

Executive Summary

No one understands the rigors of life on the road better than a truck driver. They know what makes them feel satisfied and successful, and what they wish was different, especially when it comes to managing their physical and emotional well-being.

This year we commissioned a study to help identify the specific challenges drivers face in their everyday lives to gain more insight into their daily challenges and pain points. The results revealed a wide range of conditions that lead to stress on the road, including:

- **Drivers miss a lot of time with friends and family:** 54% of truck drivers spend less than 24 hours a week at home.
- **Drivers have a long workweek:** 33% of drivers drive more than 49 hours a week.
- **Nutrition remains a challenge:** 63% of truckers cook meals in their truck two to six days a week, and 37% eat fast food two to three days a week.
- **Long hours make it difficult to manage sleep and exercise:** 63% of truckers sleep 6 hours or less per night, and 38% of truck drivers say they take medication to help them sleep.

Despite the huge challenges that they face each day on the job, our nation's truckers continue to successfully deliver the freight that our country depends on and that keeps America's supply chains running.

I hope that the information and knowledge acquired from this survey will help shed light on their working conditions and most importantly, help drive the creation of new solutions that help address some of the issues surrounding the physical and mental well-being of our trucking community.

Sincerely,
Satish Maripuri - DAT Freight & Analytics Chief Executive Officer

A handwritten signature in black ink, appearing to read "Satish Maripuri", with a long horizontal flourish extending to the right.

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Introduction

A new survey of truck drivers by DAT Freight & Analytics highlights the pros and cons of being a long-haul, or “over-the-road” trucker.

Those surveyed find their work fulfilling; however, nearly 75% state the job is physically and emotionally stressful. More troubling, though, is the finding that few drivers are able to take care of their well-being or to seek support when needed.

“Although the country recognizes the vital role of truck drivers in the U.S. economy, the DAT survey results show why it’s important to empathize with the challenges they face in their personal and professional lives,” said DAT Chief Marketing Officer Jeff Hopper.

Key survey findings

The DAT survey revealed the major reasons that lead to stress on the road for long-haul truckers. They include:

- **Drivers miss time with friends and family:** 54% of those surveyed spend less than 24 hours per week at home.
- **Drivers have a long workweek:** 33% of the drivers surveyed are driving more than 49 hours each week.
- **Nutrition is a challenge:** 63% of those who responded to the survey cook meals in their truck two to six days each week, and 37% eat fast food two to three days weekly.
- **Long hours make it difficult to manage sleep and exercise:** 63% of the respondents sleep 6 hours or less per night; 38% reported that they take medication to help them sleep.

Overview

The DAT survey was conducted by Censuswide, and information was collected from a sample of 504 U.S. truck drivers in 2023. Of the 504 respondents, 438 were men; 64 were women.

According to the organization Women in Trucking, women comprised almost 14% of professional drivers in 2022, up from 7.9% in 2018. In 2022, National Public Radio estimated that the percentage of women who are long-haul truckers is about 7% of the total.

The number of men in each of the five age categories was:

Age Group	Quantity
16-24	0
24-34	97
35-44	260
45-54	76
55+	5

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

The number of women in each of the five age categories was:

Age Group	Quantity
16-24	1
25-34	22
35-44	34
45-54	6
55+	1

As indicated by the numbers shown in the chart above, the women surveyed were generally younger than the men.

Of the drivers surveyed, it is important to note that 337 are owner-operators of the trucks they drive. The responsibilities of being an owner-operator may cause additional issues for those surveyed and other owner-operators.

According to trucking giant Schneider, an “owner-operator truck driver is someone who owns” his/her “own truck driving business. Owning a trucking company includes owning or leasing one or more semi-trucks and finding freight to haul, as well as handling the day-to-day responsibilities that come with owning a business.”

In general, driving a Class 8 tractor-trailer on trips of any length is a demanding and dangerous job. But long-haul trucking is even more demanding and dangerous.

Nevertheless, there are over 3 million truck drivers in the United States, and many of them love the job and all that it entails. Some of the pros and cons of being a long-haul trucker will be covered later in this document.

Other studies confirm the issues faced by long-haul truckers

In an article in the Fall 2019 issue of the *Johns Hopkins University Magazine* entitled “The Perils of Long-Haul Trucking,” lead author Greg Rienzi started the article with the sub-head “Truck drivers are especially vulnerable to physical and mental health issues, but few care options are available where they are – on the road.”

Rienzi also wrote, “Long-haul trucking is undoubtedly one of the most dangerous professions in America. Nearly one-third of the 3.5 million truck drivers in the United States will be involved in a serious road accident at some point during their careers, according to statistics from the Federal Motor Carrier Safety Administration (FMCSA). Long-haul truckers – interstate drivers who are typically gone for days at a time – also have some of the highest rates of injuries and illnesses of all occupations. They frequently suffer from neck, back, hip, knee, ankle, and a host of musculoskeletal injuries owing to the repeated stress on joints from driving more than 10 hours consecutively for days on end.”

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Mona Shattell was the then-newly appointed associate dean for faculty development at the John Hopkins School of Nursing. She studied the mental, physical, and sexual health of truckers throughout the 2010s.

"They [truck drivers] have more health problems than the standard population, and less access to healthcare, which is a dangerous mix," commented Shattell, who became a champion for this underserved population.

During her studies, she authored op-eds on trucker health that appeared in *The New York Times* and *The Atlantic*, and also hosted a podcast called Health on the Highway. In 2018, Shattell worked with Karen Heaton, a researcher with the University of Alabama at Birmingham School of Nursing, on a pilot study focused on the health of 140 truck drivers from across the country.

In the study, as well as in conversations with drivers, Shattell learned that they are not just involved in accidents; they witness them at an alarming rate. Repeated exposure to accidents takes its toll, according to the article. Shattell stated that "being involved in an accident can leave lasting mental scars, and even seeing one can cause enough stress and anxiety to become a diagnosable mental illness like acute stress disorder or post-traumatic stress disorder."

Rienzi also wrote, "Truckers also suffer from obesity, hypertension, diabetes, and sleep disorders at rates that are higher than the national average. Anecdotal evidence suggests high rates of substance abuse and depression, which often go undiagnosed and untreated. The on-the-job fatality rate for drivers is 11 times the national average, according to a 2016 study."

Talking with drivers, Shattell learned that they "often either ignore mental health issues or refuse to seek care for fear that they'll lose valuable time on the road." [Most long-haul truck drivers are paid by the mile; when they are not driving the truck they are not earning money.] Rienzi also noted that Shattell said, "Even when truckers are willing to seek mental health care, the demands of the job can make it difficult to follow through. Long-haul truckers are seldom at home, and they have little autonomy over their working hours – often being told what route to take, where to buy gas, and when and where to sleep."

Therefore, scheduling regular appointments can be difficult.

In the article, Shattell was an advocate for "more nurse practitioners and primary care clinics at truck stops, as well as driver access to telehealth services." She was quoted, "We need to provide support where the truckers are, and that's on the road." She also called on trucking companies to offer more wellness programs.

The National Institute for Occupational Safety & Health (NIOSH) has also studied long-haul truck drivers. The federal agency noted, "These men and women are essential to the transportation of goods in the United States, but high job demands and low control (e.g. tight delivery schedules, delays, etc.) may cause stress and lead to poor health."

NIOSH pointed out that "drivers of commercial vehicles and trucks are permitted 14 hours of duty per day worked. They are required to take a mandatory 10-hour break before they can drive again for work. As a result, long freight delivery routes often require them to sleep away from home. Life on the road makes it more difficult to live healthily because of: irregular schedules; long hours; little physical activity; limited access to healthy foods on the interstates; and stress."

In addition, NIOSH noted that "compared to U.S. adult workers, truck drivers have higher rates of: heart disease; diabetes; hypertension; and obesity."

On the Road and Beyond

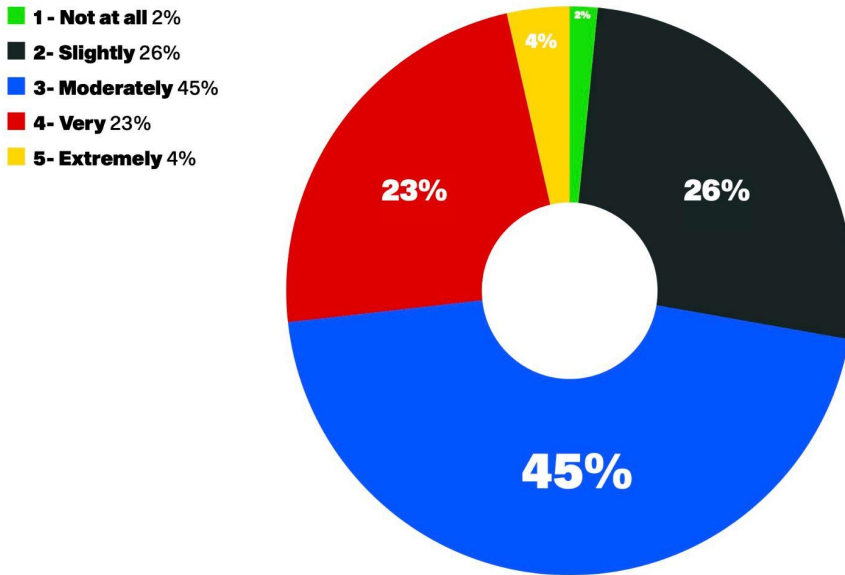
Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Key issues raised in the DAT survey and across the industry

On a scale of 1 to 5 (with 1 being “not at all” and 5 being “extremely”), how stressed do you feel, if at all, on a typical workday as a truck driver?

This was a critical question; while most workers would say there is at least some stress in every job, of the truck drivers who responded to the survey 72% responded that they felt at least “moderate” (or greater) stress on the job.

On a scale of 1 to 5, where 1 is “not at all” and 5 is “extremely,” how stressed do you feel, if at all, on a typical workday as a truck driver?



The lone female driver between 16 and 24 answered “slightly” to this question. Of the drivers between 25 and 34, 3% answered “not at all,” 25% answered “slightly,” 43% answered “moderately,” 27% answered “very,” and 3% answered “extremely.”

In the 35-44 year-old category of drivers, 2% answered “not at all,” 24% answered “slightly,” 40% answered “moderately,” 24% answered “very,” and 3% answered “extremely.”

Of the drivers between 45-54, 33% answered “slightly,” 45% answered “moderately,” 16% answered “very,” and 6% answered “extremely.”

Drivers 55 or older answered slightly differently – 33% answered “slightly,” 50% answered “moderately,” and 17% answered “very.”

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

When studying the answers by gender, the answers were similar. Two percent of the men and 2% of the women answered “not at all,” 25% of the men and 34% of the women answered “slightly,” 46% of the men and 42% of the women answered “moderately,” 24% of the men and 19% of the women answered “very,” and 4% of men and 3% of women answered “very.”

Of those whose gender choice was “other,” 50% chose “moderately” stressed and 50% chose “very” stressed.

The study “Work-Life Conflict among U.S. Long-Haul Truck Drivers: Influences of Work Organization, Perceived Job Stress, Sleep, and Organizational Support” was published online in the *International Journal of Environmental Research and Public Health* in March 2019.

Among the many findings of the study’s authors, one sentence stands out and supports the findings of the DAT survey: “In terms of stress, 62.6% of drivers [studied] felt their stress level was moderate or high.”

Among the issues raised contributing to truck drivers’ stress by a number of studies and articles are:

- Driver shortage
- Hours of service regulations
- Detention and delay at customer facilities
- Health problems
- Lack of sleep
- Lack of home time
- Lack of sufficient truck parking
- Deficient infrastructure
- Expensive tolls
- Electronic logging devices mandate

How many hours per week are you working?

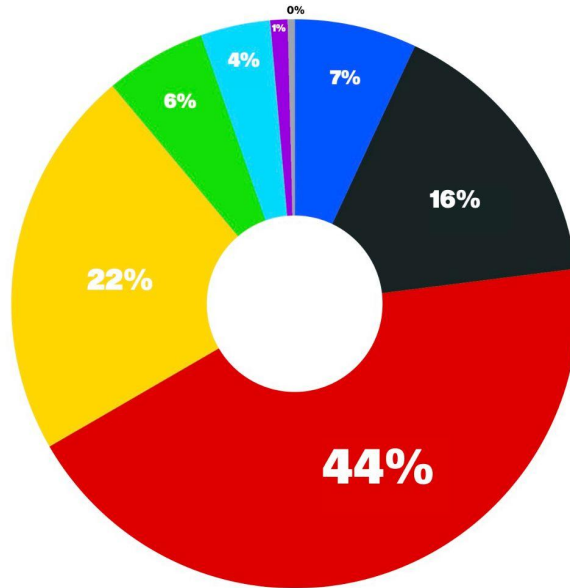
The answers to this question were quite varied, ranging from less than 12 hours of work (not necessarily driving) per week to as many as 144 hours of work (again, not necessarily driving) per week.

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

How many hours per week are you at work or driving?

- **Less than 12 hours** 7%
- **12-24 hours** 16%
- **25-48 hours** 44%
- **49-72 hours** 22%
- **73-96 hour** 6%
- **97-120 hours** 4%
- **121-144 hours** 1%
- **145-168 hours** 0%



The following summarizes current FMCSA regulations for drivers of freight-hauling trucks:

- **11-Hour Driving Limit:** A driver may drive a maximum of 11 hours after 10 consecutive hours off duty.
- **14-Hour Limit:** A driver may not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.
- **30-Minute Driving Break:** Drivers must take a 30-minute break when they have driven for a period of 8 cumulative hours without at least a 30-minute interruption. The break may be satisfied by any non-driving period of 30 consecutive minutes (i.e., on-duty not driving, off-duty, sleeper berth, or any combination of these taken consecutively).
- **60/70-Hour Limit:** A driver may not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.

There are 168 hours in a week. Obviously, many of those working over 70 hours per week are having a difficult time with work-life balance when the time to eat and sleep is added to their total work hours.

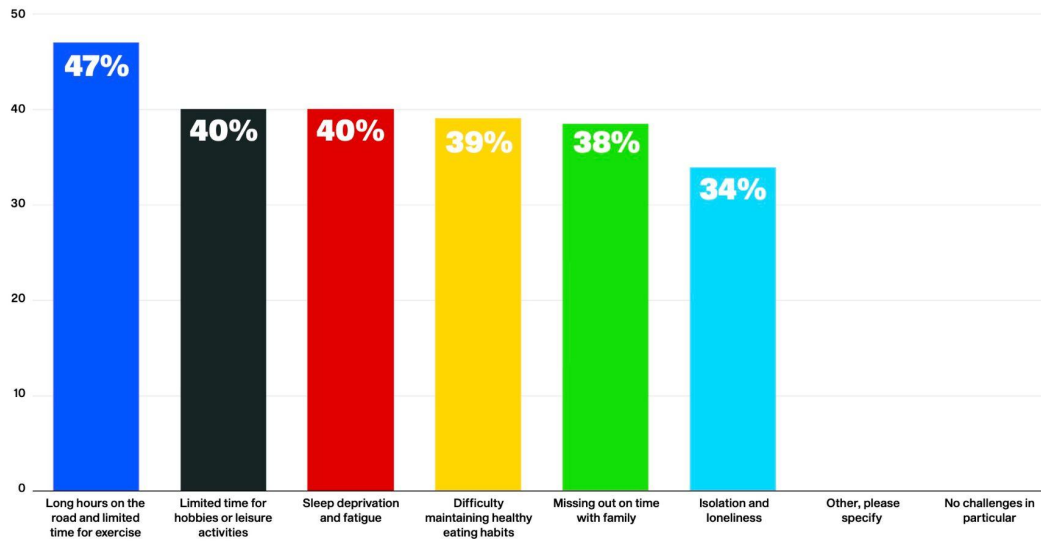
What, if anything, are the most common challenges you face in your daily work life? (Those surveyed were able to choose up to three answers.)

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

What, if anything, are the most common challenges that you face in your daily work life?

Choose up to three



When segmented by age:

- The lone driver aged 16 to 24 chose “sleep deprivation and fatigue” and “difficulty maintaining healthy eating habits.”
- Drivers aged 25 to 34, 48% chose “long hours on the road and limited opportunities for exercise,” followed by: “sleep deprivation and fatigue” (44%); “missing out on time with family” (41%); “limited time for hobbies or leisure activities” (37%); “isolation and loneliness” (34%); and “difficulty maintaining healthy eating habits” (33%).
- Among drivers 35 to 44, 48% chose “long hours on the road and limited opportunities for exercise,” followed by: “difficulty maintaining healthy eating habits” (41%); “limited time for hobbies or leisure activities” (40%); “sleep deprivation and fatigue” and “missing out on time with family” (both at 38%); and “isolation and loneliness” (32%).
- Drivers aged 45 to 54 chose: “long hours on the road and limited opportunities for exercise” (45%); which was followed closely by “limited time for hobbies or leisure activities” (44%); “difficulty maintaining healthy eating habits” and “isolation and loneliness” (both at 40%); “sleep deprivation and fatigue” (39%); and “missing out on time with family” (38%).
- Drivers **55 and over** overwhelmingly chose: “limited time for hobbies or leisure activities” (57%); “difficulty maintaining healthy eating habits” (50%); followed by “long hours on the road and limited opportunities for exercise,” “sleep deprivation and fatigue” and “isolation and loneliness” – all at 33%.

When segmented by gender, the answers were slightly different between male and female drivers.

- Male drivers chose “long hours on the road and limited opportunities for exercise” first (48%), while female drivers chose “missing out on time with family” first at 45%.
- Male drivers’ answers also included: “limited time for hobbies or leisure activities” (42%); “sleep deprivation and fatigue” (40%); “difficulty maintaining healthy eating habits” (39%); “missing out on time with family” (38%); and “isolation and loneliness” (34%).

On the Road and Beyond

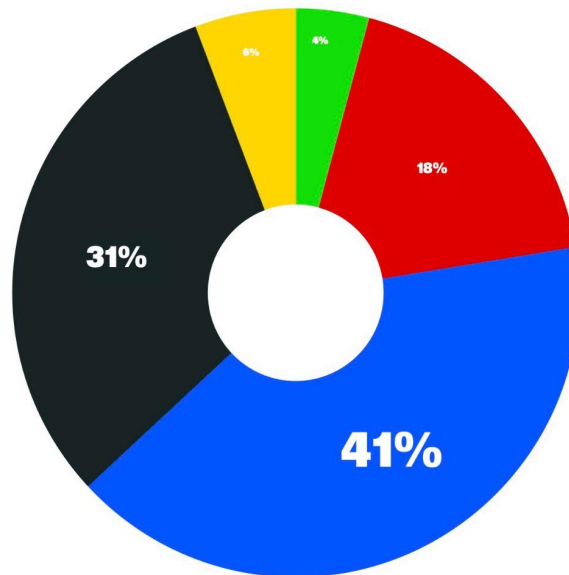
Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

- Female drivers' answers also included: "long hours on the road and limited opportunities for exercise" (41%); "difficulty maintaining healthy eating habits" (39%); "sleep deprivation and fatigue" (38%); "isolation and loneliness" (34%); and "limited time for hobbies or leisure activities" (33%).
- Those drivers whose gender answer was "other" chose the following: "difficulty maintaining healthy eating habits" (100%); followed by "long hours on the road and limited opportunities for exercise" and "sleep deprivation and fatigue" – both at 50%.

How many hours of sleep do you get per night, on average?

How many hours a night of sleep do you get, on average?

- 1-2 hours 4%
- 3-4 hours 18%
- 5-6 hours 41%
- 7-8 hours 31%
- 9-10 hours 6%



There were significant differences in results by gender and age, however.

Overall, of the male drivers surveyed:

- 5% reported that they averaged between 1 to 2 hours per night;
- 19% reported that they averaged between 3 and 4 hours per night;
- 40% averaged between 5 and 6 hours nightly;
- 32% reported they averaged between 7 and 8 hours each night;
- 5% averaged between 9 and 10 hours per night.

Of the female drivers surveyed:

- 2% reported that averaged only 1 to 2 hours per night;
- 14% reported that they averaged between 3 and 4 hours each night;
- 44% averaged 5 to 6 hours per night;
- 27% averaged between 7 and 8 hours each night;
- 14% averaged between 9 and 10 hours per night.

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Looking at differences by age:

- In the youngest driver category – those between 16 and 24 – the lone driver reported that she averaged between 7 and 8 hours each night.
- Of the drivers surveyed who were between 25 and 34 years old, 4% reported that they averaged only 1 to 2 hours nightly, while 13% reported that they averaged between 3 and 4 hours nightly. The highest percentage in this age group (45%) reported that they averaged between 5 and 6 hours each night; 31% reported that they averaged between 7 and 8 hours per night; and 7% reported that they averaged between 9 and 10 hours per night.
- Of the drivers between 35 and 44 years old, 5% reported that they slept only 1 to 2 hours each night on average. Twenty percent reported that they slept between 3 and 4 hours per night; 39% said that they averaged between 5 and 6 hours nightly; 31% averaged between 7 and 8 hours each night; and 5% reported sleeping between 9 and 10 hours per night.
- Two percent of the drivers between 45 and 54 reported that they slept only 1 to 2 hours each night; 17% said that they slept between 3 and 4 hours per night. The largest percentage (44%) reported that they averaged between 5 and 6 hours nightly, while 30% said they averaged between 7 and 8 hours per night. A lucky 6% reported sleeping between 9 and 10 hours nightly.
- In the **55+** age category, there were no drivers that reported only averaging 1 to 2 hours of sleep per night. Equal percentages (33%) reported sleeping between 3 and 4 hours each night and between 7 and 8 hours nightly. Equal percentages (17%) also reported averaging between 5 and 6 hours of sleep per night and between 9 and 10 hours per night.

The results indicate that female drivers in general sleep more than their male counterparts, and that younger and older drivers' sleep is generally better than those in other age groups. However, based on their answers, the majority of drivers are not sleeping enough.

In the August 27, 2018 online issue of the *International Journal of Environmental Research and Primary Health*, Sergio Garbino and others published:

“Primary prevention is a first unavoidable step to deal with sleep and mental health problems. Educational programs, online support and tele-health assessment/monitoring would help improve the well-being, safety and health of professional truck drivers and increase safety on the road.”

Freighttech.us reports that “It’s not uncommon for commercial drivers to spend long periods of time driving. Driving late at night, driving a large number of miles, and driving for three or more hours at once are all factors that contribute to sleep deprivation.”

The website also reported that “Driving with less than the recommended eight hours of sleep each night is equivalent to driving with an alcohol blood content level of 0.10.”

The website recommends that drivers “Plan the trip and find time to sleep. It’s much better to take a short break to rest the eyes and take a nap if possible than to keep pushing and end up having an accident.”

It is also recommended that drivers “Improve the conditions in the sleeping area to make it more comfortable.” In addition, drivers should “Avoid having drinks full of caffeine, because after consuming caffeine the sleep is not quality [sleep.] Finally, while this recommendation is not directly aimed at better sleep, it certainly could not hurt: “Take a walk because it relieves stress.”

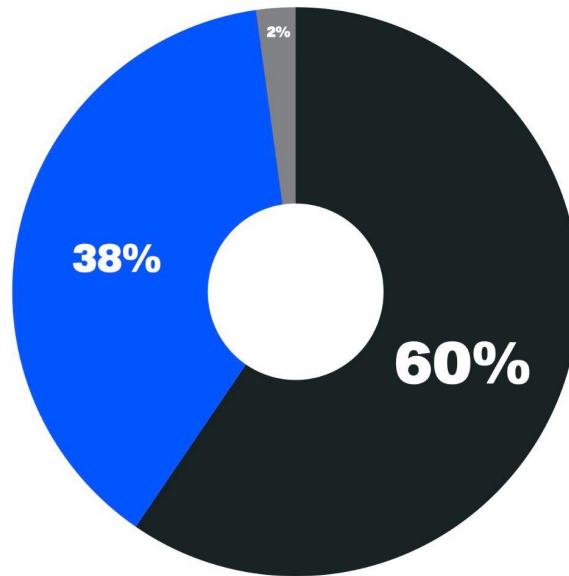
On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Do you take any medication to help with sleep?

Do you take any medication to help with sleep?

- **Yes** 38%
- **No** 60%
- **Prefer not to say** 2%



Of the male respondents, 57% answered “no;” and 78% of the female respondents also answered “no.”

There is no question that sleep is important for everyone, particularly for over-the-road truck drivers. In an article in the *New England Journal of Medicine*, Merrill M. Miller and his co-authors noted that “Fatigue and sleep deprivation are important safety issues for long-haul truck drivers.”

The study conducted by Miller and others was of 80 long-haul truck drivers – 40 in the U.S. and 40 in Canada. As a group, “they obtained less sleep than is required for alertness on the job.” In addition, the study found that “The greatest vulnerability to sleep or sleep-like states is in the late night and early morning.”

The study’s authors pointed out that, “Getting regular quality sleep is one of the biggest challenges long-haul drivers face. Between irregular sleep times, noisy truck stops, uncomfortable mattresses, and an unhealthy lifestyle, it’s no wonder.”

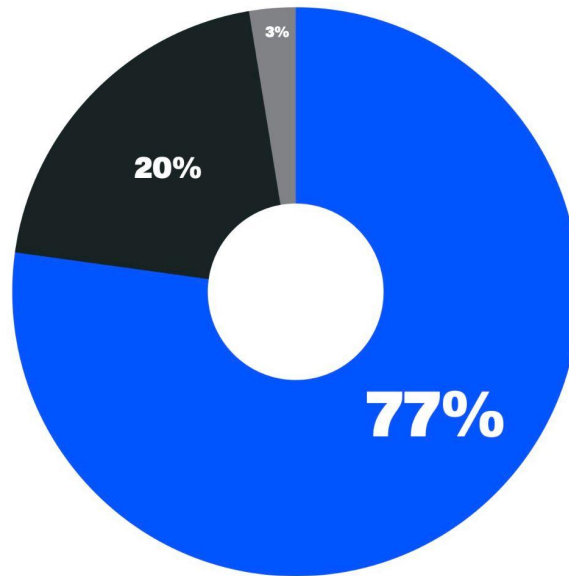
On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Do you have someone to talk to about your emotions/experiences?

Do you have someone to talk to about your emotions/experiences?

- **Yes** 77%
- **No** 20%
- **Prefer not to say** 3%



The answers are fairly consistent by gender.

- Of male drivers, 77% reported that they did have someone to talk with about their emotions and experiences. But 21% do not have someone to talk with and 2% preferred not to answer.
- The female drivers in the survey 77% also reported that they have someone to talk with, but 19% do not and the remainder chose not to answer.
- Of those drivers who chose “other” for their gender choice, both said that they did have someone to talk with.

However, when segmented by age, the answers diverge dramatically in one age group:

- The only driver younger than 25 answered that she has someone to talk with, as do 72% of those 25-34.
- A significant number of drivers between 35-44 and 45-54 also report they have someone to talk with (78% and 85%, respectively).
- However, of drivers over 55, only 33% answered that they have someone to talk with about their emotions and experience.

Long-haul truck drivers are generally required to be away from home for extended periods, which can be challenging and lonely. These men and women must be responsible, reliable, and adhere to strict schedules while driving long hours.

Too often, long-haul drivers miss out on family events, children’s birthdays, and spending time with their friends. To combat loneliness, many driver-focused websites and chatrooms note that it’s important for

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

drivers to find ways to stay connected with family and friends while on the road. Doing so can help reduce stress and improve mental health.

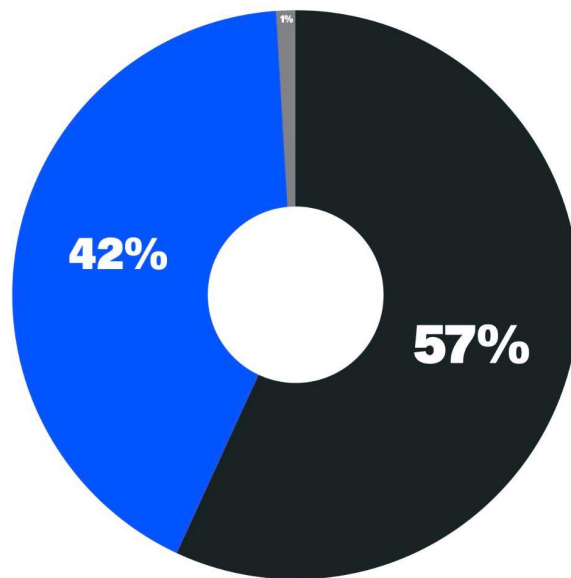
Luckily, technology and business developments have made it possible for truck drivers to stay more connected to family and combat the loneliness of the open road. Staying connected is not a substitute for actually being at home, but it does help.

So does interacting with other drivers at truck stops, overnight parking facilities, and other areas where drivers congregate. Learning how to balance work and life is a critical step for drivers and should be a responsibility for their companies as well.

Have you ever considered talking to a professional?

Have you ever considered talking to a professional?

- **Yes** 42%
- **No** 57%
- **Prefer not to say** 1%



By gender:

- 60% of the male drivers answered “no” to the question, but only 33% of the females answered “no.” So 40% of the male drivers answered “yes” – that they had considered talking to a professional – and 58% of female drivers also answered “yes,” while 8% of them preferred not to answer the question.

When segmented by age, the answers to this question were very different:

- Drivers between 25 and 34 were split equally (48% each) between “yes” and “no,” while 2% preferred not to answer the question.
- Drivers between 35 and 44 were not much different (53% “no” and 47% “yes”).
- 90% of drivers between 45 and 54 answered “no”
- 100% of the drivers over 55 also answered “no.”

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

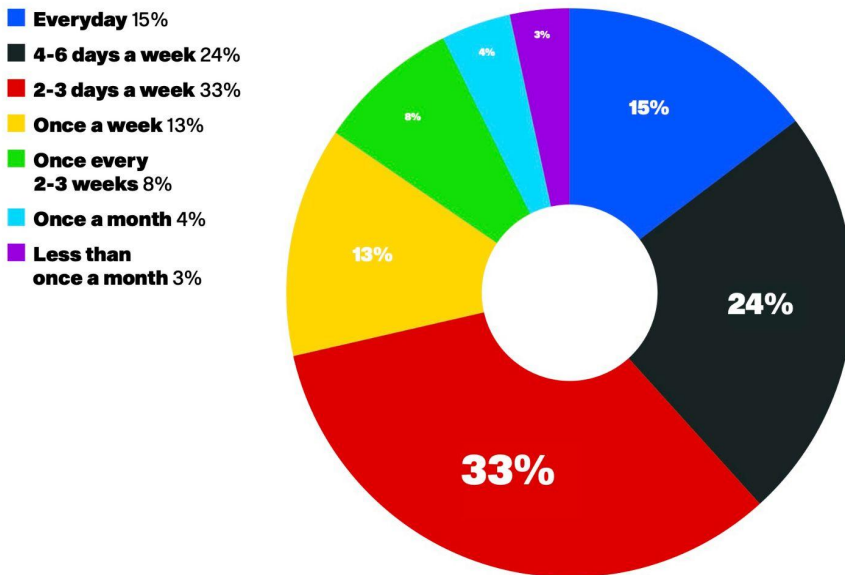
Long-haul trucking can be a well-paid career with opportunities for travel and adventure on the open road. However, the job is demanding and challenging and can strain drivers' physical and mental health.

An April 21, 2021 article on transwood.com noted that "The trucker lifestyle can also lead to mental health issues as well such as depression and loneliness. A way that drivers can combat this is to communicate with loved ones as much as possible through phone and video calls. If these feelings continue though, it is important to reach out to a professional and seek proper help."

Because a majority of drivers in this survey answered "no" to talking to a professional about the challenges of the job, that is a barrier to solving those challenges.

When on the road, how often do you exercise?

When on the road, how often, if ever, do you exercise?



Of the male drivers surveyed:

- 16% answered that they exercised daily;
- 23% exercised four to six days per week;
- 32% answered that they exercised two to three days each week;
- 13% exercised once per week;
- 9% exercised once every two to three weeks;
- 4% exercised once a month;
- 4% reported that they exercised less than once per month.

The women drivers surveyed exercised slightly more often than the men:

- 8% exercised daily;

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

- 31% exercised four to six days per week;
- 38% answered that they exercised two to three days weekly;
- 16% exercised once per week;
- 3% exercised once every two to three weeks;
- 3% exercised once a month;
- 2% reported that they exercised less than once per month.

The frequency of exercise was more varied by the age of the drivers than by their gender.

- The lone driver in the 16-24 age group exercised four to six days per week.
- In the 25-34 age group, 16% exercised daily; 14% exercised four to six days per week; 31% answered that they exercised two to three days weekly; 17% exercised once per week; 13% exercised once every two to three weeks; 5% exercised once a month; and 5% reported that they exercised less than once per month.
- Of those in the 35-44 age group, 16% exercised daily; 28% exercised four to six days per week; 30% answered that they exercised two to three days per week; 13% exercised once per week; 7% exercised once every two to three weeks; 3% exercised once a month; and 2% reported that they exercised less than once per month.
- In the 45-54 age group, 10% exercised daily; 22% exercised four to six days per week; 48% answered that they exercised two to three days each week; 9% exercised once per week; 5% exercised once every two to three weeks; 5% exercised once a month; and 2% reported that they exercised less than once per month.
- Of those drivers 55 or older, 50% reported exercising two to three days per week; 33% exercised once per week; and 17% exercised less than once per month.

Long-haul trucking is a sedentary job, which can cause such health issues as back pain, poor posture, musculoskeletal conditions, and obesity, to name only a few. To combat these and other health issues, truckers should alter their diet and exercise routines. Although staying active while on the road is challenging, it is also very important.

In addition to helping long-haul truckers be more fit, exercise can also help them be more alert and focused while they drive. Finding time to exercise can be extremely difficult, and the size of most tractor cabs limits the exercises that truckers can do while they're on the road.

However, if nothing else (and if the weather permits), drivers should walk while they are at rest stops, when they are waiting to load or unload, and when they stop driving for the day. Doing simple stretches at these times is also helpful.

Despite the challenges of spending most of the day behind the wheel, it is important for over-the-road drivers to make their health and fitness a priority to prevent the long-term health problems that are so prevalent among their peers.

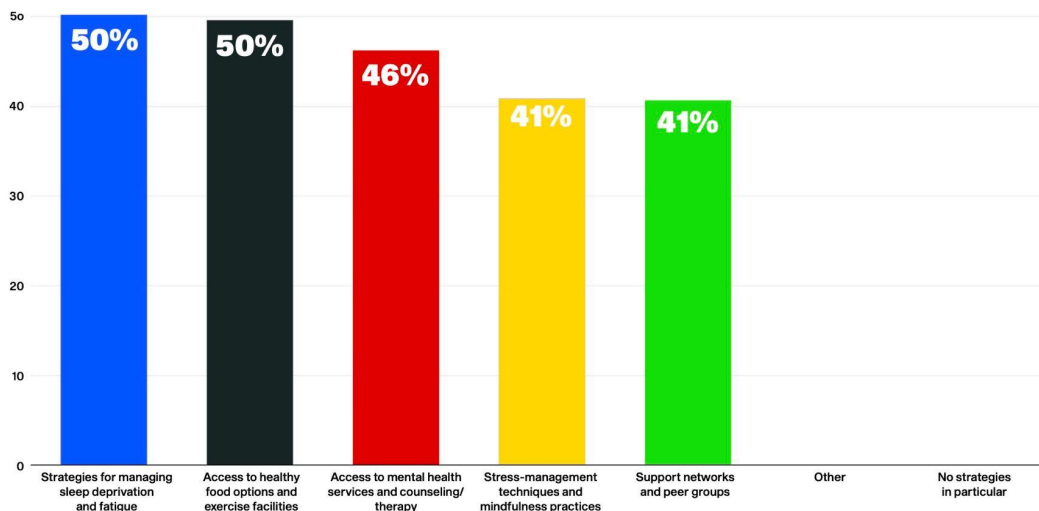
On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

What, if anything, are the most effective strategies for maintaining mental and physical health while working as a truck driver? (Respondents could choose up to three answers.)

What, if anything, are the most effective strategies for maintaining mental and physical health while working as a truck driver?

Choose up to three



The answers varied slightly by age:

- The lone driver 16-24 years of age chose “strategies for managing sleep deprivation and fatigue” and “access to healthy food options and exercise facilities” (both 100%). Drivers between 25 and 34 years old also chose them most (“strategies for managing sleep deprivation and fatigue” at 52% and “access to healthy food options and exercise facilities” at 48%). They also chose: “support networks and peer groups” (42%); “use of stress management techniques and mindfulness practices” (40%); and “access to mental health services and counseling therapy” (37%).
- Drivers between the ages of 35 and 44 made the following choices most often: “access to mental health services and counseling therapy” and “access to healthy food options and exercise facilities” (both at 49%); “strategies for managing sleep deprivation and fatigue” (48%); and “use of stress management techniques and mindfulness practices” and “support networks and peer groups” (both 40%).
- Drivers between 45 and 54 most often chose: “access to healthy food options and exercise facilities” (57%); “strategies for managing sleep deprivation and fatigue” (54%); “access to mental health services and counseling therapy” (50%); “use of stress management techniques and mindfulness practices” (39%); and “support networks and peer groups” (35%).
- Those drivers over 55 chose these answers most often: “strategies for managing sleep deprivation and fatigue” (67%); “use of stress management techniques and mindfulness practices” (50%); “access to mental health services and counseling therapy” and “support

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

networks and peer groups” (both 33%); and “access to healthy food options and exercise facilities” (17%).

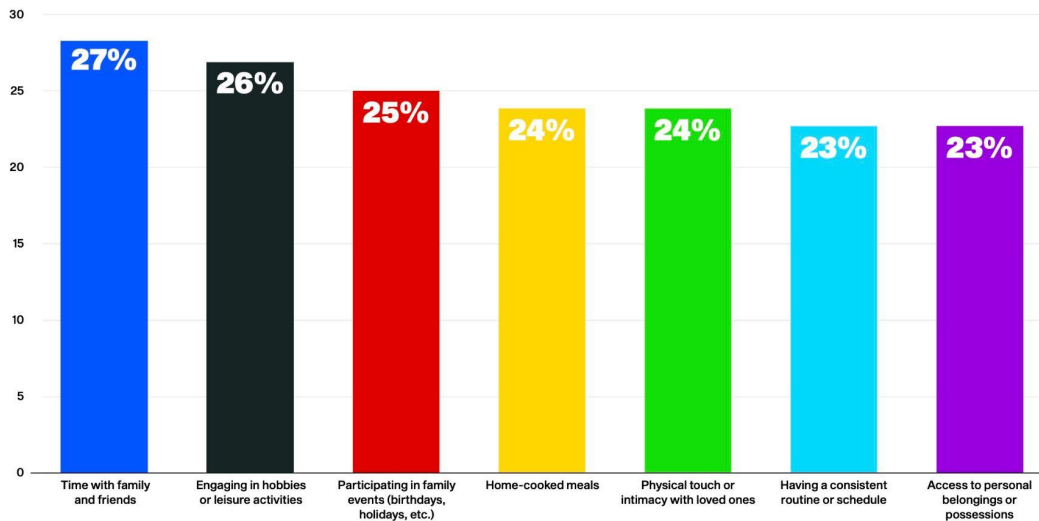
When the responses were broken down by gender, there were several differences.

- Male drivers most often chose: “strategies for managing sleep deprivation and fatigue” (51%); “access to healthy food options and exercise facilities” (50%); “access to mental health services and counseling therapy” (45%); “use of stress management techniques and mindfulness practices” (41%); and “support networks and peer groups” (39%).
- Female drivers chose “support networks and peer groups” most often (55%), followed by: “access to mental health services and counseling therapy” (52%); “access to healthy food options and exercise facilities” (45%); “strategies for managing sleep deprivation and fatigue” (42%); and “use of stress management techniques and mindfulness practices” (38%).
- Those drivers whose gender choice was “other” chose “access to healthy food options and exercise facilities” (100%), followed by: “strategies for managing sleep deprivation and fatigue,” “access to mental health services and counseling therapy” and “use of stress management techniques and mindfulness practices” (all 50%).

“What, if anything, do you miss most when you are out on the road?” (Respondents could choose up to three answers.)

What, if anything, do you miss the most when you're out on the road?

Choose up to three

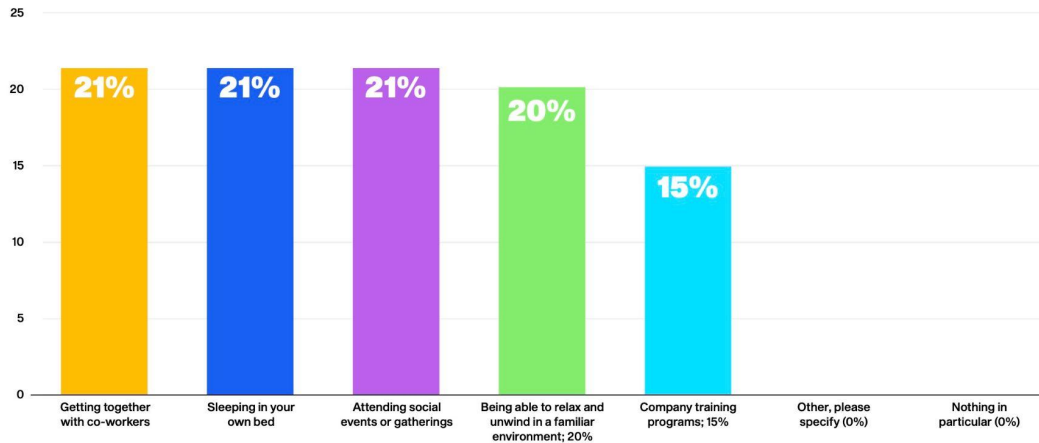


On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

What, if anything, do you miss the most when you're out on the road?

Choose up to three



By gender, the three answers listed above were most often given by male respondents (27%, 27% and 26% respectively).

- Female drivers chose “home-cooked meals” first (31%),
- “time with family and friends” next (30%);
- “having a consistent routine or schedule” was the third-most picked answer (28%)

The answers varied slightly depending on the age of the respondent as well:

- The youngest driver chose “physical touch or intimacy with loved ones” first; “being able to relax or unwind in a familiar environment” second; and “sleeping in your own bed” third.
- Drivers between the ages of 25 to 34 chose: “time with family and friends” first (29%); “home-cooked meals” second (28%); and “having a consistent routine or schedule” and “access to personal belongings or possessions” tied for third (26%).
- In the 35-44 age group, the most chosen response was “engaging in hobbies or leisure activities” (28%). “Time with family and friends” was chosen second (26%) and “participating in important family events, such as birthdays or holidays” was third (25%).
- Of those aged 45-54, “home-cooked meals” were missed the most (33%). “Time with family and friends,” “participating in important family events, such as birthdays or holidays,” and “getting together with co-workers” tied for second (29% each).
- In the group over 55, “being able to relax or unwind in a familiar environment” was missed most (67%), followed by “time with family and friends” and “engaging in hobbies or leisure activities” (both 33%).

On the Road and Beyond

Exploring the Sentiment, Health, and Lifestyle of Today's Truck Drivers

Conclusion

The survey illustrates that drivers of different ages and genders recognize the rigors of the road. They know what generates stress in their lives, what they are missing, and what they wish was different.

Despite the challenges that they face each day on the job, they are doing it, delivering the freight that the nation depends on from one end of the country to the other.

About DAT

DAT Freight & Analytics operates the largest truckload freight marketplace in North America. Shippers, transportation brokers, carriers, news organizations and industry analysts rely on DAT for market trends and data insights based on more than 400 million freight matches and a database of \$150 billion in market transactions.

Founded in 1978, DAT is a business unit of Roper Technologies (Nasdaq: ROP), a constituent of the S&P 500 and Fortune 1000 indices.

About Censuswide

Censuswide is an international market research consultancy. Its dedicated and passionate teams are experts across various areas, including healthcare, corporate, international and consumer research. The company has partnered with insights, communication and marketing teams in the world's most respected companies.