



Examples of "Typical" Trips and How Much They Will Pay

ABOUT THE NATIONAL CARHAUL TENTATIVE AGREEMENT

Under the new pay system, the vast majority of trips we looked at were equal to or better, but there are some cases where the pay did decline. Drivers will have to exercise their seniority to adjust to the new regimen. Here are some examples to compare the current pay rates with future pay rates (when the tentative agreement is ratified and pay system goes into effect):

TRIP 1: A driver heads out of Fairfax, KS for Indianapolis, IN a trip of 536 miles. The load has nine vehicles and three skid drops and requires a half-hour of fueling and pays \$724.05 under the current system. Under the new loaded mile system, this trip will pay \$728.60 at \$1.35 per mile including one skid drop at \$5. The driver then deadheads to Ft. Wayne to get a load with six units and three skid drops headed for Waukee, IA. This last leg is an Art. 22 load that runs 493 miles and currently pays \$344.95 including a ¼-hour fueling. Under the new system this would be paid at \$1.10 per mile with the third skid also paying \$5 or a total of \$547.30. **This tour would pay \$1,275.90 under the new system vs. \$1,069.00 under the current system, a gain of \$206.90.**

TRIP 2: A driver heads out of Wentzville, MO for Delaware, OH, a trip of 477 miles. The load has six vehicles and five skid drops and requires a ¼-hour of fueling and one reload. The trip pays \$643.70 under the current system. Under the new loaded mile system, this trip will pay \$663.95 at \$1.35 per mile, which includes three skid drops at \$15 and one reload at \$5. The driver then deadheads to Toledo, Ohio to get a load with six units, one skid drop and a ¼-hour fueling heading to Quincy, IL. This last leg is at the frozen rate load that runs 531 miles and currently pays \$576.66 including a ¼-hour fueling. Under the new system this would be paid at \$1.10 per mile equaling \$584.10. However, because this leg was more than 477 miles, the so-called "50 percent rule" applies. The rule means that half the miles, in this case 504 miles, is paid at \$1.35 per mile. So, it's an additional \$6.75. **This tour would pay \$1,254.80 under the new system vs. \$1,220.36 under the current system, a gain of \$34.44.**

TRIP 3: Not all trips will pay more under the proposed system especially if the trip length is close to the break points on mileage pay. For example, a driver heads out of Nashville, TN for Cincinnati, OH, a trip of 278 miles. The load has eight vehicles and two skid drops and two reloads. The trip pays \$394.12 under the current system. Under the new loaded mile system, this trip will pay \$385.30 at \$1.35 per mile, which includes the reloads. The driver then deadheads to Louisville to get a 181 mile trip with eight units, one skid drop heading back to Nashville. This last leg is at the frozen rate load and currently pays \$226.99. Under the new system this would be paid at \$1.10 per mile equaling \$199.10. **This tour would pay \$584.40 under the new system vs. \$621.11 under the current system—a loss of \$36.71.**

