

Table 3 Work determinants and impacts of khat chewing among professional drivers in Saudi Arabia (n=215)

Work impacts	Total (n=215)	Nonchewer (n=113) n (%)	Current chewers (n=102) n (%)	P-value
<b>Type of vehicle</b>				
Taxi	87	36 (41.4)	51 (58.6)	0.023
Bus/heavy goods vehicle	128	77 (60.2)	51 (39.8)	
<b>Work duration (yr)</b>				
	91	46 (50.5)	45 (49.5)	0.203
≤5	68	32 (47.1)	36 (52.9)	
6-10	56	35 (62.5)	21 (37.5)	
>10				
<b>Average working time (h/d) mean (SD)</b>				
≤4	39	8.13 (3.72)	7.11 (2.67)	0.024
5-8	107	23 (59.0)	16 (41.0)	
9-12	55	45 (42.1)	62 (57.9)	<0.001
>12	14	31 (56.4)	24 (43.6)	
		14 (100)	0 (0.0)	
<b>Average daytime driving time (h) (n=198) mean (SD)</b>				
≤4		5.46 (2.63)	4.53 (1.88)	0.006
5-8	82	42 (51.2)	40 (48.8)	
>8	108	58 (53.7)	50 (46.3)	0.029
	8	8 (100)	0 (0.0)	
<b>Average night time driving (h) (n=183) mean (SD)</b>				
		4.39 ± 2.26	3.53 ± 2.56	0.39
≤4	133	69 (51.9)	64 (48.1)	
5-8	44	21 (47.7)	23 (52.3)	0.891
>8	6	3 (50.0)	3 (50.0)	
<b>Use of seat belt</b>				
Always	70	46 (65.7)	24 (34.3)	–
Usually	52	34 (65.4)	18 (34.6)	–
Sometimes	53	17 (32.1)	36 (67.9)	–
Rarely	31	16 (51.6)	15 (48.4)	<0.001
Never	9	0 (0.0)	9 (100)	
<b>RTA<sup>a</sup></b>				
	77	39 (50.6)	38 (49.9)	0.675
Average major RTA <sup>b</sup>		1.97 (0.87)	2.65 (1.45)	0.01
Traffic violations <sup>c</sup>	22	6 (27.3)	16 (72.7)	0.012
<b>Reduced ability to work on the day after khat chewing<sup>d</sup></b>				
	–	–	–	–
Always	–	–	6 (5.9)	–
Usually	102	–	9 (8.8)	–
Sometimes	–	–	33 (32.4)	–
Rarely	–	–	20 (19.6)	–
Never	–	–	34 (33.3)	–
<b>Khat chewing cause of RTA (yes/possible)<sup>d</sup></b>				
	38	–	18 (47.4)	–
<b>Khat chewing cause of violations (yes/possible)<sup>d</sup></b>				
	16	–	1 (6.3)	–

<sup>a</sup>Working history of RTA. <sup>b</sup>Reportable, causing fractures, disability or loss of life. <sup>c</sup>History of traffic violation in the previous month. <sup>d</sup>Among khat chewers only. RTA = road traffic accident; SD = standard deviation.