and those driving every weekend. More of the respondents reported that they drive every weekend out of the month.

Drivers are utilizing the weekends to move loads, especially if they are traveling longer distances. With fewer vehicles on the road throughout the weekend, specifically during the mornings and evenings, carriers can more effectively use their available driving time to cover greater distances.

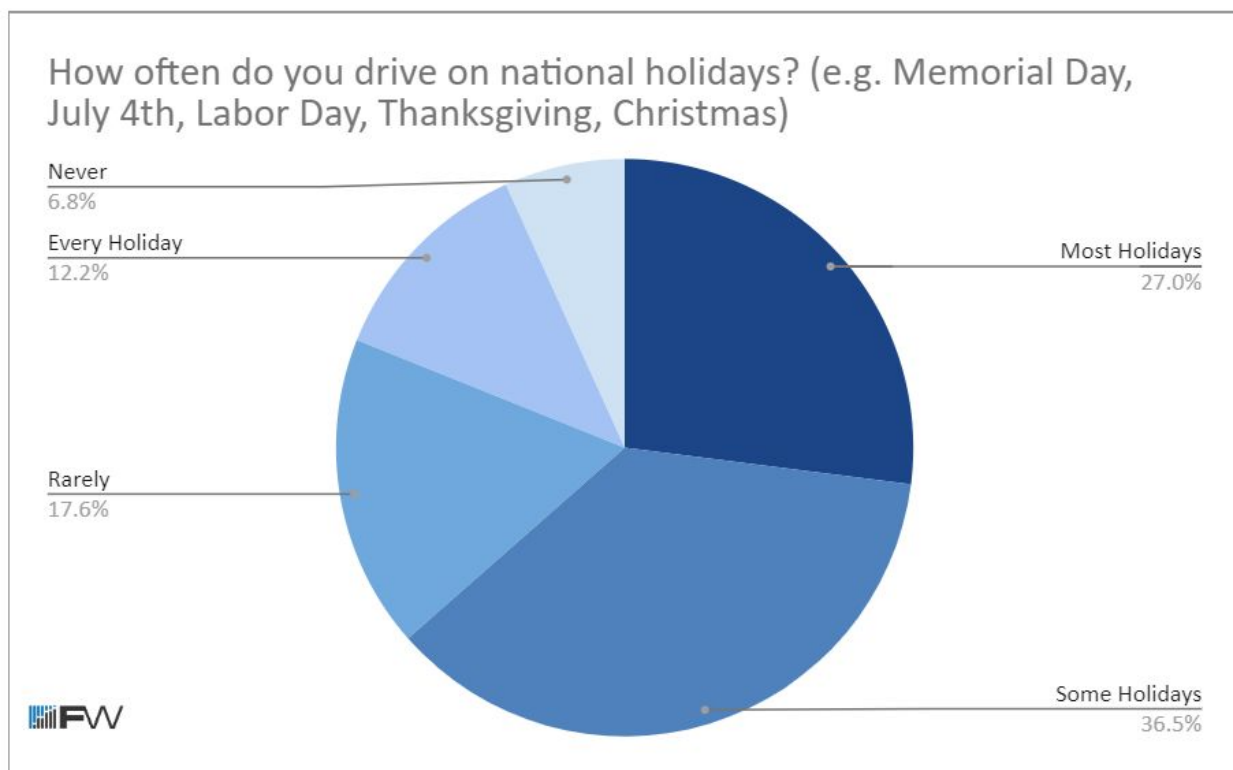
There are barriers to driving on the weekend, however. Some carriers operate seven days a week because of the nature of what they move. Companies such as UPS Inc. (NYSE:UPS) operate all week since they are operating between their own warehouses. But not every distribution center operates like this. Additionally, drivers need breaks and want to spend some time at home, especially if they have families. This may also be a factor in the amount of time they spend driving on holidays.



### Holiday utilization

Much like the barriers for driving on the weekends, drivers with families are likely at home for major holidays. Warehouses and distribution centers typically operate the days around holidays and at higher output. Some companies specifically operate on the day of the holiday. As mentioned above, UPS operates on holidays, like Christmas Day, to get last-minute packages delivered.

**Figure 7 - Frequency of Holiday Driving**



Source: FreightWaves Survey — November 2019

Over one-third of the respondents reported that they work some holidays, and over a quarter reported that they operate on most holidays, seen in Figure 7 above. The survey did not exclude lesser holidays that do not significantly impact the volume of drivers on the road. Only 6.8% of carriers reported that they never operate on holidays.

More than 12% of those surveyed said they operate every holiday.



## Conclusions

Many drivers are already working on weekends and holidays. Some do so because of the nature of the products needing to be moved, and others take advantage of less congestion to travel longer distances.

The largest constraints to weekend and holiday driving appear to be on the drivers' side. Should the driver have a family and choose to spend time with them, their choice would be to see them when family members are most likely to be available: on weekends and holidays.

Ultimately, drivers who do not have immediate families and have options for loads during those times may benefit from using more hours then. They would be able to avoid much of the traffic seen on weekdays and could cover greater distances while avoiding construction. As for dwell times, it really depends on the location and the number of people working at the facilities where drivers are picking up or dropping off loads.



## FreightWaves

FreightWaves is one of the fastest-growing enterprise software-as-a-service (SaaS) companies in the world. In less than three years, FreightWaves has become the leading provider of data and analytics for the global freight market. FreightWaves' team of 150 full-time captures, models, and interprets near-time data from more than one thousand sources to provide participants with the fastest insights into the global freight market. The company offers the fastest data in the industry and the most complete view across all modes of freight transportation. SONAR, the company's SaaS offering, is a market dashboard that provides companies involved in transportation with access to datasets that can help them optimize their routing, pricing, and planning decisions.

FreightWaves is also the largest publisher of freight news and data in the world. FreightWaves.com publishes 40+ news articles per day, providing commentary and analysis for freight transportation, while FreightWaves TV is the first and only streaming TV network for the transport and logistics industry.

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