

WORKPLACE VIOLENCE IN LONG-HAUL TRUCK DRIVERS  
WITHOUT A RESIDENCE

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**Purpose:** The purpose of this poster is to examine the prevalence of workplace violence among long-haul truck drivers who do not maintain a residence outside of their trucks. The data is taken out of an ongoing study entitled “Workplace Violence in Long-Haul Truckers”. The purpose of the study is to investigate the incidence and distribution of workplace violence among long-haul truckers. The significance of workplace violence is great. An average of 20 workers are murdered each year and an estimated 18,000 workers experience a non-fatal assault (NIOSH, 2001). The transient nature of trucking increases the risk for experiencing workplace violence (Renner, 1998). Among the general homeless population in the U.S., 22% have been physically assaulted, 7% have been sexually assaulted; and 38% have been robbed (NSHAPC, 1996).

**Method:** A quantitative survey is currently being conducted with a non-probability sample (N=1400) recruited at truck shows and truck stops across the U.S. Data is being collected on violence-related variables (e.g. harassment, weapons, assault, rape, worksite security, psychological strain, and substance abuse). Data Analysis is done using descriptive statistics that is compiled as appropriate for the level of measurements of the variables. Dependent on the specific aim, bivariate relationships, logistic regression, discriminant analysis, Cronbach’s alpha, and ANCOVA is used.

**Preliminary Findings:** Thus far, 843 truckers have completed surveys (males=677; females=166). Almost 12% of the truckers (n=100) surveyed do not maintain a residence outside of their truck. When the truckers with a residence were compared with those without a residence a significant difference was not found in mean age, years spent as a trucker, weeks per year spent driving, and educational level. Physical assault, sexually assault, harassment, and robbery were experienced equally among the two groups. However, truckers without a residence tended to have a lower income and are more likely to be unmarried (20.98% vs. 7.21%).

**Discussion:** Preliminary data indicate that long-haul truckers are at high risk for workplace violence. Truckers are a particularly vulnerable work group due to the transience of their job. However, when compared with truckers with a residence, those without a residence are not at an increased risk for workplace violence. Possible reasons for the non-significant findings include a small sample size and the fact that both groups spend a substantial amount of time driving on the road (45 weeks per year for both).