



ANALYSIS OF NEUROTICISM AND SPONTANEOUS AGGRESSION CHARACTERISTICS IN DRIVERS BY GENDER

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ANNOTATSIYA: Mazkur maqolada haydovchilarda nevrotizm va spontan tajovuzkorlik xususiyatlarining gender jihatlari Frayburg shaxs so‘rovnomasi asosida empirik o‘rganilgan. Tadqiqot Farg‘ona viloyatida 18–70 yoshdagi 527 nafar haydovchi ishtirokida amalga oshirilgan. Olingan natijalar erkak haydovchilarda nevrotizm va spontan tajovuzkorlik ko‘rsatkichlari ayol haydovchilarga nisbatan statistik jihatdan yuqori ekanligini ko‘rsatdi. Kommunikativlik va emotsional labillik ko‘rsatkichlari bo‘yicha esa ahamiyatli gender farqlari aniqlanmadi. Tadqiqot natijalari haydovchilarning shaxs xususiyatlari va yo‘l harakati xavfsizligi o‘rtasidagi bog‘liqlikni tushuntirishga xizmat qiladi.

Kalit so‘zlar: haydovchi psixologiyasi, nevrotizm, spontan tajovuzkorlik, Frayburg shaxs so‘rovnomasi, gender farqlari, transport psixologiyasi, shaxs xususiyatlari.

АННОТАЦИЯ: В статье представлены результаты исследования гендерных особенностей невротицизма и спонтанной агрессивности водителей с использованием Фрайбургского личностного опросника. В исследовании приняли участие 527 водителей Ферганской области в возрасте от 18 до 70 лет. Полученные результаты показали, что мужчины-водители имеют статистически более высокие показатели невротицизма и спонтанной агрессивности по сравнению с женщинами. По шкалам коммуникативности и эмоциональной лабильности значимых различий обнаружено не было.



Полученные данные расширяют представления о психологических факторах безопасного поведения водителей.

Ключевые слова: психология водителя, невротизм, спонтанная агрессивность, Фрайбургский личностный опросник, гендерные различия, транспортная психология.

ABSTRACT: The article presents the results of an empirical study on gender differences in neuroticism and spontaneous aggression among drivers using the Freiburg Personality Inventory. The study involved 527 drivers aged 18–70 years from the Fergana region. The findings revealed significantly higher levels of neuroticism and spontaneous aggression among male drivers compared to female drivers. No significant gender differences were found regarding communicativeness and emotional lability. The results contribute to understanding personality determinants of driving behavior and road safety.

Keywords: driver psychology, neuroticism, spontaneous aggression, Freiburg Personality Inventory, gender differences, transportation psychology, personality traits.

The rapid development of the transport system and the increasing number of automobiles require a deeper study of problems related to the human factor. According to the World Health Organization, a significant proportion of road traffic accidents is associated with drivers' psychological condition, emotional stability, and personality traits. Therefore, the study of drivers' personal characteristics has become one of the important scientific directions in modern transport psychology.

Driving activity requires complex sensorimotor processes, a high level of responsibility, rapid decision-making, and constant emotional control. Under such conditions, an individual's psychological characteristics directly influence their behavior in road traffic. In particular, indicators such as neuroticism and aggression may significantly affect a driver's reactions to dangerous situations, resistance to stress, and interactions with other road users.



In recent years, scientific studies conducted by researchers such as Jerry L. Deffenbacher, Eric R. Dahlen, Nebi Sümer, Türker Özkan, Dianne Parker and others have extensively examined the relationship between drivers' aggressive behavior and personality traits. Research findings indicate that individuals with high levels of neuroticism tend to experience greater stress and negative emotions in traffic situations.

In addition, the gender factor is regarded as an important variable in explaining the psychological aspects of driving activity. Numerous studies have reported significant differences between male and female drivers in terms of emotional reactions, levels of aggression, and responses to stress.

The purpose of this study is to identify gender differences in neuroticism and spontaneous aggression characteristics among drivers using the Freiburg Personality Inventory.

Table 1

Gender Differences in Drivers Based on the Freiburg Personality Inventory

Shkala	Jinsi	n	M	SD	F	p
Neuroticism	Male	411	6,42	1,25	4,12	0,043*
	Female	116	5,10	1,18		
Spontaneous Aggression	Male	411	7,15	1,40	3,89	0,049*
	Female	116	6,02	1,35		
Sociability (Communicativeness)	Male	411	5,80	1,10	1,54	0,215
	Female	116	6,25	1,12		
Emotional Lability	Male	411	6,05	1,32	1,12	0,291
	Female	116	5,85	1,28		

Izoh: * $p < 0,05$

The analyses showed statistically significant gender differences on the neuroticism scale between male and female drivers ($F = 4.12$; $p = 0.043$). The mean score of



male drivers ($M = 6.42$) was higher than that of female drivers ($M = 5.10$). This result suggests that male drivers may exhibit higher sensitivity to emotional tension, internal anxiety, and stress in traffic situations.

On the spontaneous aggression scale, male drivers also demonstrated higher scores compared to female drivers ($F = 3.89$; $p = 0.049$). This indicates a greater tendency among men toward impulsive reactions and rapid aggressive responses in traffic environments.

No statistically significant differences were found in sociability and emotional lability. This suggests that these characteristics are less dependent on gender in driving contexts.

The obtained results partially support the findings of studies by Eric R. Dahlen and Martin (2005), Jerry L. Deffenbacher (2001), and Dianne Parker (1995), which highlight the relationship between aggressive driving and personality traits.

In conclusion, the study indicates the presence of gender differences in drivers' personality characteristics.

It was found that:

- male drivers show higher levels of neuroticism compared to female drivers;
- male drivers demonstrate higher levels of spontaneous aggression;
- no gender differences were observed in sociability and emotional lability.

These findings highlight the importance of considering gender factors when developing psychological diagnostics, transport psychology interventions, and road safety prevention programs for drivers.

Future research should examine the relationship between neuroticism, aggression, and actual traffic violations using regression analysis and structural equation modeling.



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