



**THE WORLD
THROUGH A
WINDSHIELD**

According to the Standard Occupational Classification Manual, truck drivers and driver/sales workers consist of workers from one of three categories: drivers/sales workers or heavy/tractor-trailer operators or light/delivery drivers. The light or heavy, of course, applies to the vehicles, not the drivers. That's a different classification entirely*.

Of the 3.2 million truck drivers in the U.S., 13 percent are driver/sales workers who drive a truck or other vehicle over established routes or territories. They sell goods, take orders, collect payments and pick up and deliver items such as food or laundry. Training for this occupation is short-term on-the-job.

In Utah, this occupation is projected to experience little or no employment growth, but there will be a moderate volume of annual job openings. The need for replacements, rather than

from business expansion, will make up the majority of job openings in the coming decade.

A heavy and tractor-trailer driver (56 percent of all truck drivers) operates a vehicle with a capacity of at least 26,000 pounds gross vehicle weight (GVW.) Usually called long-haul or over-the-road drivers, they deliver goods over routes that cross state lines. Choosing this occupation means being gone from home and being alone for long periods of time while homing in on the truck stop with the best food and a bottomless cup of coffee*.

The U.S. Department of Transportation regulates working hours and conditions of truck drivers engaged in interstate commerce. They may drive for no more than eleven hours per day and work a total of no more than fourteen hours—including driv-

ing and non-driving duties. Between working periods, a driver must have at least ten hours off duty. A driver may not work more than sixty hours in a week without being off-duty for at least thirty-four hours straight. Most drivers are paid by the number of miles they drive.

Drivers who operate trucks with a gross vehicle weight of more than 26,000 pounds, or who operate a vehicle carrying hazardous materials or oversized loads, need a commercial driver's license (CDL). Training for the CDL is offered by many private and public vocational schools. A driver must be at least 21 years of age to cross state lines or get special endorsements, and must pass a physical examination every two years.

In Utah, it is projected that long-haul trucking will experience about average employment growth with a high volume of annual job openings.

Business expansion, as opposed to the need for replacements, will be the source of the majority of job openings in the coming decade.

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Light or delivery services truck drivers (31 percent of all truck drivers) deliver goods within a specified area while driving a truck or van with a capacity of under 26,000 GVW. These drivers usually return home every evening, have regular routes and their job involves a considerable amount of lifting, carrying, and walking.

In Utah this occupation will experience about average employment growth with a high volume of annual job openings. Business expansion, as opposed to the need for replacements, will be the source of the majority of job openings in the coming decade. ⓘ

**A little levity from the daughter of a long-haul trucker with a thirty-five year career.*

DRIVER AND TRUCK DRIVER WAGES

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Occupation	Area	Annual Median Wage
Driver/Sales Worker	Utah	\$25,080
Truck Drivers, Heavy or Tractor/Trailer	Utah	\$37,420
Truck Drivers, Light or Delivery Services	Utah	\$22,960

Source: Department of Workforce Services

Other resources:

- <http://jobs.utah.gov>
- www.bls.gov

