



## **TruckDriver.com Driver Turnover Survey Turns Up Good Driver Info**

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Isanti, MN ([PRWEB](#)) September 30, 2004 - TruckDriver.com, one of the leading driver recruitment sites available on the web, recently conducted its first Driver Turnover Survey. Subscribers to the e-Report, TruckDriver.com's monthly driver newsletter, were asked to participate in the survey, which covered a wide variety of driver issues and interests.

"This is something we have wanted to do for quite some time," said Brian Thomforde, President of TruckDriver.com. "There are so many issues surrounding retention and turnover, and most of the information you see comes from the trucking companies or consulting firms. We just wanted to go straight to the drivers and get their opinions."

While much of the information gathered from the TruckDriver.com survey confirmed the results of other driver turnover surveys, there were a few surprises. An overwhelming majority of the drivers responding (81%) said that Dispatch was the department with the most direct impact on driver turnover. Upper Management was next, followed by Payroll. Less than one percent (0.5%) felt Maintenance had any impact on driver turnover.

The most common reason given for turnover was home time, with pay coming in a close second. The most important factor in choosing a new carrier was pay followed by home time. A clear majority, (86%) said driver pay was not adequate for the type of work a driver performs. More than half of the drivers responding (61%) said they believed most drivers had already secured another driving job prior to resigning from their current carrier.

"One of the more interesting things we discovered," said Thomforde, "is that two-thirds of the drivers believe in the driver shortage. Yet almost half of the drivers told us they had been with their current carrier for less than one year even though seventy-five percent told us they had been driving professionally for more than two years. And, over sixty percent said they had driven for more than four carriers during their career. I know that's a mouthful to say, but when you break it down, it says a lot about driver retention. And it backs up the churnover versus turnover theory."

Anyone interested in the results of the TruckDriver.com Survey should contact Brian Thomforde at [brian@truckdriver.com](mailto:brian@truckdriver.com), or call 888-266-3133.

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