

Truckers News 2016 Job Perceptions and Challenges Survey

April 2016

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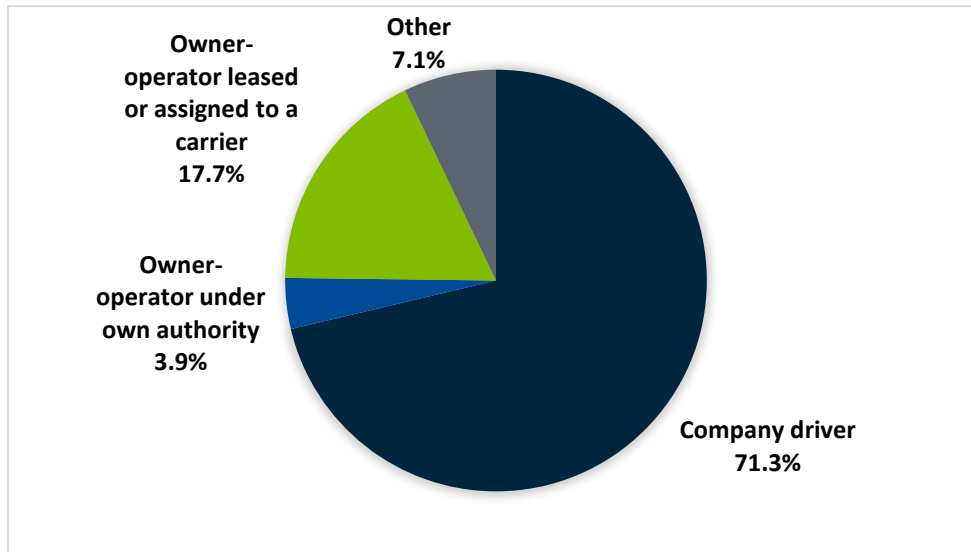
Methodology

The following report examines the results of a survey that was e-mailed to *Truckers News* subscribers. The purpose of the survey was to gather respondents' general perceptions about their job and the challenges they face on the road.

The html survey was sent as a link in an e-mail cover message in April 2016. As an incentive to complete and return the survey, respondents were offered entry into a contest in which they could possibly win various cash prizes. A total of 407 respondents submitted completed questionnaires.

A general analysis is provided for all respondents, as well as cross-tabulations based on the respondents' job description and length of haul. For analysis purposes, owner-operators with their own authority and those leased or assigned to a carrier are combined under the title of owner-operator.

What is your primary job description?



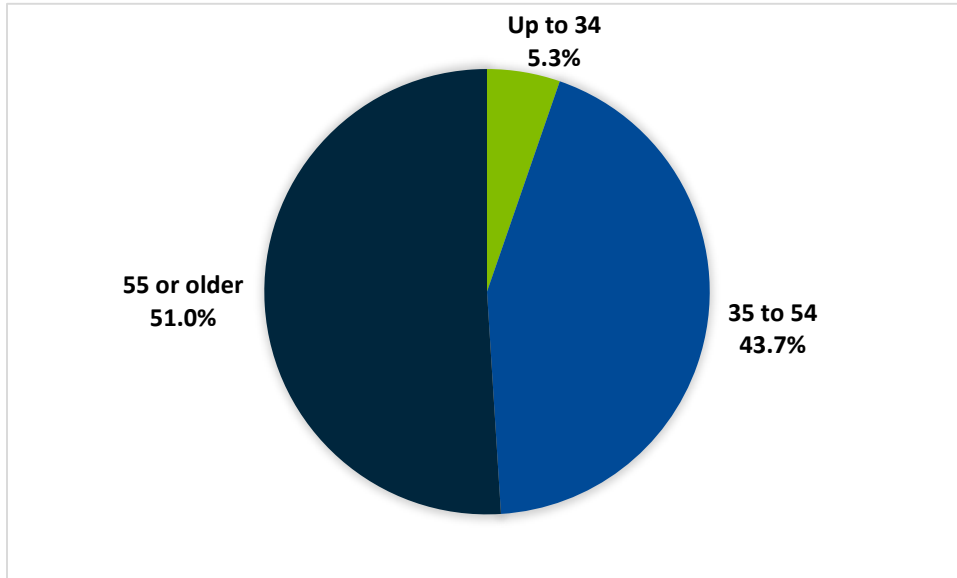
	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Company driver	42.9%	78.3%	88.6%	77.0%	65.2%
Owner-operator under own authority	0.0%	8.7%	4.5%	2.5%	4.4%
Owner-operator leased or assigned to a carrier	0.0%	4.3%	2.3%	18.0%	23.5%
Other	57.1%	8.7%	4.5%	2.5%	6.9%

*Due to the topics covered in this survey, those respondents selecting “other” for this question were not included in the analysis for the remaining questions.

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How old are you?



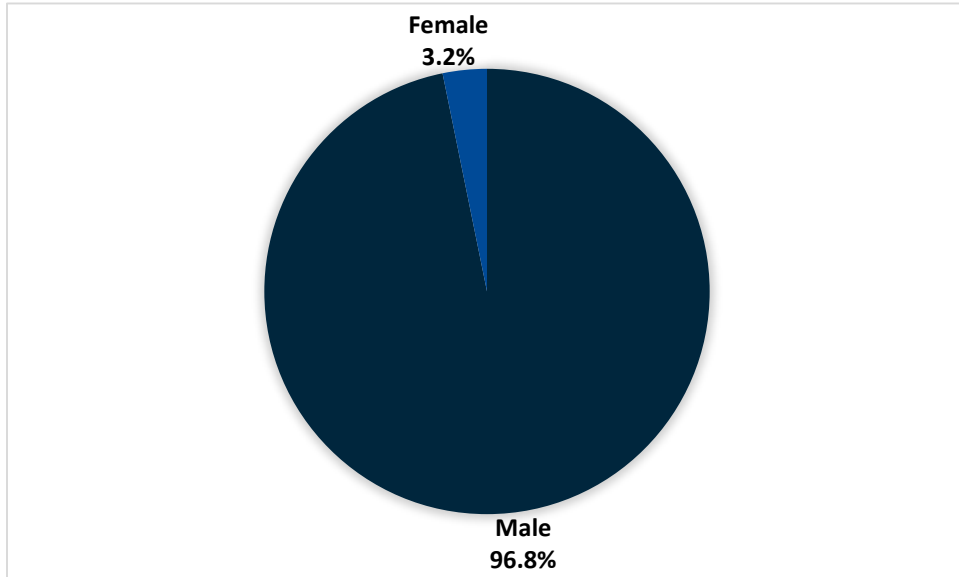
	Company driver	Owner-operator
Up to 34	4.5%	8.0%
35 to 54	46.5%	34.0%
55 or older	49.0%	58.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Up to 34	0.0%	0.0%	11.9%	2.5%	6.3%
35 to 54	83.3%	57.1%	38.1%	40.3%	44.2%
55 or older	16.7%	42.9%	50.0%	57.2%	49.5%

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Are you male or female?



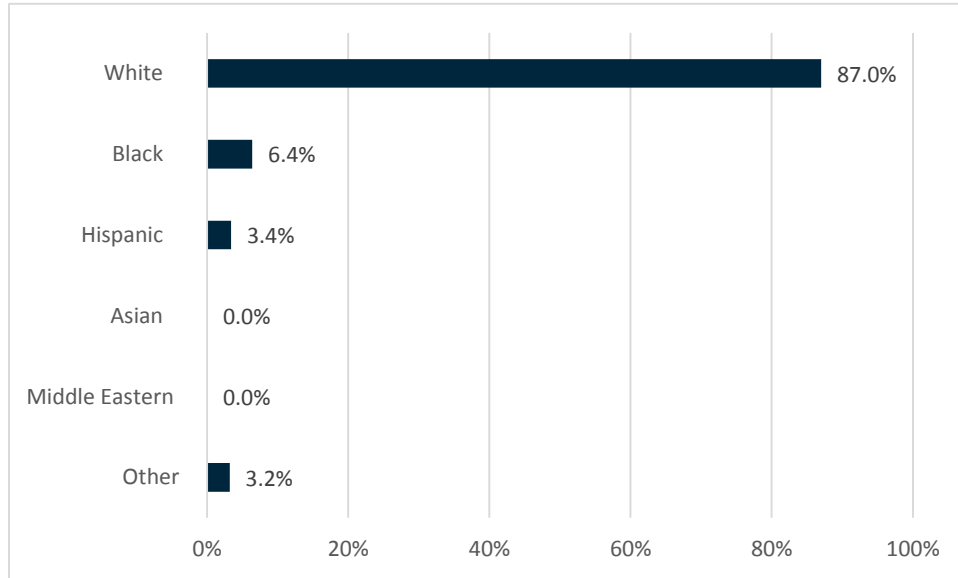
	Company driver	Owner-operator
Male	97.2%	95.5%
Female	2.8%	4.5%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Male	100.0%	100.0%	97.6%	98.3%	95.3%
Female	0.0%	0.0%	2.4%	1.7%	4.7%

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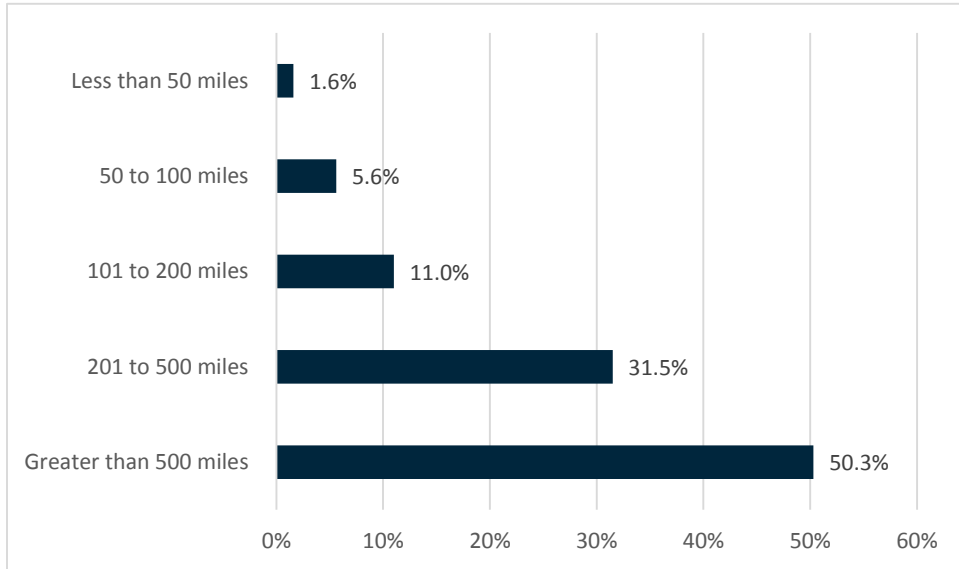
What is your race/ethnicity?



	Company driver	Owner-operator
White	87.5%	85.2%
Black	5.9%	8.0%
Hispanic	3.8%	2.3%
Asian	0.0%	0.0%
Middle Eastern	0.0%	0.0%
Other	2.8%	4.5%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
White	66.6%	85.7%	81.0%	88.3%	88.4%
Black	16.7%	4.8%	11.9%	4.2%	6.3%
Hispanic	16.7%	9.5%	7.1%	0.8%	3.2%
Asian	0.0%	0.0%	0.0%	0.0%	0.0%
Middle Eastern	0.0%	0.0%	0.0%	0.0%	0.0%
Other	0.0%	0.0%	0.0%	6.7%	2.1%

Typical one-way length of haul? (Check only one box)

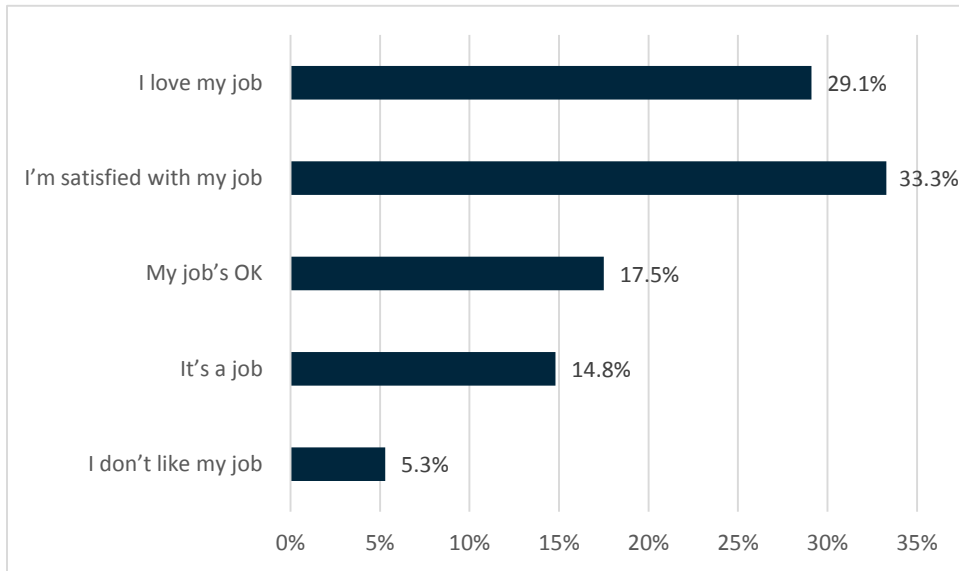


	Company driver	Owner-operator
Less than 50 miles	2.1%	0.0%
50 to 100 miles	6.2%	3.4%
101 to 200 miles	13.4%	3.4%
201 to 500 miles	32.4%	28.4%
Greater than 500 miles	45.9%	64.8%

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Which phrase best describes how you feel about your job?



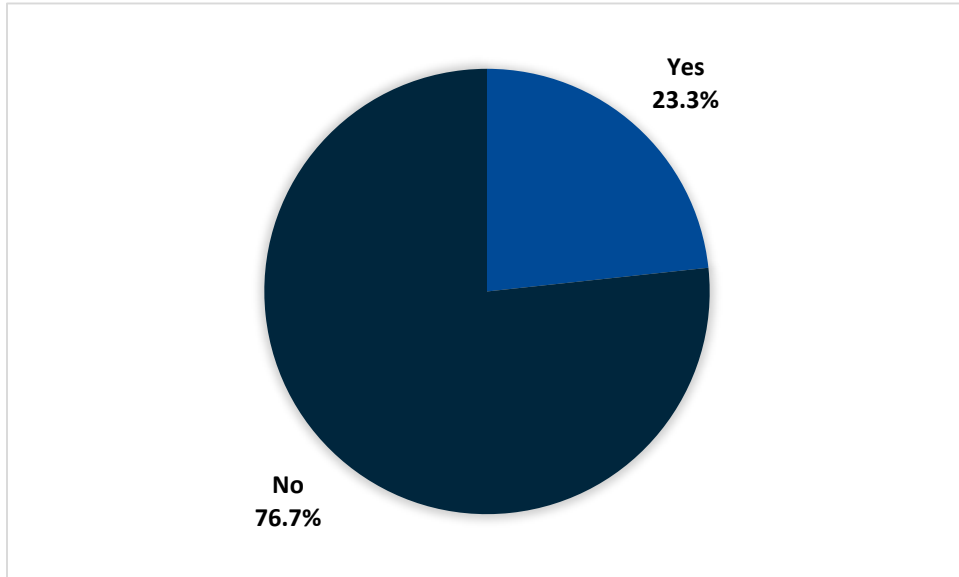
	Company driver	Owner-operator
I love my job	27.6%	34.1%
I'm satisfied with my job	33.8%	31.8%
My job's OK	18.3%	14.8%
It's a job	16.2%	10.2%
I don't like my job	4.1%	9.1%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
I love my job	49.9%	42.9%	16.7%	23.5%	33.1%
I'm satisfied with my job	16.7%	38.0%	42.8%	36.2%	29.5%
My job's OK	16.7%	0.0%	16.7%	16.8%	20.0%
It's a job	16.7%	14.3%	21.4%	17.6%	11.6%
I don't like my job	0.0%	4.8%	2.4%	5.9%	5.8%

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Do you expect to change jobs before the end of 2016?



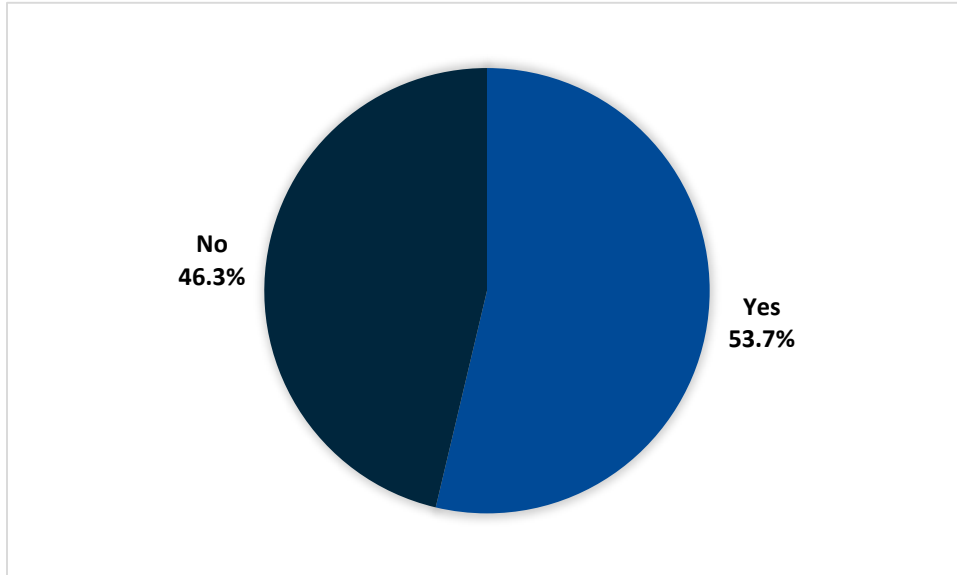
	Company driver	Owner-operator
Yes	23.3%	14.8%
No	76.7%	85.2%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	33.3%	23.8%	19.0%	25.2%	22.6%
No	66.7%	76.2%	81.0%	74.8%	77.4%

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Would you recommend being a truck driver as a career to a friend?



	Company driver	Owner-operator
Yes	51.7%	60.2%
No	48.3%	39.8%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	83.3%	61.9%	35.7%	58.8%	52.6%
No	16.7%	38.1%	64.3%	41.2%	47.4%

If yes, why?

- Good job as long as there is good freight not cheap loads.
- It's a high demand job
- If you're a single man with no family and want to travel then yes.
- Being your own boss.
- It depends on where and what they are hauling. I have in the past.
- If it means a better wage.
- If I thought the friend would be able to do it, yes.

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- Good money and don't need a lot of education. Just common sense.
- Unless you're single and nothing holding you down
- It's a very rewarding career
- Get paid to travel and do things you might not get to do otherwise
- A degree of independence not available in other positions.
- Driving isn't work
- Freedom
- It a good career if you can get the right company
- Good way to see the country
- If you don't have a college degree and want to make good money see the country this is a good job. If you're married and/or have kids you will have to weigh the pros and cons. Also this is not a normal job no 9-5 so if you're a whiner this is not for you
- Not in one place all the time.
- Because its job security & it's just a great career
- Freedom
- Because for a person without a college degree you can't have a better opportunity to provide for yourself and family
- If you love traveling and driving, being your own boss for the most part trucking is for you... However, it's hard to be a trucker if you have a family! Not a lot of home time! It's like any job. You have to take the good with the bad.
- Good job and hard work
- Because I think with the demands (on drivers) today the paychecks are going to get bigger and it's not a bad job. You just have to watch out for the other 4-wheel driver who most don't know how to drive and pick the right company to work for.
- It's good
- No boss to micromanage you as long as you do your job properly. You can make decent money.
- Steady work performing a necessary service with independence if you own your truck.
- It's the only steady job out there anymore.
- Good job & career
- The enjoyment of driving (operating) the truck and being outside and seeing the countryside.
- It's a moving job.
- These jobs are secure.
- It's a great career for someone who likes to travel and see the USA
- The money is good.
- I've trucked for 58 years. Still like it. It gets in your blood. Started at 15 years old on a farm.
- If you like driving there is nothing better.
- I really enjoy driving. Finding pickup and delivery sites.
- Doesn't fit everyone. You've got to love it.
- It would depend on the person, but the pay is good, benefits at the company I work for are good.
- If you get In the right company you make a good living
- The freedom, being your own boss, and as an owner/operator setting my own schedule
- I always enjoyed driving and would like others to have this experience
- Decent money. But only run local.
- Pro: the different places you get to see. Con: Does not give you home time
- Pay's good if you're with a good company and more freedom than working in a building
- Good money and benefits with the right company.
- My friends are responsible people.

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- It's challenging
- It's been good to me
- Great way to see the country
- Good pay and benefits
- Freedom and travel with good income
- Job security, no lay-off in trucking. Decent pay
- If you do the right thing, you will have money left over at the end of the week.
- Only if it is the right fit. Driving is not for everyone
- Money ok but company doesn't care for yourself
- It's a great way to meet people, in all sorts of business areas
- It's a good living
- Good money benefits
- I would tell them that it is hard work, with too much government regulation.
- If you put your time in, there are some very good paying jobs out there.
- Steady employment because industry needs drivers
- I'm my own boss, you can be outside with God.
- You can make a good living and be your own boss
- Pay is better, get to see the country, no boss breathing down your neck.
- I have been in this business almost 30 years and come from a line of truck drivers. Through this career I have supported my family with a lifestyle I enjoy. This is not now, nor has it ever been, a job. It is a lifestyle and this is the problem with new drivers, they just want a job and it is taking away from the industry. If embraced, this is the greatest occupation there is.
- If approached with the right attitude and mindset, truck driving can be a very rewarding career.
- Because it gives someone a chance to see the country and meet different people every day.
- Being a truck driver isn't just a job, it's a career. While we don't get the respect we deserve, we still have many advantages other careers just don't offer. Also, there will always be a need for our field, so, jobs will always be available.
- Pick the company wisely
- For where I live, it's the best paying job there is and, it doesn't require years of college which most here can't afford.
- Independence but it is a hard life and not for everyone
- Great job
- It's a proud profession
- if single, go see the country and make money
- It's stable work
- It's a great way to travel
- You can always find a job and a fine income.
- It is a good living if you find the right company.
- It has its rewards from seeing the country delivering products and to learn more on how transportation works. And to gain more knowledge from other truck drivers
- The money you can make. And the freedom of not having anyone looking over your shoulder.
- It has given my family and me a decent lifestyle, home and helped put our two children through college.
- It's a rewarding job but it takes a certain type of person to succeed.
- You are somewhat your own boss.
- For me, at least, it's been steady and stable work over the years.
- Fairly steady income, freedom.
- Only as an owner operator.

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- Good life
- Trucking is a good career. If you put the effort in and have a good attitude.
- Shortage of drivers. A steady paycheck with the right company
- Freedom and independence.
- Get to meet lots of great people and see the country.
- With the right situation you can make a good living
- Money
- Done it for thirty-five years, raised our two girls, and a lot of their friends as well, and paid for our home. The highway has been really good to me and my family.
- It's fun and gives you new experiences and challenges on a daily basis.
- The office with the best view. More independence.
- Ability to be independent if you own your equipment.
- I would warn that the posted income is not accurate
- Just stay as far away from the big box companies as possible. Work for a smaller company, where you're not a truck number. Or if possible, pave your way and do it yourself. Just be prepared for the commitment. Not just a different job/career, it's also a life change.
- Good money and benefits without a great deal of money for training.
- You can make a good living and you are able to see this whole country and get paid to do it. It can be a lonely job and you are always under a lot of pressure to get your load delivered on time but because you are the driver you have the right to make choices to make sure that you are a safe driver. If at any time you feel you can't make the delivery on time then you need to make sure that you contact your company as early as you can so that they can let the receiver know this and they can make another appointment for you so that you can get there. But you have to take responsibility for this because as a driver only you know if you can or can't make it on time. Most companies may not be happy about this but only you know what you can or can't do.
- It beats working in a factory.
- Great pay but could be better.
- Freedom
- It's a rewarding job for the right person.
- Great job, good pay and benefits and opportunity to see the country.
- You can make a decent living.
- I am satisfied with the career. It is not for everyone but is not a bad way to provide for one's family.
- The challenges with all the scenery you can handle
- If they completely understand thoroughly what they are getting into especially the lifestyle you live.
- Driving offers great opportunities.
- It's currently a high demand employment market with many options and opportunities
- I like being on a paid tour.
- Great way to see the states, lots of places to see.
- Only if they think driving is a way of life and not just a job.
- There is always a truck that needs driving.
- I would for certain friends. I always ask them two questions, do you like to drive, really? And, do you like yourself? It's sad that these companies don't help new drivers the way they did when I started 16 years ago.
- It's challenging and fun different all the time with weather and traffic.
- Get to see the USA and get paid.
- Only if they can adjust to being away from home for longer periods of time.

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- Good money, recession-proof
- Lot of things: country, people to see, and money is okay.
- You get to know all states and know different type of people.
- The travel, the pay, the enjoyment.
- Add more good people to the field.
- Good pay and personally rewarding. Also challenging and offers freedom but is demanding of responsibility and professionalism.

If not, why?

- Low pay and home time
- Ever changing rules and regulations make it unclear as to how well a career will lead into retirement. The job is only increasing in complexity and mistakes can garnish your wages. As a "1099 employee" (being with a small company seems to be my only retreat from being a number) I am liable for the equipment making any mistake a costly mistake. I have no way to make up for the vast time lost sitting at shippers and receivers due to poorly managed docks and often times lack of correct information from brokers to customers. I would recommend a skilled labor job where stress on family is worth the return.
- Too much time away from family
- The government is taking over the truck and we worked too hard for this country to move you about its everyday tasks and we have no respect.
- To many regulations
- Low pay
- Because times are changing and you have too many stupid people out on the roads driving in all vehicles ... truckers are just as bad as the autos.
- To many regs for a simple job
- Over-regulation hindering the ability to make money.
- Being away from the family too much.
- I have a good job but I've been at it a long time to get here. To get started now you must almost only have to be over the road and work for the pennies they pay those guys. It is way too tough to live on the road for little pay and lots of headaches for me to recommend it to anyone as a career. With the hassle from the government to different hassles from everyone else it is only a life for a few types of people or someone who has no other options.
- Been driving a while and I see too many horrible drivers on the road. Both drivers of cars and commercial vehicles. If I sit I don't get paid. No respect given to drivers who are honest and safe by receivers, shippers or even the company I work for.
- Total lack of respect from shippers, receivers, even your own company.
- Too many regs.
- Way too many hours unpaid. Treated poorly everywhere I go on the job. Not home enough and pay doesn't make it worth it. Hard to find place to park at night. Nobody cares about any of this stuff. All we hear is, "That's trucking."
- Excessive, overbearing regulations on all levels. Stagnant pay, long periods away from home, nominal medical benefits, increasing difficulty in finding parking, big chain truck stops that care very little for the driver. Add to that brokers and recruiters that will lie.
- Bad pay for hard work.
- Companies have all the power, they treat drivers as servants
- Not what it used to be ...
- Life is too short

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- No social life/connection to community.
- It has changed too much from when I started. There is no camaraderie any more. It used to be if you broke down 10 drivers would stop to help now drivers from your company won't help. Too many rules and regs from gov't. People that have never been in a truck are telling me how to do my job. I have worked for large and small companies and now they don't care about drivers. If they would figure out a good dispatcher that is fair to his drivers can get them to do just about anything for them. I have had 2 good ones where I work 1 was forced out and the other was fired. I have 4 years until I retire and I am just hanging on after 36 years behind the wheel. This has become a "me, me, me" industry with no consideration for others. If you have any doubt just look at a parking lot at a travel center since there are no truck stops anymore.
- My friend would not handle the stress.
- Job, maybe. Career, no.
- Low pay long hours
- Roads are becoming more dangerous. Too many distracted drivers.
- It's not as good as it used to be. More rude drivers, less experienced drivers, distracted driving is much worse. So many stupid rules and regulations, few make sense or have anything to do with safety.
- Low pay
- Too time consuming and too many trucks and cars on the road (makes it) stressful. Also the roads and highway infrastructure are absolutely horrible. Also there is no money to support a family in this business unless you're very fortunate to land a good small company to work for as I was able to.
- My friends wouldn't be able to hack it.
- The pay has stagnated, the hours are long, and the trucks are slow, under-powered, and full of "nannies." People used to get into driving because they liked the job. Now, it seems most get into it as a last resort.
- Low pay, long hours, lousy home time, very poor benefits.
- Getting to be too many federal regulations/restrictions.
- Too many new rules and regulations. Thankless job now a days. People find out you're a truck driver and 90% of the time you're looked down upon.
- Too much control and interference in our daily lives by the companies and the government.
- More and more difficult to make a living. Parking problems.
- Too much traffic and too many restrictions
- Logistics! Bogus! Regulations!
- Restrictions are getting worse along with new DOT rules that make no sense. And also the way people drive and law enforcement does to enforce basic driving rules of the road.
- It is a brutal job and does not pay enough
- They couldn't handle it.
- It's a hard way to make a living!
- Length of time away from home.
- There seems to be a real salary cap on the industry. With all the technology companies are well aware of what the bottom line is, they are not truly willing to share in profits. Prime example fuel costs have been cut in half for quite some time and drivers aren't even offered temporary raises.
- Over regulated, underpaid, too much wage theft.
- Wages too low
- Life on the road isn't as it once was, the new crop of poorly trained 'drivers' are the same kind of jerks as in the four-wheelers, no talent, no respect for the size and weight of the vehicle

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and so on. A few minutes at the end of the day watching these idiots trying to park in the truck stop will tell it all.

- Gone too much
- Things are changing for the worse. ELD's, speed limiters, distracted cars texting while driving
- Pay is terrible. Constant government interference. When electronic logging comes along you will be working for a computer, which is total socialism. My last day driving will be 12/18/2017. I am personally responsible and do not need a computer to tell me how to do my job.
- Way too many rules, regulations and crap to contend with.
- Low pay, over the top regulation. All these mandates, regulation are costing the driver.
- Hard life.
- For me the pressure from dispatch along with the pressures of just sharing the road with distracted drivers.
- It's not for everyone and training and treatment of rookie drivers is terrible
- We make less money than people in less demanding jobs.
- Because people have romantic visions of driving and they have no idea what they're getting into.
- No respect stagnant wages.
- Miserable existence; better off working (for) minimum wage and be home and not treated like shit.
- There are a lot of other careers that are more lucrative and satisfying than trucking. The hassles and headaches aren't worth the effort. Increasing regulations, inept management, and generally low pay. You have to put it all on the line for very little return.
- Ridiculous changes to regulations are non-stop. Pushing those of us with 20 years or more out. Just don't want to deal with all the BS
- Unless that friend TRULY wants to drive a truck, that friend would likely hate today's trucking environment. There are too many rules and regulations that one has to know today that makes the job unlikable unless you TRULY enjoy trucking.
- Too many regulations and too many idiots out there on the road to deal with anymore. If I could afford to hang it up I would do it immediately. Just glad that I'm getting closer to the end of my driving career as opposed to beginning.
- Lonely and under-appreciated.
- Too much bull and the pay is far behind what the job involves. Lack of respect for what we do by shippers receivers and law enforcement.
- Wages are poor, too many federal regulations, too hard to make money, not worth being away from family and friends.
- Not enough home time.
- After 35 years, there is just no more job satisfaction.
- Long hours, low pay, poorly maintained equipment and everyone from the company to DOT hangs you out to dry for a buck.
- Too much BS.
- Because being a truck driver is not for everyone. Plus, too many foreigners on (the) road and numerous drivers don't know how to drive and have very little respect for truck drivers.
- Pay isn't as attractive as it used to be, even local work is excessively time consuming, over regulated industry.
- Not enough money for the amount of time spent driving, working on the truck and trailer, waiting at shippers and receivers, only job you are told keep working, you still have hours left till you hit 70 hours, then tell you how lucky you are to get 34 hours off at home.
- Too much time away from family.

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- Too much BS from the government to put up with and wages need to increase dramatically if the industry wants to attract quality of people they desire. Quit treating us like second class citizens. Same goes for shippers and receivers.
- Because we have people in authority that have no idea how to operate a truck making all kinds of laws that are affecting our income. I started driving in 2009. It was great. I enjoyed it. Not anymore because everyone is against us.
- Too many regulations from the government.
- The pay and the regulations are not that good. Pay is low so it's hard to make a decent living. And the government makes it just as bad with all the regulations.
- Too much time away from home and poor pay. You can make better money working in a warehouse and the hours and pay are better. You are home every night and don't have to worry about what your pay will be this week.
- Life's too short.
- Lack of respect especially at our vendors Pilot, Flying J, no parking, no healthy foods,
- Companies are all about the bottom line any more, no respect for their employees
- Better stay with a family.
- Trucking used to be fun. When (government) came in it we became no one to trust.
- Rates are very low now.
- Too many new laws.
- Too many hassles today. It was great 25-30 years ago. Now most of the states look at us as piggy banks, insane delivery times, DOT that can't make up their mind on HOS. Logic on that would be to just split the 24 hour to 12 and 12 with provision for teams to split it 6 and 6 also make HOS logs only 2 lines you are either on duty or not, less hassle, and pay by the hour instead of mile. Also make lumpers illegal, if they order it, they load or unload it and not make the driver or company pay to have it done. Also make a federal law that shipper/receivers have a place to park and honor appointment times for loading and unloading freight. Maximum of 2 hours for either as most of the time we are never compensated for setting time. Long times away from home are rough on a family; 1-2 weeks max.
- Because people who never drove a truck (are) making laws and regulations for something they have no idea what it looks like. It's getting harder to make a paycheck, which makes up for not being home.
- This job is strongest if you are single. If you are married and drive for a company they own you.
- Companies seem to not listen.
- Low pay. Long hours. No home life. Too many rules and regulations. Heavy fines. Too much traffic
- Long hours, government regulations, mileage pay
- Too many hours for the pay we receive
- Not unless you have what it takes. Nothing glamorous about it, like all those idiot recruiters say. It's a hard way to make a living, but to some of us, very rewarding!
- Too many non-English speaking slobs out here that work tax free and work for the big cut throat companies that want to run the white working male out of business. The over regulating of the industry sucks as well.
- Too hard to keep up with DOT laws
- Not enough camaraderie, too much rudeness from fellow drivers.
- Too many rules and regulations treated like 3rd class citizens away from home, no respect
- Too much sacrifice. Less and less reward. I'd recommend it to someone I didn't like.
- If they have family and children, no home time.

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- It's really hard to get a good job to start out with. Most companies don't want to pay crap for drivers without any experience. It also takes years to get yourself in a good position to make good money and drive nice trucks. Also the government has got it out for us. They are doing everything they can to keep us from making a living.
- Rules and regs, no flexibility, unhealthy
- Too much government over-regulation, EPA restrictions, low freight, high fuel, no parking and the industry's dying
- It is not what it used to be.
- Too rough on the body and you're away from home too much.
- You can't make a decent living with the pay that a truck driver receives. It's very hard to stay legal with all of the regulations a truck driver faces, especially with electronic logbooks.
- It's a hassle to be a truck driver
- Trucking ain't like it used to be. There's no money and no fun. The regulations and compliance have killed the industry and now you can't even get another driver to talk to you. I emphasize another drivers and not fellow drivers. We used to be brotherhood and knights of the highway, now we are scum because that's what the society looks at us as.
- Hard life.
- Long hours not enough home time.
- Over regulation. Too many people with their hand out wanting \$\$ (specifically law enforcement)
- It's all I know. Would tell friend to find something that has more respect for employees.
- Too many regulations and (the) truck driver always at fault while 4-wheelers get a pass for their stupidity. Also pay low for too many hours away from home.
- High stress. Unhealthy lifestyle.
- Pay is too low and no family life!
- It is getting too dangerous out here with all of the new half trained drivers on the road
- People do not know how to drive today. They drive as if they are the only one the road
- It's a lonely life. If you want a family, I would not recommend this type of job.
- The time, money and effort aren't worth it. Truck drivers, for whatever reason you choose, are getting less respect. Though the regulations claim to exist for our benefit, to date, there are NO protections for our income or efforts to create accessible parking.
- The trucking industry has gone to hell in the last 40 years.
- Too many rule changes and too many asshole 4-wheeler drivers on the road. We get no respect.
- If the friend didn't mind being away from home and family and friends and everyday life activities then I would say yes to this question but it's not a job to raise a family. I am a city driver and still work 14 hour days.
- Because it sucks and so do our laws for trucking.
- Not really unless things change in trucking. All of the companies tell you one thing and do something else. They all lie. It's hard because there's too many people in this world and too much traffic to make time and miles. 90% of the people out there speed and drive like crazy people. The cities are too big and hard to get through. Also cities are not meant for a 53 ft. trailer; it's too hard to get around.
- Wages.
- It ain't for everybody! Some drivers are in it for the wrong reason (they don't know how to drive)
- Trucking companies don't care one bit about drivers. Shippers and receivers are even worse. It is a thankless profession.

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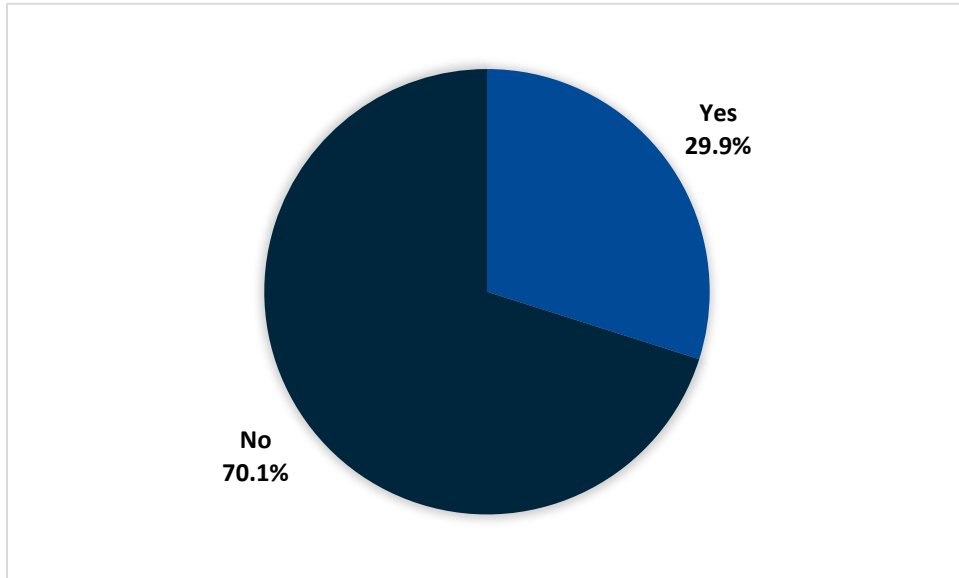
2016 Job Perceptions and Challenges Survey

- Trucking companies try to get as much out of (us) as they can while paying as little as possible.
- The money isn't that good anymore and (you) will always be on the road.
- Long hours, pay sucks, hate the government clocks and all the restrictions in general, and not enough home time.
- Not a good career choice! Too much government involvement, long days with little pay, a lot is expected of you from your company, from receivers, from everyone involved in the load! Treated like a machine, not a human being!
- Because of the health problems.
- I think the industry is not what it used to be. There are way too many trucks on the road now. A lot of companies don't pay you for sitting. The companies are taking advantage of drivers in too many ways. We are only human.
- I've got less to show for my work now than 5 years ago, and it's not helped by health complications from driving.
- Low pay and being away from home
- Rules and regulations are getting tough. Also the amount of hours you have to put in a day vs pay.
- Can't say I would or wouldn't recommend, would just point out the pros and cons.
- Too many rules and regs that only apply to trucks and truckers. The government has taken the fun out of driving.
- After you get your CDL you become the most discriminated (against) person. Examples: no trucks, no trucks in lane, no parking here, limited parking 2 hour limit, can't stop to eat or use restrooms because no trucks on parking lot, DOT and state police treat you like crap no matter how nice you talk to them, everything is charged to the driver's record that should be towards the truck's owners, because the truck driver is really treated like a minority even as there are millions of us. It is a hard, lonely life. It used to be a great job 36 years ago when I started. Drivers no longer help you if you are broke down or need help, everyone is out for their self, not like the old days when the old truck driver would stop and help each other and stick together. I am looking to get away from trucking shortly.
- Too much time away from family and home.
- Too many changes since I started most not good it's not a good job if you have a family
- Pay
- It's not easy to be an OTR truck driver.
- This job is not for everyone. You either can drive a truck or you can't! You need patience for this job and I do not see much of that anymore.
- Never at home
- Too many rules, long hours, DOT BS
- Too many hours too little pay.

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Would you recommend being a truck driver as a career to one of your children?



	Company driver	Owner-operator
Yes	26.2%	42.0%
No	73.8%	58.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	33.3%	23.8%	26.2%	32.8%	29.5%
No	66.7%	76.2%	73.8%	67.2%	70.5%

If yes, why?

- Because they will always have a job
- Being your own boss
- Yes and have at the time my stepson was single and I told him he should get his CDL and get out there.
- Good money
- He needs to make more money than part-time fast food.
- Yes if they decide not to pursue their opportunity to go to college then trucking or military would be my recommendation
- And have one son driving big truck now just over a year.

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- It will always be there
- Steady work performing a necessary service with independence if you own your truck.
- It's the only steady job out there
- I would recommend it, though not necessarily as "the one" job. Doing anything that they enjoy.
- Already have, and denied!
- It's a great career.
- It is a good job and they are always in need.
- I thought that they would like the life style and they do indeed.
- It's a good living
- Places you get to see
- Only if that is what they want. Have to enjoy your job, good and bad days. One son is a driver.
- Good pay.
- Because he loves to drive and I think he'd do well.
- Like father, like son.
- Because my kids love a challenge
- Good pay and benefits
- Job security
- If is what they chose I will support them
- If it is really what they want to do
- But I would recommend a college degree first.
- But after the kids are bigger
- If college wasn't the option then why not trucking.
- Good pay and you're outside with God.
- You can make a good living and be your own boss
- As a third generation driver I can attest that this is a great way to make a living.
- It would give them great responsibly taking care of a big piece of equipment over the road with all the four wheelers trying to take your space on the road.
- Independence but not for everyone.
- Always be employed and get a good income.
- Everyday a driver or drivers retire and needs to be replaced
- It has raised and supported them as children.
- Only if they wanted to.
- For a while anyway, as a great way to see the rest of the country.
- I did it and either one of them could do it as well as I did.
- Good money, benefits and retirement options. Get to travel and see things most will never see.
- I have, but none of them want to do it.
- If they want to.
- Is an honest living that has a huge role in the economy
- Life-long occupation, good pay and benefits
- If it's good for dad why would it not be for them?
- One good way to start earning good money until your own children come into the picture, after which, stay home as often as possible.
- They understand what I do, what to expect.
- If they were interested yes. It is their decision.
- Because I want more for my child I want him to have his own business.
- If my son was considering a new career, I would recommend (he) consider driving as an owner operator as the money is good and the job exciting.

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- Because I think it runs in the blood.
- Either you like it or you don't
- Flexible schedule good money
- Sure! But I don't have kids.
- Work is hard but fun. It (doesn't) pay much but still fun.
- If it's good enough for me, it's good enough for them.
- If he can increase the business and make a fleet could be good.

If not, why?

- I want my son to have better than me.
- This career has led to two failed relationships. No kids to speak of.
- Too much time away from family
- I know my children and doubt they would enjoy the lifestyle.
- Unless it's something they want to pursue
- The government is taking over and they don't respect drivers any more
- Low pay
- They have already chosen professional career paths well apart from this type work, although I would suggest developing the skills as a secondary job.
- It is a hard family life never being home
- Too much change
- Because they can hardly believe I do it for a living
- Don't have kids (but) would hope they would want something better for themselves
- They already have careers outside of transportation
- I would want my kid to do better in life! I would like for him to be able to have a family and not have to worry about getting a load on time! However, I would not stop him if he wanted to get into trucking. My father is a truck driver and I followed in his footsteps.
- No money in it.
- Because he has young children.
- Cannot be home like before.
- It's hard on the family especially if you have young children.
- I'd have to be an idiot to do that! Almost anything else would be better.
- Bad pay, away from family.
- You are a servant with very few options in the value of your labor
- They can do better
- Unless that child was never interested in having a family, I might recommend.
- They are not interested.
- Because they can do better than I have providing for a family than I did.
- Have you ever driven a truck?
- It is extremely hard on family life.
- Too much red tape.
- They have good jobs and like to be home
- Other professions offer better pay and benefits. Plus less risks.
- Low pay. Away from family.
- No life and too many careless inconsiderate drivers and DOT tries to convict you and babysit you! Absolutely not!
- They are going to college.
- Too many crazies out here.

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- It's not what it used to be. Pay at least at my company has stagnated.
- Low pay, long hours, lousy home time.
- Would like them to have a better life.
- Better paying career
- Unbalanced lifestyle. No reward except for mileage gained.
- It is not a good job that you wish to your children.
- Want them to have a life.
- Hard life.
- Too many sacrifices of being away from home.
- I don't want them to work the hours and suffer the physical punishment that the body takes over the years. It is not worth it.
- Over-regulated, underpaid, too much unpaid time.
- It's a lonely life out here on the road.
- Wages (are) too low.
- They feel the same way I do and have grown up around the business so they see the stupidity that so many companies promote. You guys know the culprits, the mega trucking companies.
- Too dangerous
- Pay (is) not what it used to be.
- I want them to have a good job
- Money is poor. Most truck drivers have marital problems. In most cases benefits are poor. Traffic is getting worse and worse. Too many car drivers should not have a license. I am retired and only do it for something to do.
- Very little family time.
- Pay is below what it should be, by about \$35,000 annually
- Hard life
- Too many things go wrong that are totally out of your control.
- Industry standards have gone downhill since I started driving 35 years ago. Too much government intrusion where it has no business!
- They don't have discipline for the profession.
- Hard way to make a living.
- Too much stress for the average person.
- They can do much better in other fields.
- No respect (and) no way to have a family.
- Too much hassle.
- None of them are suited to being drivers.
- I would kill my kids if they went into legalized slave trade called trucking. Everybody makes money but the driver
- I would want my kids to do better. It's no way to build a family.
- Both of my children are of an age to have children, and one has children, and trucking is not a job to have and raise children. You're away from them too long. (I missed a big chunk of my children's lives while they were growing up, and I regret that now.)
- Because you have no personal life.
- They're better off in college.
- Want them to do better than myself.
- Sent my kids to college; this is no life for my child.
- No money, too many regulations, and people have no respect for those of us who move America.
- Trucking is a joke.

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- They are both smarter and more driven than to find satisfaction driving a truck for a career choice.
- Medical reasons
- They can make more at McDonald's.
- Trade school offers more lifestyle flexibility.
- I want my daughter to get an education and make her own decisions of what she wants to do.
- Only because there are way too many distractions out there on the road over the last few years. Driver's on their cell phone texting, checking Facebook and not only cars but supposedly professionals such as myself. I never check any of my electronic devices while driving. I wait till I take a break and get myself updated. Remember an accident doesn't have to be your fault.
- Not enough money for the time put in.
- The way people are out here.
- Too much time away from family.
- Just too difficult to break into the industry with that lack of training that is provided now. Can't make a truck driver in 3 weeks or even 6 weeks.
- Because I'm not crazy.
- Too many regulations from the government.
- Hard to have a family.
- MAYBE, they should do something that they really want, not because of me.
- There are many different careers that are far better than trucking
- They have other careers.
- I'm a 4th generation truck driver (and) I want my kids to get a good education and do something different.
- Trucking has become so bad; too many rules have been created to make us criminals.
- Never ever
- (Because) trucking sucks.
- Because of all of the time I missed while my son was growing up.
- Because you are losing and missing a lot of things in live as(an) OTR driver.
- Only if they are owner/op, or single at a younger age other than that ... no part time only.
- It takes too much time out of the kid's lives and the stress at home. Got to remember 2 weeks out. Maybe 2 days off try going to a doctor on Saturday or Sunday.
- I would not want my children going into an over-supervised, over-regulated industry (video cameras in trucks watching you as you drive)
- Too many hours for the pay. It used to be a good living. Not anymore
- To many regulations and non-English speaking slobs out (there)
- It's a hard life.
- She already has her own dreams.
- They need to (have) a 9 to 5 job so they have more home time with family
- Seek a job that allows you to advance.
- Income
- Too many things changing, and not for the better. Government regs are bogging down the system, and crippling any and all newcomers, much less the guys/girls already out here. Start saying goodbye to the o/o!
- They have seen what I have gone through missing a lot of their growing up only good thing was taking them with you.
- No home time must run to make money.
- I want them to be able to stay home and see their families.
- Not a healthy career.

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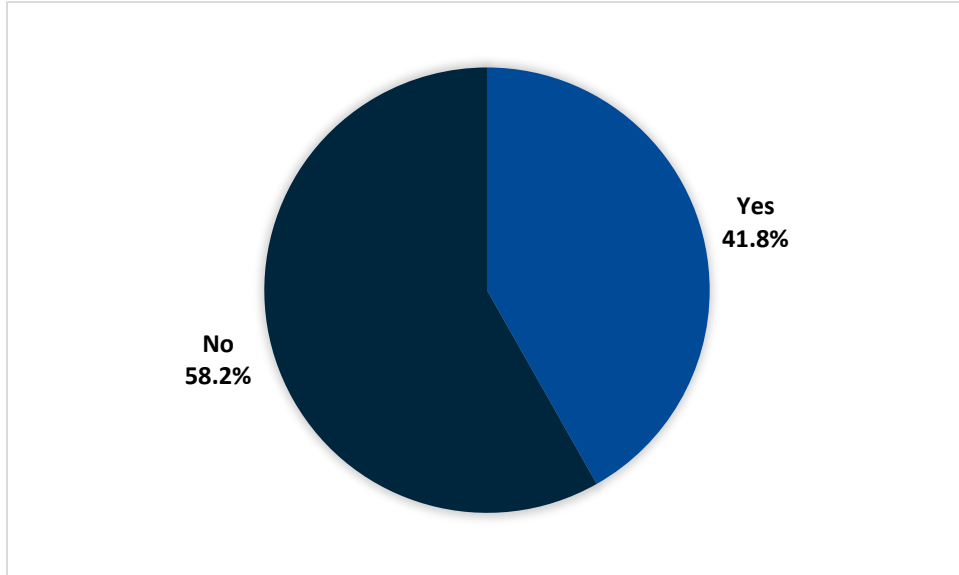
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- No I want more for my children.
- They already see the struggles that I am going through.
- There is a lot of wasted time which the driver doesn't get pay for and OTR driver doesn't have time for the family.
- All have good jobs.
- Long hours not enough home time.
- Too many regulations and truck drivers (are) always at fault while 4-wheelers get a pass for their stupidity. Also pay low for too many hours away from home.
- High stress. Unhealthy lifestyle.
- No exercise usually, and they would be away from their family. Trucking is a good job for a single person.
- Absolutely not! We're only considered professionals when it's time to prosecute us, NEVER when it's about proper compensation!
- No because I would like her to have something better in life and there's a lot of crazy people out here.
- There are better ways to make a living.
- Like I said on the question before this, there's too much crap to being a truck driver.
- Better jobs for people with degrees
- Low pay and long hours.
- I don't want them to have to endure the indentured service that has come about because of the incestuous relationship between Big Insurance, Big Trucking and the Law (only OTR companies can hire drivers with less than 2 years' experience).
- The money is not worth it and always on the road.
- At the time I started, it was fun. You still worked and enjoyed it, now it is so business, regulations from people who haven't done the job.
- Not a good job for long term cause you are just a number not a person
- They need to get a career that would pay you for every minute you are working.
- They're in their 30's now, but I'd still threaten to give them an old fashioned ass whuppin! Which would actually be a first for them, but my point is made. I want a better future for them than this.
- No home life and all the new regs
- He is in school he can decide what he wants to do
- Get a better education, get a better job.
- Too many regs that apply only to trucking. The government has taken the fun out of trucking.
- No way
- Hard life
- Too much time away from home and family
- They wouldn't be able to handle it.
- Pay
- Difficult to make a living and still maintain a family and personal life
- It's a lonely life and hard on relationships
- Never at home
- They have chosen their career path.
- You are nuts
- Not enough pay; might as well work for Home Depot

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Was/Is any other member of your family a truck driver?



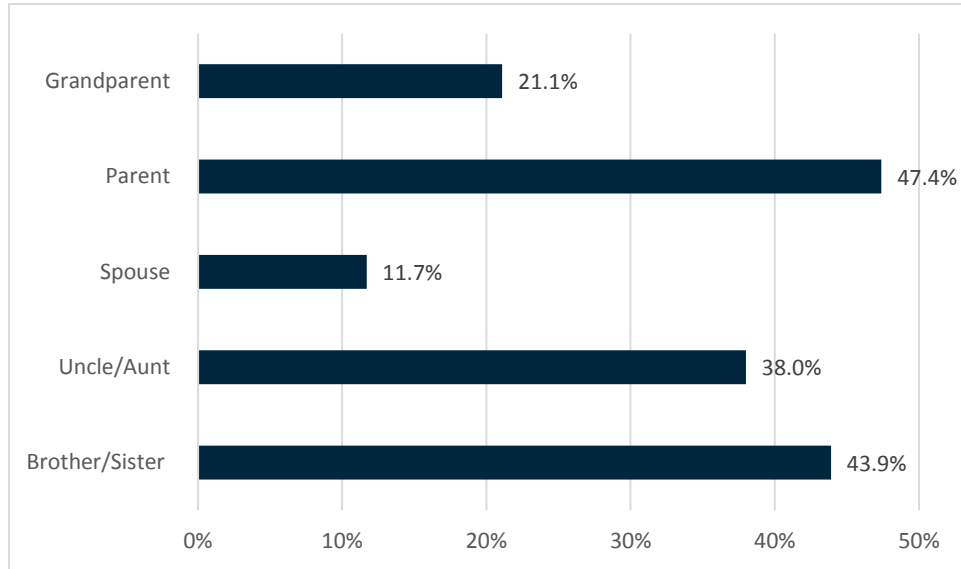
	Company driver	Owner-operator
Yes	41.4%	43.2%
No	58.6%	56.8%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	33.3%	38.1%	50.0%	37.8%	43.2%
No	66.7%	61.9%	50.0%	62.2%	56.8%

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If yes, which? (Check all that apply)



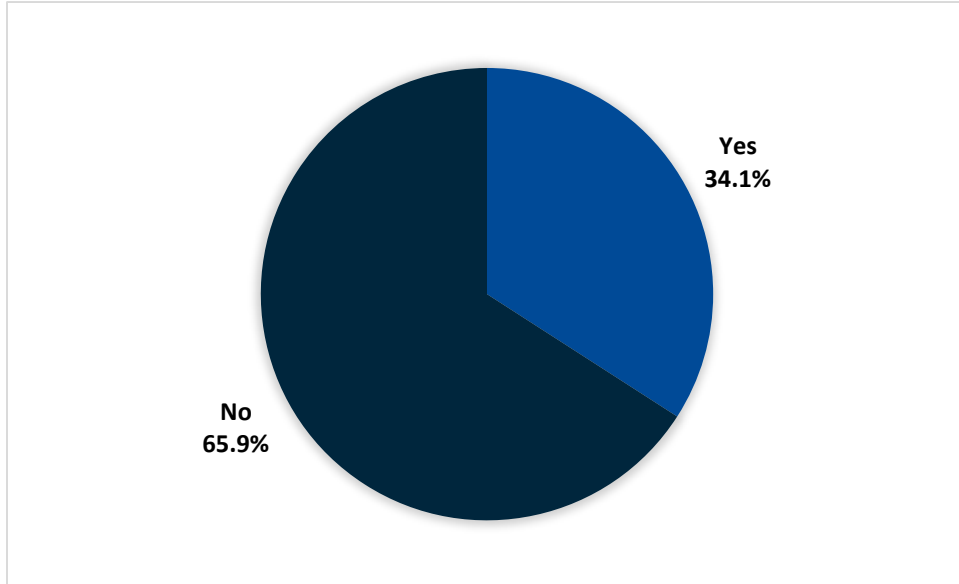
	Company driver	Owner-operator
Grandparent	20.3%	18.4%
Parent	49.4%	50.0%
Spouse	10.8%	10.5%
Uncle/Aunt	39.2%	39.5%
Brother/Sister	43.7%	50.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Grandparent	50.0%	12.5%	9.5%	13.3%	26.8%
Parent	50.0%	50.0%	33.3%	51.1%	52.4%
Spouse	0.0%	12.5%	4.8%	2.2%	17.1%
Uncle/Aunt	100.0%	25.0%	23.8%	37.8%	43.9%
Brother/Sister	50.0%	37.5%	57.1%	44.4%	40.2%

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Are you a veteran of any branch of the U.S. military?



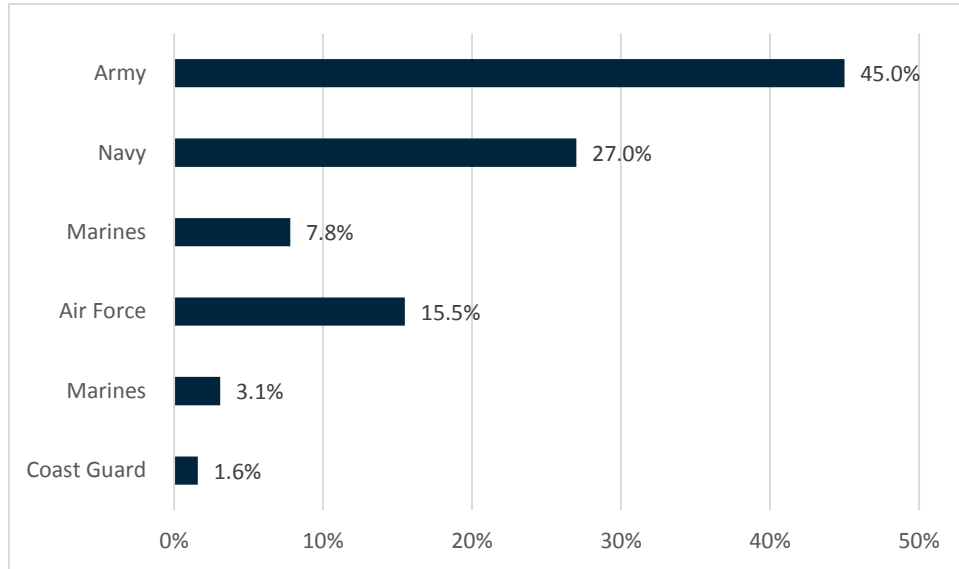
	Company driver	Owner-operator
Yes	34.8%	31.8%
No	65.2%	68.2%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	16.7%	33.3%	40.5%	30.3%	35.8%
No	83.3%	66.7%	59.5%	69.7%	64.2%

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If yes, which branch?



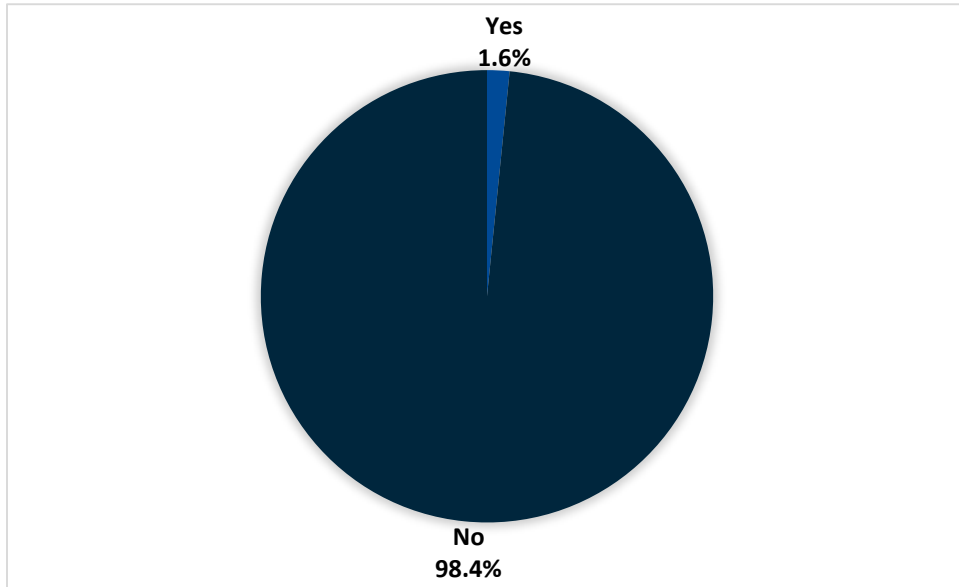
	Company driver	Owner-operator
Army	43.6%	50.0%
Navy	27.7%	25.0%
Marines	7.9%	7.1%
Air Force	17.8%	7.1%
Marines	2.0%	7.1%
Coast Guard	1.0%	3.7%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Army	0.0%	42.9%	58.8%	50.0%	39.7%
Navy	100.0%	42.9%	29.4%	22.2%	26.5%
Marines	0.0%	0.0%	5.9%	11.1%	7.4%
Air Force	0.0%	14.2%	5.9%	13.9%	19.1%
Marines	0.0%	0.0%	0.0%	2.8%	4.4%
Coast Guard	0.0%	0.0%	0.0%	0.0%	2.9%

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If yes, were you recruited by the trucking industry because you are a veteran?



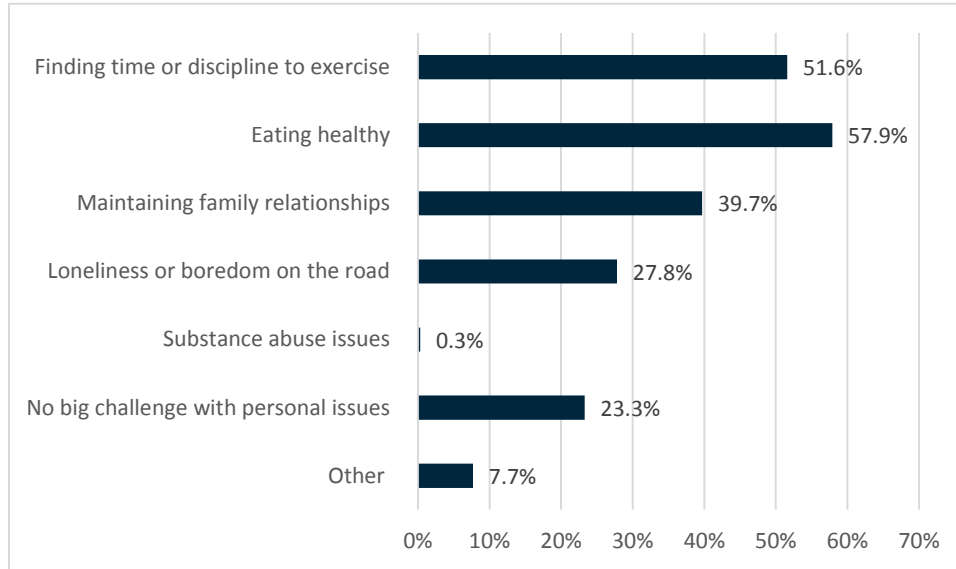
	Company driver	Owner-operator
Yes	2.0%	0.0%
No	98.0%	100.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	0.0%	0.0%	5.9%	0.0%	1.5%
No	100.0%	100.0%	94.1%	100.0%	98.5%

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What's been your biggest challenge with personal issues, such as health and relationships? (Choose up to three)



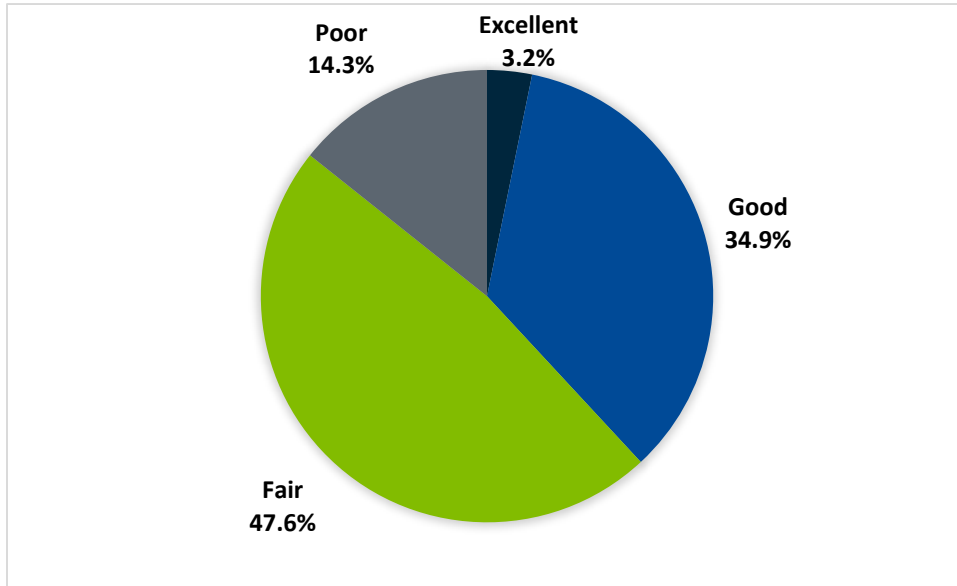
	Company driver	Owner-operator
Finding time or discipline to exercise	54.5%	42.0%
Eating healthy	59.0%	54.5%
Maintaining family relationships	38.3%	44.3%
Loneliness or boredom on the road	27.6%	28.4%
Substance abuse issues	0.0%	1.1%
No big challenge with personal issues	21.4%	29.5%
Other	8.6%	4.5%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Finding time or discipline to exercise	66.7%	71.4%	57.1%	48.7%	49.5%
Eating healthy	66.7%	57.1%	54.8%	52.9%	61.6%
Maintaining family relationships	33.3%	38.1%	42.9%	34.5%	42.6%
Loneliness or boredom on the road	0.0%	9.5%	7.1%	31.1%	33.2%
Substance abuse issues	0.0%	0.0%	0.0%	0.0%	0.5%
No big challenge with personal issues	50.0%	28.6%	21.4%	26.1%	20.5%
Other	0.0%	0.0%	11.9%	9.2%	6.8%

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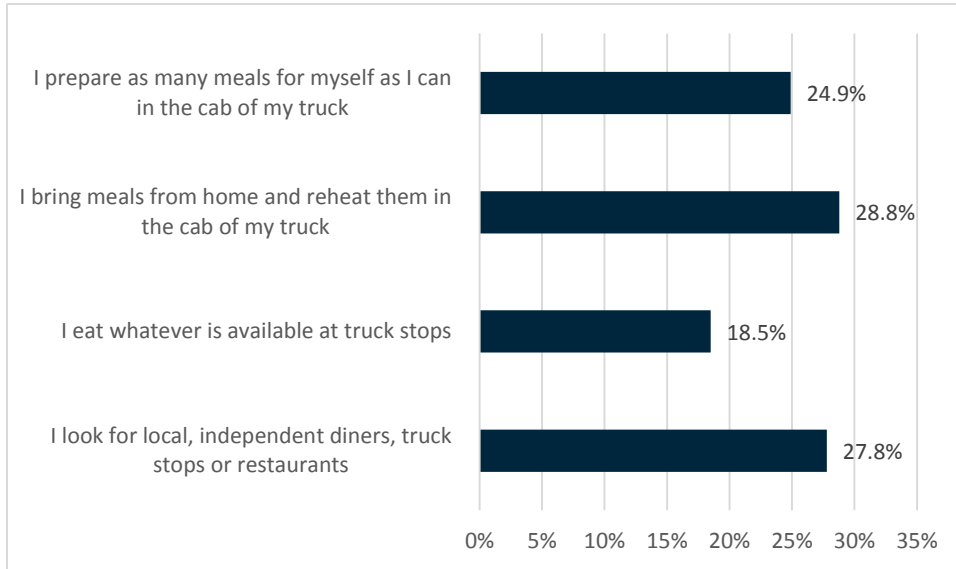
How are your eating habits while on the road?



	Company driver	Owner-operator
Excellent	3.4%	2.3%
Good	35.5%	33.0%
Fair	45.6%	54.5%
Poor	15.5%	10.2%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Excellent	0.0%	9.5%	4.8%	2.5%	2.6%
Good	33.3%	28.6%	47.6%	38.7%	30.5%
Fair	66.7%	47.6%	33.3%	41.2%	54.3%
Poor	0.0%	14.3%	14.3%	17.6%	12.6%

What best describes how you eat while on the road?



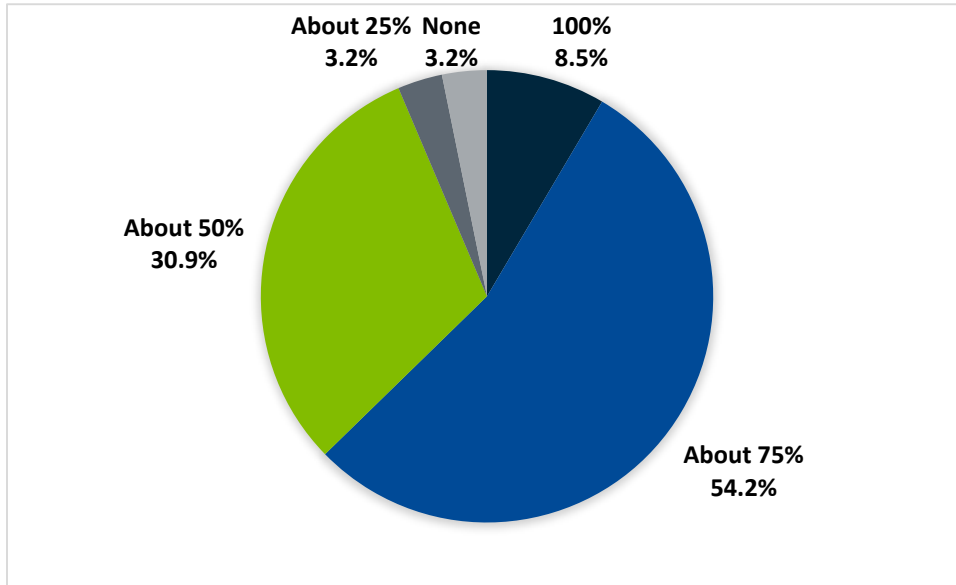
	Company driver	Owner-operator
I prepare as many meals for myself as I can in the cab of my truck	24.8%	25.0%
I bring meals from home and reheat them in the cab of my truck	29.7%	26.1%
I eat whatever is available at truck stops	17.9%	20.5%
I look for local, independent diners, truck stops or restaurants	27.6%	28.4%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
I prepare as many meals for myself as I can in the cab of my truck	16.7%	9.5%	16.7%	21.8%	30.5%
I bring meals from home and reheat them in the cab of my truck	66.6%	42.9%	45.2%	30.3%	21.6%
I eat whatever is available at truck stops	16.7%	14.3%	11.9%	23.5%	17.4%
I look for local, independent diners, truck stops or restaurants	0.0%	33.3%	26.2%	24.4%	30.5%

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2016 Job Perceptions and Challenges Survey

If you prepare your own meals, what percentage of your meals do you prepare while on the road?



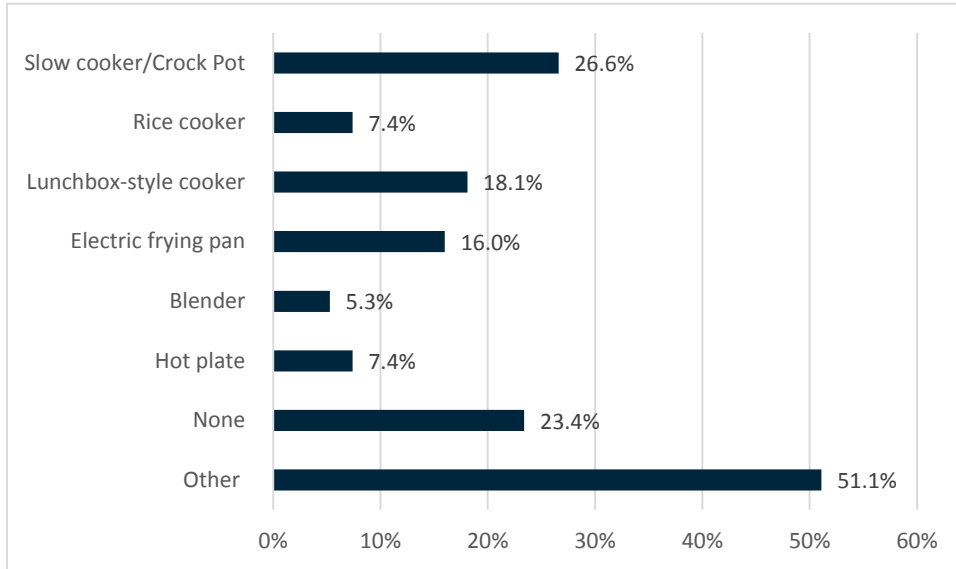
	Company driver	Owner-operator
100%	11.1%	0.0%
About 75%	50.0%	68.2%
About 50%	33.3%	22.7%
About 25%	1.4%	9.1%
None	4.2%	0.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
100%	0.0%	0.0%	14.3%	11.5%	6.9%
About 75%	0.0%	50.0%	28.5%	42.3%	63.8%
About 50%	0.0%	50.0%	42.9%	46.2%	22.4%
About 25%	0.0%	0.0%	0.0%	0.0%	5.2%
None	100.0%	0.0%	14.3%	0.0%	1.7%

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If you do prepare your own meals, which of these appliances do you use for meal preparation in your truck? (Check all that apply)



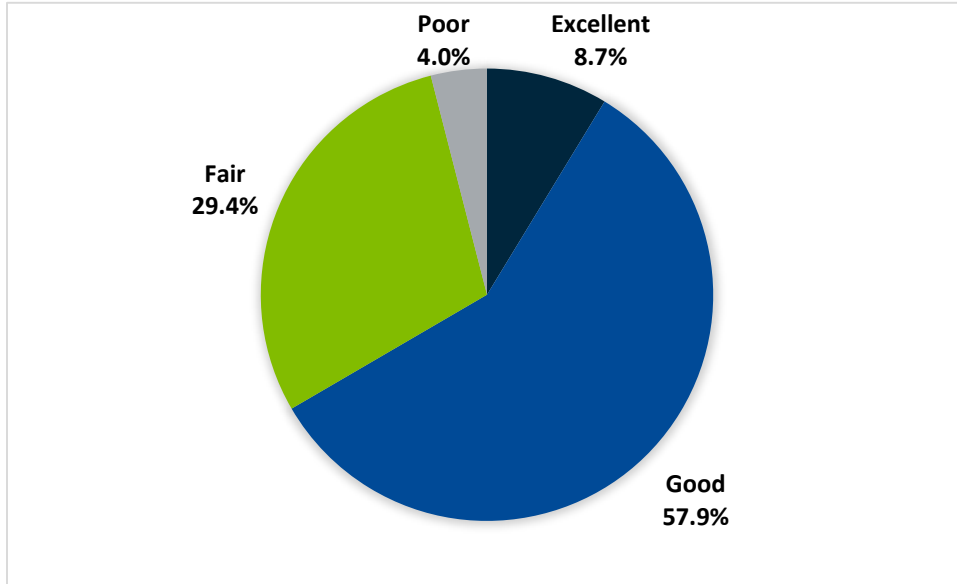
	Company driver	Owner-operator
Slow cooker/Crock Pot	23.6%	36.4%
Rice cooker	8.3%	4.5%
Lunchbox-style cooker	16.7%	22.7%
Electric frying pan	15.3%	18.2%
Blender	5.6%	4.5%
Hot plate	5.6%	13.6%
None	26.4%	13.6%
Other	47.2%	63.6%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Slow cooker/Crock Pot	0.0%	50.0%	0.0%	15.4%	34.5%
Rice cooker	0.0%	50.0%	0.0%	7.7%	6.9%
Lunchbox-style cooker	0.0%	50.0%	14.3%	23.1%	15.5%
Electric frying pan	0.0%	50.0%	0.0%	11.5%	19.0%
Blender	0.0%	0.0%	0.0%	3.8%	6.9%
Hot plate	0.0%	0.0%	0.0%	3.8%	10.3%
None	0.0%	0.0%	57.1%	30.8%	17.2%
Other	100.0%	50.0%	28.6%	46.2%	55.2%

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2016 Job Perceptions and Challenges Survey

How would you rate your overall health?



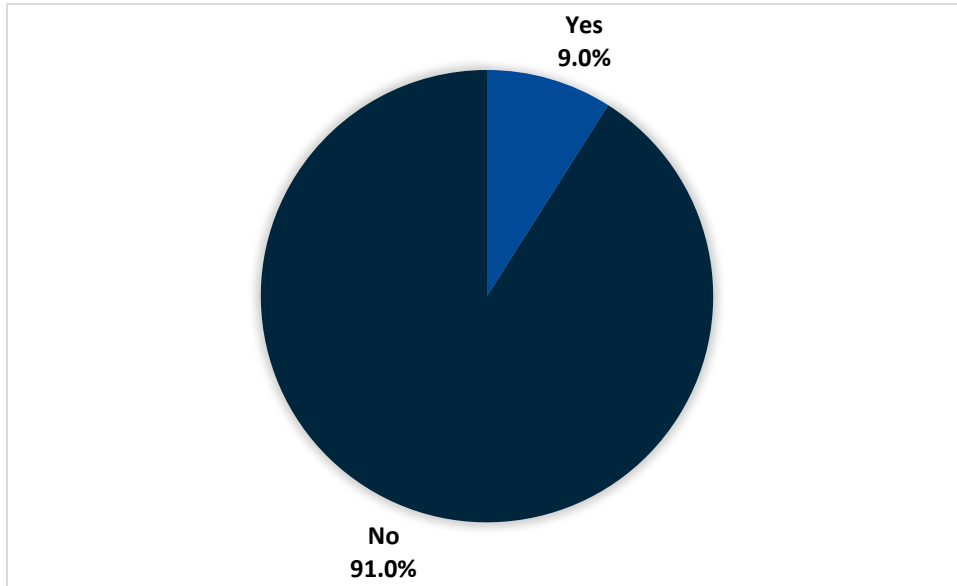
	Company driver	Owner-operator
Excellent	9.0%	8.0%
Good	57.2%	60.2%
Fair	30.0%	27.3%
Poor	3.8%	4.5%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Excellent	16.7%	9.5%	9.5%	10.1%	7.4%
Good	49.9%	47.6%	71.5%	57.1%	56.8%
Fair	16.7%	38.1%	19.0%	30.3%	30.5%
Poor	16.7%	4.8%	0.0%	2.5%	5.3%

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Do you think you will have any problems passing your next DOT physical?



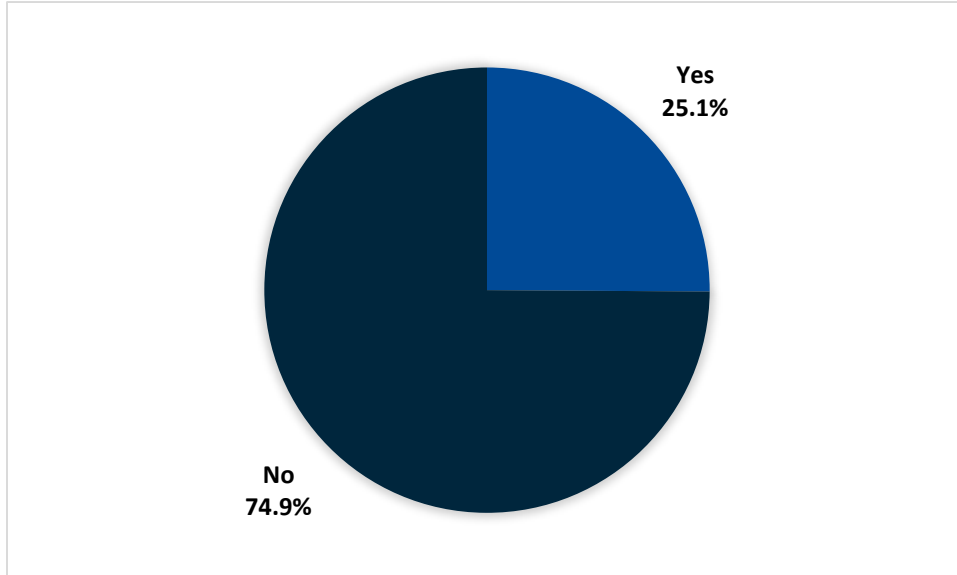
	Company driver	Owner-operator
Yes	11.0%	2.3%
No	89.0%	97.7%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	0.0%	9.5%	14.3%	8.4%	8.4%
No	100.0%	90.5%	85.7%	91.6%	91.6%

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Do you have a fitness routine while on the road?



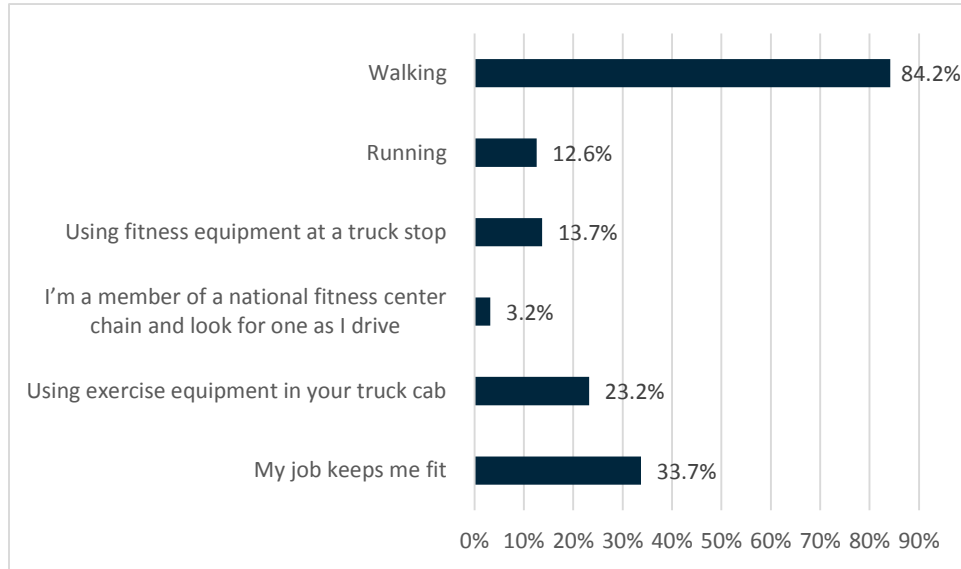
	Company driver	Owner-operator
Yes	24.1%	28.4%
No	75.9%	71.6%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Yes	16.7%	14.3%	21.4%	22.7%	28.9%
No	83.3%	85.7%	78.6%	77.3%	71.1%

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If so, what does it include? (Check all that apply)



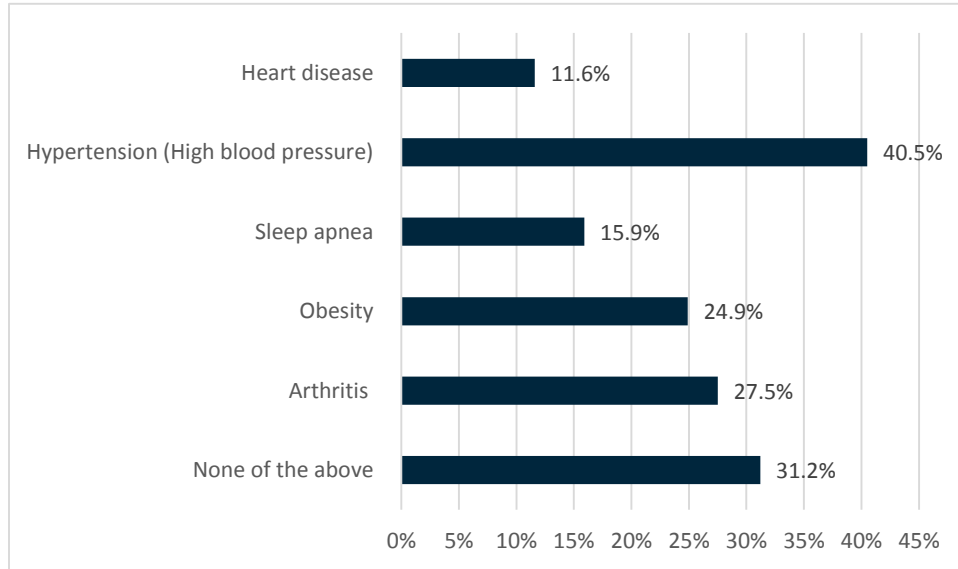
	Company driver	Owner-operator
Walking	81.4%	92.0%
Running	12.9%	12.0%
Using fitness equipment at a truck stop	12.9%	16.0%
I'm a member of a national fitness center chain and look for one as I drive	4.3%	0.0%
Using exercise equipment in your truck cab	20.0%	32.0%
My job keeps me fit	35.7%	28.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Walking	100.0%	100.0%	88.9%	85.2%	81.8%
Running	0.0%	0.0%	0.0%	18.5%	12.7%
Using fitness equipment at a truck stop	0.0%	0.0%	0.0%	14.8%	16.4%
I'm a member of a national fitness center chain and look for one as I drive	0.0%	0.0%	11.1%	3.7%	1.8%
Using exercise equipment in your truck cab	0.0%	0.0%	11.1%	14.8%	30.9%
My job keeps me fit	100.0%	33.3%	66.7%	48.1%	20.0%

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Which of these are current health concerns for you? (Check all that apply)



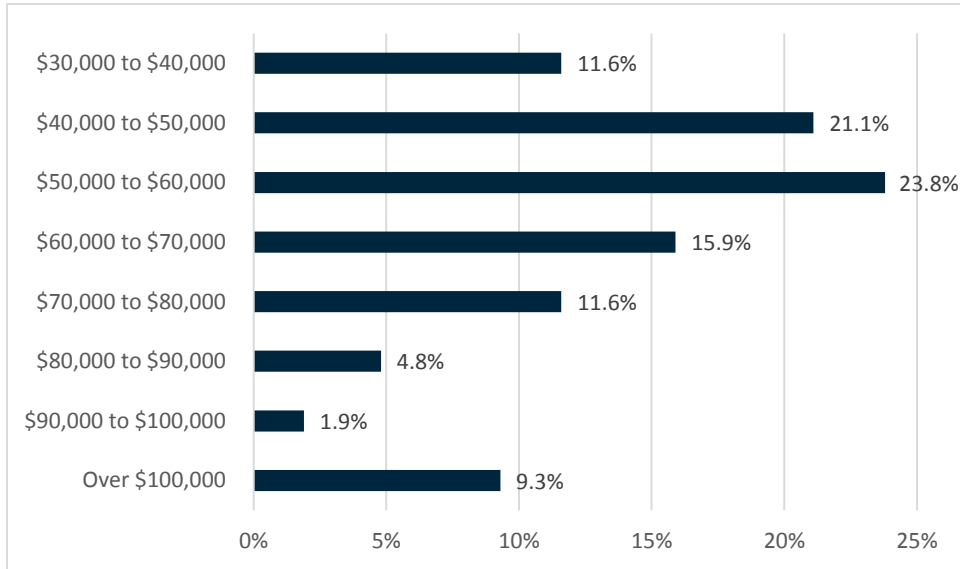
	Company driver	Owner-operator
Heart disease	11.7%	11.4%
Hypertension (High blood pressure)	41.7%	36.4%
Sleep apnea	17.9%	9.1%
Obesity	26.2%	20.5%
Arthritis	29.3%	21.6%
None of the above	28.6%	39.8%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
Heart disease	33.3%	4.8%	2.4%	11.8%	13.7%
Hypertension (High blood pressure)	66.7%	47.6%	33.3%	40.3%	40.5%
Sleep apnea	33.3%	19.0%	19.0%	16.0%	14.2%
Obesity	50.0%	23.8%	19.0%	26.1%	24.7%
Arthritis	16.7%	14.3%	23.8%	33.6%	26.3%
None of the above	33.3%	38.1%	42.9%	23.5%	32.6%

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What is your annual income level?



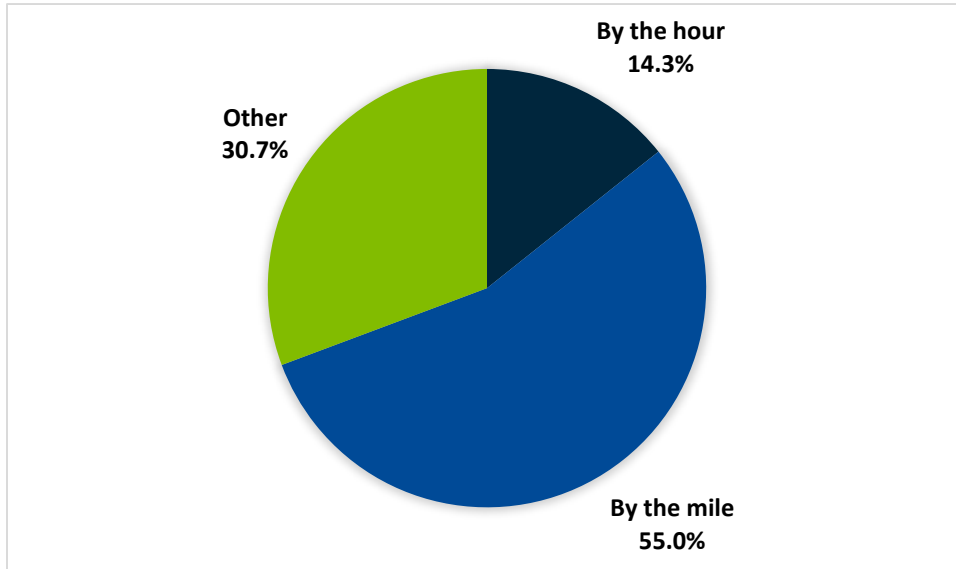
	Company driver	Owner-operator
\$30,000 to \$40,000	11.0%	13.6%
\$40,000 to \$50,000	25.9%	5.7%
\$50,000 to \$60,000	27.3%	12.5%
\$60,000 to \$70,000	16.9%	12.5%
\$70,000 to \$80,000	11.7%	11.4%
\$80,000 to \$90,000	3.1%	10.2%
\$90,000 to \$100,000	1.7%	2.3%
Over \$100,000	2.4%	31.8%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
\$30,000 to \$40,000	0.0%	14.3%	14.3%	12.6%	10.5%
\$40,000 to \$50,000	50.0%	33.2%	28.5%	18.5%	18.9%
\$50,000 to \$60,000	33.3%	14.3%	21.4%	25.3%	24.3%
\$60,000 to \$70,000	16.7%	14.3%	14.3%	14.3%	17.4%
\$70,000 to \$80,000	0.0%	14.3%	11.9%	17.6%	7.9%
\$80,000 to \$90,000	0.0%	0.0%	4.8%	2.5%	6.8%
\$90,000 to \$100,000	0.0%	4.8%	0.0%	0.8%	2.6%
Over \$100,000	0.0%	4.8%	4.8%	8.4%	11.6%

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How are you paid?



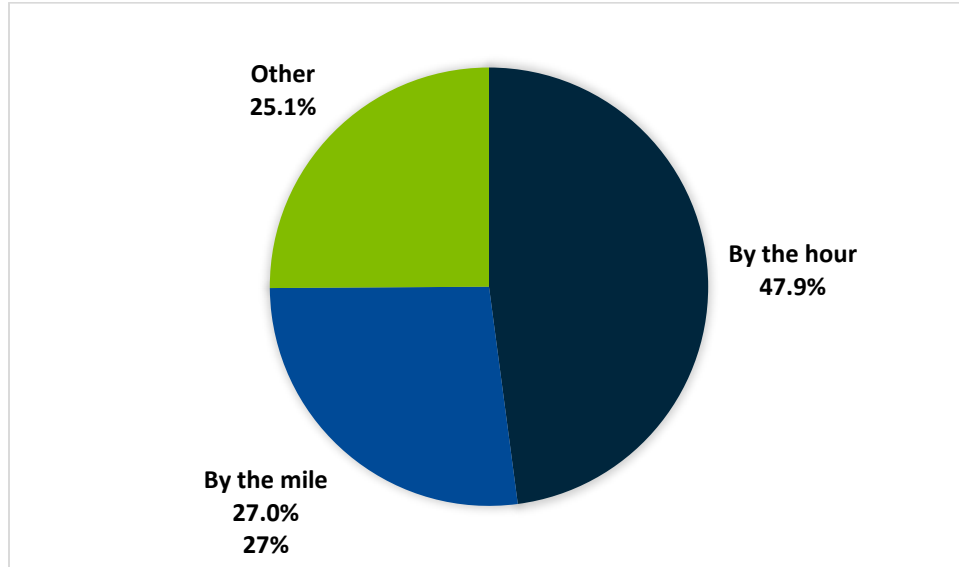
	Company driver	Owner-operator
By the hour	17.9%	2.3%
By the mile	60.3%	37.5%
Other	21.8%	60.2%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
By the hour	83.3%	71.4%	31.0%	13.4%	2.6%
By the mile	0.0%	14.3%	31.0%	55.5%	66.3%
Other	16.7%	14.3%	38.0%	31.1%	31.1%

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How would you LIKE to be paid?



	Company driver	Owner-operator
By the hour	55.9%	21.6%
By the mile	26.5%	28.4%
Other	17.6%	50.0%

	Less than 50 miles	50 to 100 miles	101 to 200 miles	201 to 500 miles	Greater than 500 miles
By the hour	100.0%	90.4%	69.0%	50.4%	35.3%
By the mile	0.0%	4.8%	9.6%	24.4%	35.8%
Other	0.0%	4.8%	21.4%	25.2%	28.9%

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2016 Job Perceptions and Challenges Survey

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