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Factors Influencing Dangerous Driving Behavior Among Freight Transport Drivers at PT Nanda Persada Transport

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Abstract

This study aims to examine the structural model of dangerous driving behavior among freight drivers at PT Nanda Persada Transport. The variables tested in this research are conscientiousness and safety climate as exogenous variables, and self-efficacy and emotion regulation as mediating variables. The main hypothesis of this study is that the influence of conscientiousness and safety climate on dangerous driving behavior, with self-efficacy and emotion regulation as mediating variables, fits the empirical data from freight drivers at PT Nanda Persada Transport. The participants in this study were 289 freight drivers at PT Nanda Persada Transport who met the criteria of having a Class B1 General Driver's License and a minimum of one year of work experience. The research instruments used were the Dula Dangerous Driving Index, UFFM-I Conscientiousness Scale, Emotion Regulation Questionnaire (ERQ), General Self-Efficacy Scale, and Cross Industry Safety Climate (CISC). Data analysis was conducted using the Lisrel 8.7 program. The results showed that the theoretical model of the influence of conscientiousness and safety climate on dangerous driving behavior, with self-efficacy and emotion regulation as mediating variables, fit the empirical data, with RMSEA = 0.067, NNFI = 0.91, CFI = 0.93, RMR = 0.79, and NFI = 0.90. Self-efficacy and emotion regulation do not act as mediators between conscientiousness and dangerous driving behavior. Safety climate was found to have an influence on dangerous driving behavior.

Keywords: Drivers, Conscientiousness, Safety Climate, Emotion Regulation, Self-Efficacy, Dangerous Driving Behavior.

Abstrak

Penelitian ini bertujuan untuk menguji model struktural perilaku mengemudi berbahaya pada pengemudi angkutan barang di PT Nanda Persada Transport. Variabel yang diuji dalam penelitian ini meliputi *conscientiousness* dan iklim keselamatan sebagai variabel eksogen, serta efikasi diri dan regulasi emosi sebagai variabel mediasi. Hipotesis utama penelitian ini menyatakan bahwa pengaruh *conscientiousness* dan iklim keselamatan terhadap perilaku mengemudi berbahaya, dengan efikasi diri dan regulasi emosi sebagai variabel mediasi, sesuai dengan data empiris pengemudi angkutan barang di PT Nanda Persada Transport. Partisipan penelitian berjumlah 289 pengemudi yang memenuhi kriteria memiliki Surat Izin Mengemudi (SIM) B1 Umum dan pengalaman kerja minimal satu tahun. Instrumen penelitian yang digunakan adalah *Dula Dangerous Driving Index, UFFM-I Conscientiousness Scale, Emotion Regulation Questionnaire* (ERQ), *General Self-Efficacy Scale, dan Cross Industry Safety Climate* (CISC). Analisis data dilakukan menggunakan program Lisrel 8.7. Hasil penelitian menunjukkan bahwa model teoretis pengaruh conscientiousness dan iklim keselamatan terhadap perilaku mengemudi berbahaya dengan efikasi diri dan regulasi emosi sebagai variabel mediasi sesuai dengan data empiris, dengan nilai RMSEA = 0,067, NNFI = 0,91, CFI = 0,93, RMR = 0,79, dan NFI = 0,90. Efikasi diri dan regulasi emosi tidak berperan sebagai mediator antara *conscientiousness* dan perilaku mengemudi berbahaya. Iklim keselamatan terbukti memiliki pengaruh terhadap perilaku mengemudi berbahaya.

Kata Kunci: Pengemudi, *Conscientiousness*, Iklim Keselamatan, Regulasi Emosi, Efikasi Diri, Perilaku Mengemudi Berbahaya.

Introduction

Dangerous driving behavior is a major contributing factor to every traffic accident. According to Dula and Ballard (2003), dangerous driving behavior is any driver's behavior that endangers or has the potential to endanger other drivers, passengers, and pedestrians. Research by Chrisnatalia et al. (2023) and Mihaela et al. (2015) consistently demonstrates the influence of conscientiousness on dangerous driving behavior.

According to McCrae and Costa (in Ulya, 2021), conscientiousness is an individual's ability to exercise control over the environment, social, think before acting, delay gratification, follow rules and norms, be reliable, planned, organized, prioritize tasks, be friendly and like to work together. Ulya (2021) showed that individuals with high conscientiousness scores tend to have high levels of environmental and social control, think before acting, delay gratification, follow rules and norms, are reliable, planful, organized, prioritize tasks, are friendly, and like to work together. Conversely, individuals with low conscientiousness scores tend to have low self-control, are impulsive, and disobey rules and norms.

Experts differ in their opinions regarding the role of conscientiousness as a predictor of dangerous driving behavior. Herzberg (2009); Dahlen et al. (2012); Anitei et al. (2014) argue that conscientiousness is a key factor in predicting dangerous driving behavior. However, studies by Demick (2001); Riendeau (2012); and Barraclough and Freeman (2016) found that conscientiousness is not a significant predictor of dangerous driving behavior. In an organizational context, safety climate has been used to predict safety performance in organizations for over three decades. Several researchers have attempted to apply safety climate to improve road traffic safety (Naesvestad & Bjornskau, 2012; DOT, 2004). Other findings also indicate that safety climate influences dangerous driving behavior (Dula & Ballard, 2003).

From a social cognitive perspective, self-efficacy has also been extensively studied in relation to risky behavior. Self-efficacy is an individual's optimistic belief in facing various difficult demands in life (Jerusalem & Schwarzer in Rosli, 2018). This belief then determines how individuals feel, think, motivate themselves, or behave, which sometimes leads individuals to engage in risky behavior (Bandura, 1995); (McLernon, 2013); (Gabaude, et al. 2010). Self-efficacy also functions as a mediator in the relationship between conscientiousness and dangerous driving behavior. However, the opinions of Morisset, Terrade, and Somat (2010); (Russell, 2014); Wang, Wang, and Hsu (2003) in their studies found no significant relationship between self-efficacy and risky behavior.

From a personal perspective, emotional regulation is one aspect that can influence driving behavior. According to Gross (2014), emotional regulation is an individual's ability to manage emotions, which is reflected in their actions. Individuals respond to certain situations that cause them to experience emotions, which then manifest as actions.

Emotional regulation influences driving style. Trogolo (2014) conducted a study examining the association between emotional regulation difficulties and driving style. The results showed that individuals with emotional regulation difficulties tended to have risky driving styles. Meanwhile, individuals with no emotional regulation difficulties were associated with safe driving. Emotional regulation also served as a mediator between conscientiousness and dangerous driving behavior in freight drivers at PT Nanda Persada Transport.

In accordance with the discussion above, this study intends to examine the influence of conscientiousness, self-efficacy, emotional regulation, safety climate and dangerous driving behavior in one model that can help target driving behavior to be adaptive more effectively, especially the mediator effect of self-efficacy and emotional regulation and the moderator role of safety climate that has implications for dangerous driving behavior in PT Nanda Persada Transport freight drivers.

An illustration of the theoretical model of the relationship between the variables to be tested can be seen in Figure 1 below:

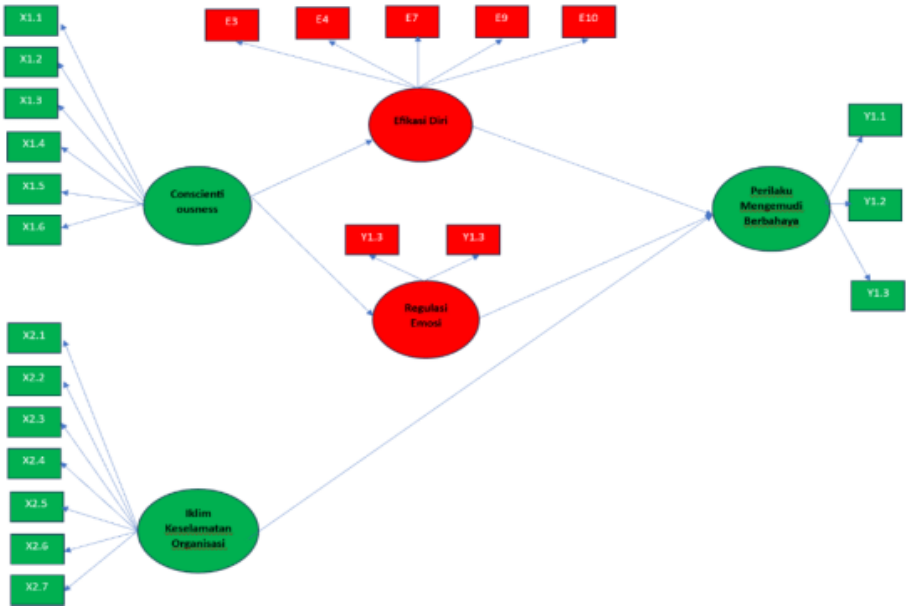

Figure 1. Theoretical Model of Influence of Conscientiousness and Safety Climate on Dangerous Driving Behavior with Mediators of Self-Efficacy and Emotional Regulation

Information:

1. Dangerous Driving Behavior
    a. Y1.1 = Negative Emotions
    b. Y1.2= Risky Driving
    c. Y1.3 = Aggressive Driving

2. Emotional Regulation
    a. Y2.1 = Cognitive Reassessment
    b. Y2.2 = Expressive Emphasis
3. Self-Efficacy

   a. E3 = item 3 general self-efficacy
   b. E4 = item 4 general self-efficacy
   c. E7 = item 7 general self-efficacy
   d. E9 = item 9 general self-efficacy
   e. E10 = item 10 general self-efficacy
4. *Conscientiousness*
   a. X1.1 = Competence
   b. X1.2 = Regularity
   c. X1.3 = Caution
   d. X1.4 = Compliance
   e. X1.5 = Self-discipline
   f. X1.6 = Achievement motivation
5. Safety Climate
   a. X2.1 = Leader's commitment to safety
   b. X2.2 = Safety Communication
   c. X2.3 = Safety Training
   d. X2.4 = Coworker Safety Practices
   e. X2.5 = Safety and Cleaning Equipment
   f. X2.6 = Involvement in Safety
   g. X2.7 = Safety Award

Research Hypothesis

Based on the theoretical framework and theoretical model above, the following research hypothesis is proposed:

1. The theoretical model of the influence of conscientiousness and safety climate on dangerous driving behavior with self-efficacy and emotional regulation as mediators fits with empirical data on freight transport drivers at PT Nanda Persada Transport.
2. There is an influence of conscientiousness on dangerous driving behavior in PT Nanda Persada Transport freight drivers.
3. There is an influence of safety climate on dangerous driving behavior of PT Nanda Persada Transport freight drivers.
4. There is an influence of self-efficacy on dangerous driving behavior in PT Nanda Persada Transport freight drivers.
5. There is an influence of emotional regulation on dangerous driving behavior in PT Nanda Persada Transport freight drivers.
6. There is an influence of conscientiousness on self-efficacy in freight transport drivers at PT Nanda Persada Transport.
7. There is an influence of conscientiousness on emotional regulation in freight transport drivers at PT Nanda Persada Transport.
8. There is an influence of conscientiousness on dangerous driving behavior through self-efficacy as a mediator in PT Nanda Persada Transport freight drivers.

9. There is an influence of conscientiousness on dangerous driving behavior through emotional regulation as a mediator in PT Nanda Persada Transport freight drivers.

Methodology

This study uses a quantitative approach. The research variables consist of conscientiousness (X1), safety climate (X2), mediator variables, namely emotional regulation and self-efficacy, and dangerous driving behavior (Y). The population in this study were freight transport drivers of PT Nanda Persada Transport. The sample in this study amounted to 289 subjects. Sampling was carried out with sample criteria, namely having a minimum B1 driving license and 1 year of work experience. The method used to collect data in this study was using psychological scales, namely the Dulla Dangerous Driving Index (DDDI), conscientiousness, General Self-Efficacy Scale (GSES), Emotion Regulation Questionnaires (ERQ) and the Cross-Industry Safety Climate (CISC) scale.

Researchers used a pilot test. A pilot test is a term used for a research process that uses the same sample as the one used to test the validity of the items and the reliability of the measurement instrument. This was due to the researchers' limited time and resources for data collection. Furthermore, considering the subjects' highly mobile work characteristics was also an important factor in deciding to use a pilot test.

In this research, structural equation modeling (SEM) with LISREL 8.72 software (Joreskog & Sorbom, 2008) was used to analyze the data. SEM is a statistical study that examines a series of relationships that are difficult to measure simultaneously.

Results

A. Overview of Research Respondents

The subjects in this study were drivers from PT Nanda Persada Transport. A total of 289 drivers participated in the study. A description of the subjects can be seen in Tables 1 through 4.

Table 1. Number of Respondents Based on Education Level

Level of education	Amount	%
Elementary School	111	38%
JUNIOR HIGH SCHOOL	137	47%
High School/Vocational School	41	15%
	289	100%

Based on the table above, it can be seen that the majority of freight transport drivers in this study were drivers with junior high school education, namely 137 drivers.

Table 2. Number of Respondents by Age

Age	Amount	%
25 – 30 Years	65	22%
31 – 35 Years	46	15%
36 – 40 Years	74	26%
41 – 45 Years	60	21%
46 – 50 Years	12	5%
Over 50 Years	32	11%
	289	100%

Based on the table above, it can be seen that the freight transport drivers in this study were mostly in the 36-40 year age group at 26%, followed by the 25-30 year age group at 22% and the 41-45 year age group at 21%.

Table 3. Number of Respondents Based on Driving Experience

Driving Experience	Amount	%
15 years	32	11%
6 – 10 Years	72	25%
11 – 15 Years	81	28%
16 – 20 Years	49	17%
21 – 25 Years	31	11%
Over 25 Years	24	8%
	289	100%

Table 4. Dependent Variable: Dangerous Driving Behavior

Independent Variable	Sig
Education	0.026
Experience	0.496
Age	0.738

Based on the Output Test of Between-Subject Effects in Table 12 above, a Sig value of 0.026 <0.05 was obtained, so it can be concluded that "there is a difference in the tendency of dangerous driving behavior based on education level. A Sig of 0.496> 0.05 was obtained, so it can be concluded that "there is no difference in the tendency of dangerous driving behavior based on driving experience. And a Sig of 0.738> 0.05 was obtained, so it can be concluded that "there is no difference in the tendency of dangerous driving behavior based on age.

B. Structural Equation Modeling

The model testing in this study was to answer whether the variables studied were dangerous driving behavior, conscientiousness, emotional regulation, self-efficacy and safety climate.accurately and consistently explained by each indicator. The measurement model fit test was conducted to determine the suitability of the proposed measurement model to the data. The measurement model is said to fit the data if the model can estimate the measurement matrix no different from the data

covariance matrix. The measure of fit is indicated by the goodness of fit test (GFT) where the CFI value is > 0.90. The p-count of the chi-square statistic ≥ 0.05 and the RMSEA < 0.08 (Hair, et al. 2006).

C. Structural Model

The results of the structural model to answer the research hypothesis, namely the standardized loading factor and t-test, can be seen in Figure 2 below and Figure 3.

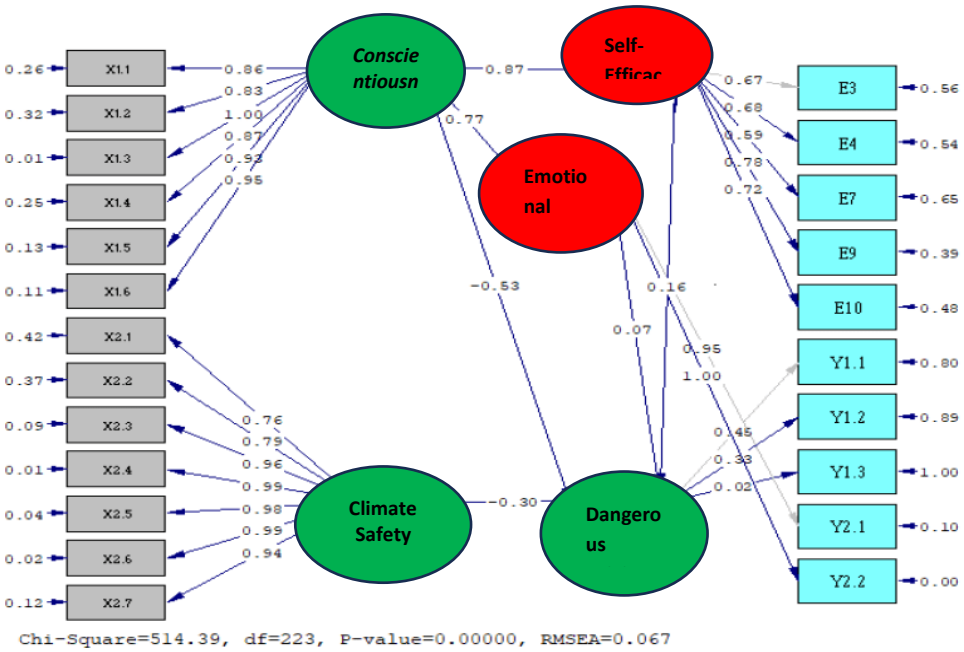

Figure 2. Standardized Loading Factor Structural Model

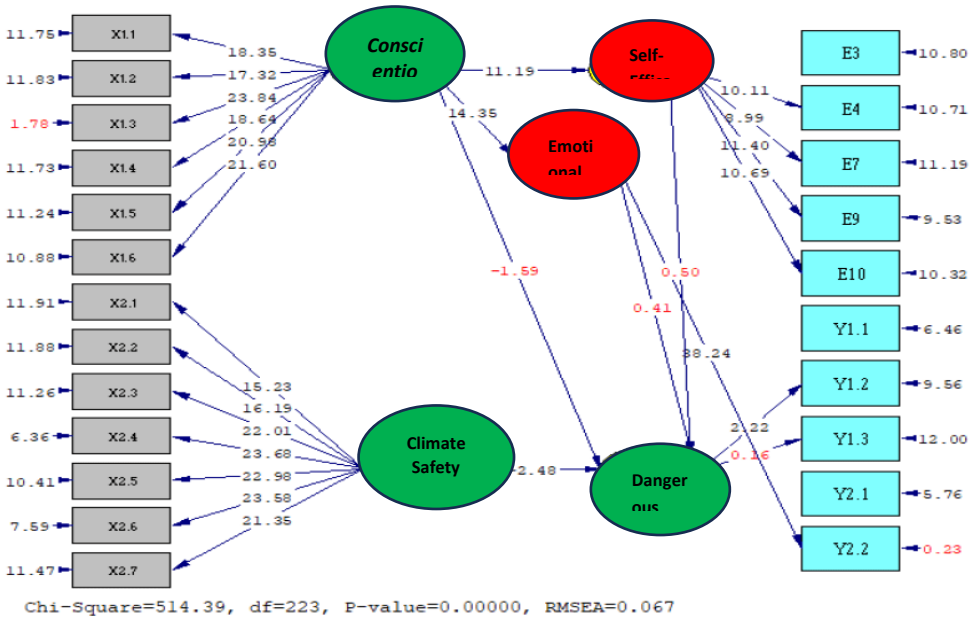

Figure 3. T Calculation of Structural Model

The results of the hypothesis test of the direct influence of the research variables can be seen in table 5 below:

Table 5. Results of the Direct Effect Hypothesis Test

Hypothesis	Ɣ/β	t-hit	t-table	Information
Conscientiousness → Dangerous driving behavior	-0.53	-1.59		Not Significant
Conscientiousness → Emotional regulation	0.77	14.35		Significant Positive
Conscientiousness → Self-efficay	0.87	11.99		Significant Positive
Safety Climate→Dangerous driving behavior	-0.30	-2.48		Significant Negative
Emotional regulation→Dangerous driving behavior	0.07	0.41		Not Significant
Self-efficacy→Dangerous driving behavior	0.16	0.50		Not Significant

Source: Primary Data, 2024

D. Hypothesis

1. Hypothesis 1

The results of testing the influence of conscientiousness and safety climate on dangerous driving behavior with self-efficacy and emotional regulation as mediators fit with empirical data on freight transport drivers at PT Nanda Persada Transport.The test results are depicted in table 25 above with CFI = 0.937; NFI = 0.900; NNFI = 0.919; and IFI = 0.938, so Ho is rejected and Ha is accepted. It can be concluded thatThe influence of conscientiousness and safety climate on dangerous driving behavior with self-efficacy and emotional regulation as mediators fits with empirical data on freight transport drivers of PT Nanda Persada Transport.

2. Hypothesis 2

The test results of the influence of conscientiousness on dangerous driving behavior have an influence coefficient of Ɣ = -0.53, a calculated t value of -1.59. Because the calculated t value of -1.59 is smaller than the t-table alpha 5% (1.96), Ho is accepted and Ha is rejected. This concludes that there is no influence of conscientiousness on dangerous driving behavior. This can be interpreted that the characteristics of driver conscientiousness are not a factor that reduces the tendency of dangerous driving behavior in PT Nanda Persada Transport freight drivers.

3. Hypothesis 3

The test results of the influence of safety climate on dangerous driving behavior have an influence coefficient of Ɣ = -0.30, a calculated t value of -2.48. Because the calculated t value of -2.48 is greater than the t-table alpha 5% (1.96), Ho is rejected and Ha is accepted. It can be concluded that the safety climate has a negative and significant influence on dangerous driving behavior. This means that the higher the safety climate at PT Nanda Persada Transport, the lower the tendency for dangerous driving behavior of PT Nanda Persada Transport freight transport drivers.

4. Hypothesis 4

The test results of the influence of self-efficacy on dangerous driving behavior have an influence coefficient of β = 0.16, a calculated t value of 0.50. Because the calculated t value of 0.50 is smaller than the t-table alpha 5% (1.96), Ho is accepted and Ha is rejected. It is concluded that self-efficacy has no significant effect on dangerous driving behavior. This can be interpreted that self-efficacy is not a factor that reduces the tendency of dangerous driving behavior in PT Nanda Persada Transport freight drivers.

5. Hypothesis 5

The test results of the influence of emotional regulation on dangerous driving behavior have an influence coefficient of β = 0.07, a calculated t value of 0.41. Because the calculated t value of 0.41 is smaller than the t-table alpha 5% (1.96), Ho is accepted and Ha is rejected. It is concluded that emotional regulation has no significant effect on dangerous driving behavior. This can be interpreted that emotional regulation is not a factor that reduces the tendency of dangerous driving behavior in PT Nanda Persada Transport freight drivers.

6. Hypothesis 6

The test results of the influence of conscientiousness on self-efficacy have an influence coefficient of Ɣ = 0.87, a calculated t value of 11.99. Because the calculated t value of 11.99 is greater than the t-table alpha 5% (1.96), Ho is rejected and Ha is accepted. It can be concluded that conscientiousness has a positive and significant influence on self-efficacy. This means that the higher the conscientiousness characteristics of PT Nanda Persada Transport drivers, the higher the self-efficacy of PT Nanda Persada Transport freight drivers.

7. Hypothesis 7

The test results of the influence of conscientiousness on emotional regulation have an influence coefficient of Ɣ = 0.87, a calculated t value of 11.99. Because the calculated t value of 11.99 is greater than the t-table alpha 5% (1.96), Ho is rejected and Ha is accepted. It can be concluded that conscientiousness has a positive and significant influence on emotional regulation. This means that the higher the conscientiousness characteristics of PT Nanda Persada Transport drivers, the higher the emotional regulation of PT Nanda Persada Transport freight drivers.

8. Hypothesis 8

The test results of the indirect effect of conscientiousness on dangerous driving behavior through the mediation variable of self-efficacy have an influence coefficient of Ɣ = 0.20, a calculated t value of 0.12. Because the calculated t value of

0.12 is smaller than the t-table alpha 5% (1.96), Ho is accepted and Ha is rejected. It is concluded that conscientiousness has no significant effect on dangerous driving behavior through the mediation variable of self-efficacy. This can be interpreted that conscientiousness is not a factor that reduces the tendency of dangerous driving behavior through the mediation variable of self-efficacy in PT Nanda Persada Transport freight drivers.

9. Hypothesis 9

The test results of the indirect effect of conscientiousness on dangerous driving behavior through the mediation variable of emotional regulation have an influence coefficient of ɣ = 0.20, a calculated t value of 0.12. Because the calculated t value of 0.12 is smaller than the t-table alpha 5% (1.96), Ho is accepted and Ha is rejected. It is concluded that conscientiousness has no significant effect on dangerous driving behavior through the mediation variable of emotional regulation. This can be interpreted that conscientiousness is not a factor that reduces the tendency of dangerous driving behavior through the mediation variable of emotional regulation in PT Nanda Persada Transport freight drivers.

Discussion

The results of this study illustrate the influence of conscientiousness and safety climate on dangerous driving behavior mediated by emotional regulation and self-efficacy, which is in line with empirical data on freight transport drivers at PT Nanda Persada Transport.

The characteristics of conscientiousness, with aspects of competence, orderliness, caution, obedience, self-discipline, and achievement motivation in this study, had an insignificant influence on dangerous driving behavior. This low direct effect coefficient is due to the limited understanding of the research subjects regarding the characteristics of conscientiousness. The results of this study are in line with the findings of Riendeau (2012), who in his study found that personality is not a significant predictor of unsafe driving behavior. Garrity and Demick (2001) in their study also failed to link conscientiousness with driving behavior. Similar findings were reported by Wahlberg, Barraclough, and Freeman (2016), who found that low conscientiousness was a predictor of accident involvement but the effect was small.

In line with Fatmawiyati et al. (2022), who found that conscientiousness was not a predictor of risky driving behavior. This finding is also supported by research by Dahlen et al. (2006), which states that individuals who are achievement-oriented, strive for directed goals, have strong resilience, are responsible, and are interested in new, unusual, innovative, imaginative, sensitive, and intellectual things—characteristics of conscientiousness—tend to engage in risky driving behavior. The direct effect of conscientiousness on dangerous driving behavior through emotional regulation and self-efficacy as mediators was insignificant. Conscientiousness did influence emotional regulation and self-efficacy. This means that higher conscientiousness led to higher levels of emotional regulation and self-efficacy. However, these results did not significantly influence dangerous driving behavior.

Self-efficacy is an individual's belief or confidence in their own abilities to engage in risky behavior. This belief and confidence are factors influencing risky behavior, according to the theory proposed by Green and Kreuter (in Lestary & Sugiharti, 2011), which states that there are three factors that cause or influence risky behavior. One of these is the predisposing factor, or inherent or motivating factor. This factor originates from within the individual and serves as the reason or motivation for engaging in a behavior. This factor includes beliefs and confidence, which ultimately reduce driver alertness. For example, drivers who drive the same route every day tend to have high levels of confidence and self-confidence, or in other words, high self-efficacy. This attitude, in turn, can lead to reduced concentration and alertness while driving, or in other words, dangerous driving behavior (Sugiharti, 2011).

According to Mesken (2006), the effect of emotions on driving behavior can be clearly identified by measuring driving speed. The emotions experienced by drivers influence their driving behavior, particularly anger. Drivers who display anger drive their vehicles exceed the speed limit more than drivers who do not display anger. This indicates that emotions significantly influence dangerous driving behavior. Emotional regulation is essential for drivers.

Sabatés et al. (2012) found that risky or dangerous attitudes were negatively related to emotional intelligence. Their research findings suggest that emotional intelligence is an important preventative measure for reducing risky driving behavior. Several studies use the term "emotional regulation difficulties" to identify emotional regulation (Priatini et al., 2019); Trogolo, Melchoir, and Medrano (2014); and Ibraheim, Kalpakci, and Sharp (2017). According to the authors, this is a strong reason why the emotional regulation chosen in this study did not influence dangerous driving behavior due to respondent bias in answering the statements in the items. Thus, safety climate has a negative and significant effect on dangerous driving behavior. This means that the higher the safety climate, the lower the likelihood of dangerous driving behavior. Conversely, the lower the safety climate, the higher the likelihood of dangerous driving behavior.

Conclusion

1. The theoretical model of the influence of conscientiousness and safety climate on dangerous driving behavior with self-efficacy and emotional regulation as mediators fits with empirical data on freight transport drivers at PT Nanda Persada Transport.
2. There is no influence of conscientiousness on dangerous driving behavior in PT Nanda Persada Transport freight drivers.
3. There is an influence of safety climate on dangerous driving behavior of PT Nanda Persada Transport freight drivers.
4. There is no influence of self-efficacy on dangerous driving behavior in PT Nanda Persada Transport freight drivers.
5. There is no influence of emotional regulation on dangerous driving behavior in PT Nanda Persada Transport freight drivers.

6. There is a significant influence of conscientiousness on self-efficacy in freight transport drivers at PT Nanda Persada Transport.
7. There is a significant influence of conscientiousness on emotional regulation in freight transport drivers at PT Nanda Persada Transport.
8. There is no influence of conscientiousness on dangerous driving behavior through self-efficacy as a mediator in PT Nanda Persada Transport freight drivers.
9. There is no influence of conscientiousness on dangerous driving behavior through emotional regulation as a mediator in PT Nanda Persada Transport freight drivers.

Research Limitations

This study has limitations, this study used a sample from one freight transport company, so the results cannot be generalized to other transport companies with different contexts. Further research is recommended to explore the influence of safety climate and dangerous driving behavior and other variables that support the literature, as well as with a methodological approach, in addition to primary data also need secondary data support, for example GPS (Global Positioning System) data regarding speed limits, compliance with rest periods, ETLE history etc.

Suggestion

Theoretical suggestions

1. For drivers, when starting an activity, ensure your body is in good health, check the condition of the vehicle, obey speed limits, traffic signs, rest for at least 30 minutes after 4 hours of driving.
2. Company/management, the implementation of the safety management system of public transportation companies is implemented seriously and consistently in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia No. 85 of 2018 concerning the Safety Management System of Public Transportation Companies, namely 10 Elements consisting of Commitment and Policy, Organization, Hazard and Risk Management, Motor Vehicle Maintenance and Repair Facilities, Documentation and Data, Competency Improvement and Training, Emergency Response, Internal Accident Reporting, Monitoring and Evaluation, and Performance Measurement
3. Future researchers can conduct further research with safety climate variables in different locations by replacing conscientiousness, emotional regulation, and self-efficacy with external variables such as safety perceptions. In this study, conscientiousness, self-efficacy, and emotional regulation had no significant effect on dangerous driving behavior. This is important because traffic accidents caused by truck driver negligence often result in many fatalities. Safety variables are urgently needed to improve safety for freight drivers.

Application Suggestions

1. In this study, conscientiousness, emotional regulation, and self-efficacy had no significant effect on dangerous driving behavior in PT Nanda Persada Transport

freight transport drivers. This was due to drivers having limited understanding of conscientiousness, emotional regulation, and self-efficacy. This was due to statistically that PT Nanda Persada Transport drivers had an educational background dominated by junior high school level. Therefore, driver recruitment/selection needs to include a test item in the form of a personality test. In this study, safety climate had a significant effect on dangerous driving behavior. Therefore, it is expected that freight transport companies, including PT Nanda Persada Transport, are required to maintain and improve a comprehensive understanding and application of safety.

2. For PT Nanda Persada Transport, this can provide input on the importance of focusing on a safety climate within the company to reduce the tendency for dangerous driving behavior, ultimately resulting in zero accidents/incidents. Furthermore, personality and other characteristics tests should be included in the driver recruitment/selection phase. This ensures that external factors, such as the safety climate, are not the only key factor in safety awareness. The individual or prospective driver's potential can also be identified through the driver selection process.
3. For organizational practitioners, it is important to understand how important it is to create a safety climate to create safety, especially in freight transportation.
4. For the Indonesian National Police (Polri) and the Indonesian Ministry of Transportation, the issuance of driver's licenses must be checked in detail and comprehensively and the issuance of public transportation business permits for companies must be orderly (especially for yellow-plated vehicles).
5. For companies using freight transportation services, when selecting a transportation vendor, it's crucial to consider the legality of the transportation business, evidence of regular driver training, vehicle maintenance, and other safety aspects. Don't just focus on low prices, which are far from safe.

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