

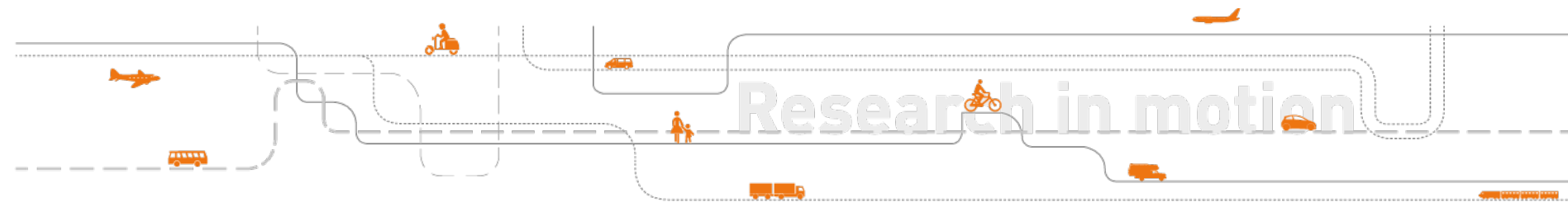
Fatigue among private and professional drivers in Norway and Greece: examining the influence of national road safety culture

Tor-Olav Nævestad*, Ross O. Phillips*, Alexandra Laiou**, & George Yannis**

*Institute of Transport Economics, Oslo **National Technical University, Athens

Financed by the Norwegian Research Council, Transport 2025

Working on Safety, Wien, September 25. 2019



Aims and methods:

- 1) Examine the factors influencing fatigue among private and professional drivers in Norway and Greece, focusing especially on the role of national road safety culture
- 2) Examine the relationship between driver fatigue and self-reported accident involvement.

Method data: survey data from private car (N=796) and professional drivers in Norway and Greece (N=416) and qualitative interviews (N=61).

Background:

- Fatigue is a risk factor involved in 10-25 % of all crashes.
- The share is higher among professional drivers(23-52 %).
- Norway: lowest road mortality rate in Europe in 2017.
- Greece had one of the worst of all EU-27 countries.
- National road safety culture in Greece: aggressive beh.
- Qualitative data: «driving is exhaustive» «requires energy»

Have you fallen asleep?

- «In the course of the last three months, have you fallen asleep (or dozed off for a moment) while driving a car (or a heavy vehicle)?»
- Percentages answering yes:

Professional	Norwegian	6 % (6)
	Greek	24 % (24)
Private	Norwegian	5% (29)
	Greek	8 % (23)

Variables and results: HGV drivers

- 1) Age group
- 2) Kilometres driven in the last two years
- 3) Aggressive violations
- 4) Work pressure
- 5) Hours of work on a typical day
- 6) Drive mostly long distance
- 7) Only commission pay
- 8) National road safety culture
- 9) Norwegian-Greek

National road safety culture: Aggression/violations factor

Item: (“When driving in my country, I expect the following behaviour from other drivers:”)

1) That they sound their horn to indicate their annoyance to another road user

2) That they become angered by a certain type of driver and indicate their hostility by whatever means they can

3) That they overtake a slow driver on the inside

4) That they drive when they suspect they might be over the legal blood alcohol limit

5) That they drive without using a seatbelt

6) That they disregard the speed limit on a motor way road

7) That they disregard the speed limit on a residential road

Questions/discussion:

- Is the relationship between RSC and fatigue for professional drivers a substantial result?
- Why is this relationship weaker for private drivers?
- Are the outcome numbers too low?
- Relationship with accidents? (weak correlation, sig. $P=0.01$ for private car drivers).