



Mobile Phone Addiction among Drivers in Jordan: Prevalence and Associated Demographic Factors

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Abstract

Objective: This study aims to explore the prevalence of mobile phone addiction among drivers in Jordan and examine its association with demographic factors (gender, age, and driving license category) and driving-related variables (traffic violations and years of driving experience).

Methods: A cross-sectional survey was conducted with 730 drivers in Jordan. Mobile phone addiction was assessed using the Mobile Phone Addiction Scale (MPAS). Data on demographic and driving-related variables were collected, and statistical analyses, including descriptive statistics, Chi-square tests, one-way ANOVA, and post-hoc tests, were used to explore significant differences across variables such as gender, age, traffic violations, license category, and years of driving experience.

Results: The findings indicate a high prevalence of mobile phone addiction among drivers, with an average MPAS score of 58.91 out of 100. No significant differences were observed based on gender. However, drivers with traffic violations related to mobile phone use and those holding specific driving license categories exhibited significantly higher addiction means. Younger drivers and those with fewer years of driving experience demonstrated greater addiction levels compared to older and more experienced drivers.

Conclusion: The study highlights the widespread issue of mobile phone addiction among drivers in Jordan and underscores the influence of demographic and behavioral variables. These findings suggest a need for targeted interventions, including stricter traffic regulations, awareness campaigns, and educational programs, to reduce mobile phone addiction and enhance road safety.

Keywords: Mobile Phone Addiction, Drivers in Jordan, Road Safety.

إدمان الهاتف المحمول بين السائقين في الأردن: الانتشار والعوامل الديموغرافية المرتبطة به
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ملخص

الأهداف: يهدف هذا البحث إلى استكشاف مدى انتشار إدمان الهواتف المحمولة بين السائقين في الأردن، ودراسة علاقته بالعوامل الديموغرافية (مثل الجنس، العمر، وفئة رخصة القيادة) والمتغيرات المتعلقة بالقيادة (مثل المخالفات المرورية وعدد سنوات الخبرة في القيادة).

المنهجية: تم إجراء دراسة مسحية مقطعية شملت 730 سائقاً في الأردن. تم تقييم إدمان الهواتف المحمولة باستخدام مقياس إدمان الهواتف المحمولة (MPAS). تم جمع البيانات المتعلقة بالمتغيرات الديموغرافية والمتعلقة بالقيادة، وتم استخدام التحليلات الإحصائية، بما في ذلك الإحصاءات الوصفية، واختبارات مربع كاي (Chi-square)، وتحليل التباين الأحادي (ANOVA)، واختبارات المتابعة (Post-hoc) لاستكشاف الفروقات ذات الدلالة الإحصائية بين المتغيرات مثل الجنس، العمر، المخالفات المرورية، فئة رخصة القيادة، وعدد سنوات الخبرة في القيادة.

النتائج: أظهرت النتائج انتشاراً واسعاً لإدمان الهواتف المحمولة بين السائقين، بمتوسط درجة 58.91 من 100 وفقاً لمقياس MPAS. لم تُظهر النتائج فروقاً ذات دلالة إحصائية بناءً على الجنس. ومع ذلك، أظهرت النتائج أن السائقين الذين تلقوا مخالفات مرورية بسبب استخدام الهواتف المحمولة وأولئك الذين يحملون فئات معينة من رخص القيادة كانوا أكثر عرضة للإدمان. كما تبين أن السائقين الأصغر سناً وأقل خبرة في القيادة يعانون من مستويات إدمان أعلى مقارنة بالسائقين الأكبر سناً والأكثر خبرة.

الخلاصة: تسلط الدراسة الضوء على مدى انتشار إدمان الهواتف المحمولة بين السائقين في الأردن وتأثير العوامل الديموغرافية والمتغيرات السلوكية المرتبطة بالقيادة. تشير النتائج إلى الحاجة الملحة لتطبيق تدخلات مستهدفة تشمل تنظيمات مرورية أكثر صرامة، حملات توعية، وبرامج تثقيفية تهدف إلى تقليل الإدمان وتعزيز السلامة على الطرق.

الكلمات الدالة: إدمان الهواتف المحمولة، السائقون في الأردن، السلامة المرورية

Introduction

Mobile phones have become an important part of daily human communication and interaction, to the extent that living without them can cause anxiety and imbalance for a wide range of individuals. Mobile phones also interfere with many aspects of our daily behavior, such as driving. It has become difficult for some drivers to stop using their phones while driving, and addiction to mobile phone use is among the reasons drivers use their phones while driving. The literature on mobile phone use shows that reliance on, and addiction to, mobile phones can be observed in individuals during daily activities, including frequent usage and constant preoccupation with thinking about them. Statistics indicate that the addiction rate to mobile phones among university students can reach approximately 25% (Abu Jdei, 2008).

Using a mobile phone while driving poses a significant problem with dangerous consequences for drivers themselves and everyone else using the road, including vehicles, property, pedestrians, and other drivers. Studies show that drivers who use mobile phones while driving have a higher probability of causing traffic accidents (Haigney, Taylor, & Westerman, 2000) and are more likely to engage in fatal accidents (Mard, Kelsh, Cher, & Maclure, 1999) compared to drivers who do not use mobile phones while driving. Although the topic of mobile phone use while driving is important, it has not received much attention from researchers at the Arab level in general, and the Jordanian level in particular. Therefore, the current study will focus on addiction to mobile phones among drivers in Jordan while driving.

The concept of mobile phone addiction is a modern term in psychology, referring to individuals who show signs of withdrawal and tolerance similar to those associated with dependence on alcohol, drugs, or medications, according to the medical model. The term has been extended to include other forms related to various behavioral aspects. Griffiths (1998) believes that behavioral addiction is a subtype of addiction, and in this case, addiction does not take the form of chemical dependence but rather takes the form of interactive addiction, as is the case with addiction to electronic games and the internet. Intensive, excessive use of mobile phones and associated psychological symptoms is one form of behavioral addiction, known as phone addiction (Phillips & Bianchi, 2005).

The fundamental difference between chemical addiction and mobile phone addiction is that mobile phone addiction does not cause direct physical effects, and its effects remain at the psychological level. Mobile phone addicts neglect important activities in their lives, such as work and study, isolate themselves from friends and family, deny their life problems, and become preoccupied with the mobile phone, believing in the importance of connecting with others through it (Torrecillas, 2007). In this context, Torrecillas (2007), an expert in the field of psychological addiction, estimates that about 40% of adolescents and adults use their mobile phones daily for more than four hours to make calls or send and receive text messages. These individuals feel sad when they cannot respond to calls or text messages they receive. Moreover, mobile phone addicts tend to become extremely upset when they are deprived of using their phones for some time, regardless of the reason. Shutting off their phones causes them anxiety, sleep deprivation, and quick anger.

The use of mobile phones while driving is a major concern for traffic safety. Studies have demonstrated that using mobile phones while driving can lead to distracted driving, reduced attention, delayed reactions, and failure to adhere to traffic rules, increasing the risk of accidents. This literature review examines recent research on the impact of mobile phone use while driving, including its causes, consequences, and potential interventions.

1.1 Pathological use of indirect communication methods:

Richard (2001) notes that pathological use of indirect communication methods, such as the internet or mobile phones, involves pathological behaviors and maladaptive thoughts. Maladaptive thoughts include obsessions related to the internet or other indirect communication methods, a lack of control over their use, and compulsive checking of emails, social media sites, and text messages. Pathological behaviors include problems at work or school, neglecting responsibilities to friends and family, and withdrawal symptoms, which manifest as irritability, lifestyle changes, reduced physical activity, and sleep deprivation or altered sleep patterns.

1.2 Prevalence of mobile phone use while driving:

Using mobile phones and being distracted by them while driving is considered an indicator of drivers' dependence on these devices, which in turn affects their level of focus and attention while driving. Statistics indicate that 60%–70% of

drivers in the United States, Australia, and European countries have used their mobile phones while driving, and 1%–7% may be observed using their phones at any given moment. In Canada, statistics show that 2.8% of drivers use their mobile phones at any given moment while driving in rural areas, but this percentage increases to 5.9% in urban areas.

1.3 Impact of mobile phone use on driving performance:

International studies have demonstrated a causal relationship between using handheld mobile phones while driving and road accidents, including losing control of the vehicle due to distracted driving, increased reaction times when faced with certain dangers, failure to adhere to designated lanes, abnormal steering wheel movement, failure to respect traffic priority rules, and not using turn signals when turning or changing lanes. The study by Ortega et al. (2021) confirms that mobile phone use while driving can have significant negative impacts on driving performance, particularly among young drivers. The findings reveal that distracted drivers showed significant differences in their vehicle control compared to non-distracted drivers. Woo and Lin's (2001) study in Taiwan found that mobile phone use while driving can seriously affect traffic safety, with drivers using mobile phones having a significantly longer reaction time. Age and gender were also found to affect the reaction time.

1.4 Interventions to prevent mobile phone use while driving

Eijigu's study (2021) found that perceived behavioral control, risk perception, and attitude were the most significant predictors of drivers' intention to use mobile phones while driving, rather than age and subjective norm variables. The study suggested that intervention strategies should focus on improving drivers' confidence to avoid this behavior and raising awareness about traffic regulations and the dangers of using mobile phones while driving. Fancello et al.'s (2020) experimental study investigated the impact of various factors related to the driver, driving environment, and smartphone usage on driving performance. The study found that age significantly affects driving behavior, with older drivers tending to reduce their speed when using smartphones. The risk of collision increases for all age groups when using smartphones, and drivers tend to increase their speed during a phone conversation. These findings provide new insights into the effects of mobile phone use while driving and can support policymakers in implementing effective measures to prevent such behavior.

The current study aims to determine the level of addiction to mobile phones among drivers in Jordan, which is important in providing appropriate legislation and awareness programs to reduce the spread of this dangerous phenomenon. Additionally, the study addresses a research topic that has rarely been studied before, especially in the Arab region, opening avenues for future research and enriching the literature and research heritage in this field.

1.5 Problem of the study

The increasing use of mobile phones has interfered with important activities in our lives at various levels, to the point where living without them has become a terrifying thought for a wide range of users. Driving is one of the important and dangerous activities that has been affected by preoccupation with mobile phones, which may lead in some cases to catastrophic consequences, such as committing or causing traffic accidents. Excessive use of mobile phones and preoccupation with them while driving is one of the indicative signs of addiction to them. Engagement in mobile phone use while driving is not only limited to answering emergency calls but may also extend to sending text messages and using entertainment applications. Despite the importance of the issue, research on it at the local Arab level is still limited, which has motivated the research team to shed light on it.

1.5 Questions of the study

This represents the problem of the current study, which is defined by the following research question:

1. What is the level of mobile phone addiction among drivers in Jordan while driving?
2. Is there a statistically significant difference in the addiction rates to mobile phones according to the gender variable?
3. Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of obtaining traffic violations?
4. Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of

license category?

5. Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of age?
6. Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of years of obtaining the license?

2. Methodology

2.1 Participants

The study population consisted of drivers in Jordan holding valid driver's licenses during the study period (November 2021 to December 2021). The sample included 730 drivers, representing a diverse range of ages and license categories. A convenience sampling method was employed, wherein participants visiting traffic centers for license renewal during the study period were voluntarily invited to complete the questionnaire.

The sample comprised 647 male drivers (88.6%) and 87 female drivers (11.4%). Of the participants, 149 drivers (20.4%) reported having received traffic violations related to mobile phone use while driving, while 581 drivers (79.6%) did not.

This sampling approach ensured the inclusion of a broad and diverse group of drivers, capturing a representative snapshot of the driving population interacting with traffic centers during the study period.

2.2 Instrument

The study utilized Abu-Jadi's (2008) Mobile Phone Addiction Scale, initially comprising 25 items rated on a five-point Likert scale (strongly agree, agree, neutral, disagree, strongly disagree). To align the scale with the study's focus on mobile phone use while driving, it was refined to 19 items following a review by a panel of psychology experts, who ensured the scale's relevance and content validity.

The reliability of the revised scale was assessed using Cronbach's alpha, resulting in a coefficient of 0.89, demonstrating a high level of internal consistency and suitability for the study's objectives.

2.3 Data Collection and Analysis

The study followed a systematic process to achieve its objectives. Initially, the validity and reliability of the study tools were confirmed. The researchers selected the study sample and gathered the necessary data from the Jordanian Traffic Institute. The study instrument was distributed to the selected sample, and the collected data were entered into a computer for analysis.

The study examined variables such as mobile phone addiction, gender, traffic violations, license category, education level, age, and years since obtaining a license. Statistical analyses used included means, standard deviations, Chi-square tests, one-way analysis of variance (ANOVA), and post-hoc tests to explore significant group differences.

This minimal-risk survey assessed the prevalence of mobile phone addiction among drivers in Jordan and its association with non-sensitive demographic and driving-related variables. The data collection process ensured complete anonymity, with no identifiable personal information gathered or stored. Participants voluntarily provided responses, and no risks of psychological, social, legal, or financial harm were identified.

The study was conducted in full compliance with Helsinki Ethical Guidelines, ensuring respect for participants' rights, privacy, and well-being. Informed consent was obtained, confidentiality was ensured, and participation remained entirely voluntary.

3. Findings

The first research question, "What is the level of mobile phone addiction among drivers in Jordan while driving?", aimed to assess the extent of mobile phone addiction among drivers in Jordan. The analysis revealed a relatively high level of addiction, with an overall mean score of 58.91 out of 100 on the Mobile Phone Addiction Scale. The means and standard deviations for individual items provided insights into specific addiction behaviors. Among the scale items, the statement "My friends do not like my mobile phone to be switched off" had the highest mean score ($M = 3.82$, $SD = 1.15$), indicating strong social pressure related to mobile phone use. The second-highest mean score was for the statement "I find it difficult to turn off my mobile phone while driving" ($M = 3.44$, $SD = 1.35$), highlighting a significant challenge in self-regulating

phone usage while driving. The third-highest mean score was for "I feel like I cannot manage my affairs without my mobile phone" ($M = 3.35$, $SD = 1.32$), reflecting dependency on mobile phones for daily activities.

The analysis also highlighted significant behaviors linked to mobile phone addiction, as several items had mean scores exceeding 3. These included using a mobile phone to cope with loneliness, feeling preoccupied with missed calls when the phone is off or out of coverage, experiencing stress when the phone is turned off during important tasks, frequently checking to ensure the phone is active while driving, and becoming distracted while driving due to mobile phone use. Collectively, these findings underscore the prevalence of mobile phone addiction behaviors among drivers in Jordan.

The second research question, "Is there a statistically significant difference in the addiction rates to mobile phones according to the gender variable?", aimed to explore gender-based differences in mobile phone addiction rates. As shown in Table 2, a chi-square test revealed no statistically significant difference between addicted male and female drivers ($\chi^2 = 0.649$, $p = 0.42$). The distribution of addiction rates by gender indicated that 20.4% of addicted drivers were male and 24.1% were female, with a total addiction rate of 20.8% among the sample. These results suggest that gender does not influence the rates of mobile phone addiction among drivers in Jordan.

Table. 1 Mean and SD for Mobile addiction scale items

Question Number	Item	Mean	Standard Deviation	Ranking
23	My friends do not like it when my mobile phone is turned off	3.82	1.15	1
11	I find it difficult to turn off my mobile phone while driving	3.44	1.35	2
22	I feel like I cannot manage my affairs without my mobile phone	3.35	1.32	3
9	I use my mobile phone to talk to others when I feel lonely	3.19	1.29	4
6	When my mobile phone is off or out of coverage, I am preoccupied with calls that are expected to reach me	3.16	1.36	5
3	I find myself preoccupied with my mobile phone while driving, causing problems for me	3.10	1.47	6
19	I feel annoyed and stressed if my mobile phone is off while I am doing work, such as meetings and studying	3.05	1.35	7
12	I constantly check my mobile phone to make sure it is not turned off while I am driving	3.03	1.30	8
16	I find myself engaged in using my mobile phone for a longer period than I plan to	2.98	1.23	9
24	I constantly follow updates in the world of mobile phones	2.96	1.35	10
17	There are times when I use my mobile phone at the expense of urgent matters	2.93	1.33	11
13	My family and friends complain about my excessive use of the mobile phone while driving	2.90	1.37	12
15	I experience pains and aches associated with my use of the mobile phone	2.84	1.36	13
8	The time I spend using my mobile phone has increased over the past twelve months	2.83	1.23	14

Question Number	Item	Mean	Standard Deviation	Ranking
10	I tried to reduce the time I spend using my mobile phone but failed	2.80	1.26	15
1	The time I spend using my mobile phone is not enough	2.78	1.20	16
20	Others tell me that I spend too much time using my mobile phone	2.74	1.28	17
21	I repeatedly encounter problems due to my use of the mobile phone while driving	2.74	1.30	18
5	I get disturbed in my sleep due to my use of the mobile phone	2.72	1.33	19
	Overall total	58.91	3.20	

Table 2. Distribution of Mobile Phone Addiction Levels among Drivers by Gender and addiction

Addiction Level	Male	Female	Total
Non-addict	515 (79.6%)	66 (75.9%)	581 (79.2%)
Addict	132 (20.4%)	21 (24.1%)	153 (20.8%)
Total	647 (100.0%)	87 (100.0%)	734 (100.0%)

Chi-square: 0.649

Significance (p-value): < .001

The third research question, "Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of obtaining traffic violations?", examined whether receiving traffic violations for mobile phone use while driving is associated with addiction rates. A chi-square test was conducted, and the results, as presented in Table 3, reveal a significant association between the two variables ($\chi^2 = 25.284$, $p < 0.05$). The findings indicate that 35.6% of drivers who received traffic violations for using their phones while driving was classified as addicted, compared to only 16.9% of drivers who did not receive such violations. These results highlight a statistically significant relationship, suggesting that receiving traffic violations due to mobile phone use is strongly linked to higher addiction rates.

Table 3. Differences in mobile phone addiction levels based on the variable of receiving traffic violations due to using a mobile phone while driving

Addiction Level	Violations (Yes)	Violations (No)	Total	Percentage
Non-addicted	96 (64.4%)	483 (83.1%)	579	79.30%
Addicted	53 (35.6%)	98 (16.9%)	151	20.70%
Total	149 (100.0%)	581 (100.0%)	730	100.00%

Chi-square: 25.284

Significance (p-value): < .001

Table 4. ANOVA Differences on Phone Addiction Scale by Driving License Category

Source of Variation	Sum of Squares	Degrees of Freedom	Mean Square	F Value	Significance
Between Groups	2960.95	3	986.98	3.20	0.02
Within Groups	220504.14	714	308.83		
Total	223465.10	717			

Table 5: Post-hoc Comparisons of Addiction Level Differences by License Category

	Third	Fourth	Fifth	Sixth
Third	0	*2.44-	*4.05-	*7.29-
Fourth		0	1.61-	*9.72-
Fifth			0	*11.33
Sixth				0

Table. 6. ANOVA table for addiction rates to mobile phones by age group

Source of variation	Sum of squares	Degrees of freedom	Mean square	F-value	p-value
Between groups	9857.76	4	2464.44	8.11	< .001
Within groups	220073.42	724	303.97		
Total	229931.18	728			

Table. 7. Post-hoc Tukey test results for differences in addiction rates to mobile phones by age group

Age group	< 20	20-30	30-40	40-50	> 50
< 20	0	-1.46	3.32	*7.38	*12.30
20-30		0	4.78	*8.83	*13.76
30-40			0	4.05	*8.98
40-50				0	*4.92
> 50					0

* Significant differences at $p < .05$.

The fourth research question, "Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of license category?", explored the relationship between mobile phone addiction rates and driving license categories. The results revealed a statistically significant difference ($F = 3.20$, $p = .02$). Post-hoc analysis showed that drivers in the third license category exhibited significantly higher addiction rates compared to those in the fifth and sixth categories. However, no significant differences in addiction rates were observed based on gender, age, or mobile phone usage while driving. These findings suggest that the driving license category may be an important predictor of mobile phone addiction rates, emphasizing the need for targeted interventions to address addiction among drivers in the third category.

The fifth research question, "Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of age?", investigated the relationship between age and mobile phone addiction rates. A one-way analysis of variance (ANOVA) revealed a statistically significant difference among age groups ($F(4, 724) = 8.11$, $p < .05$). Post-hoc Tukey tests were conducted to examine specific group differences. The analysis showed that drivers under the age of 20, as well as those aged 40-50 and over 50, had significantly higher addiction levels compared to drivers aged 20-30. Additionally, drivers aged 30-40 exhibited higher addiction levels than those aged 40-50. These findings indicate that age is a critical factor in understanding mobile phone addiction rates while driving.

The sixth research question, "Is there a statistically significant difference in the addiction rates to mobile phones according to the variable of years of obtaining the license?", examined whether the number of years since obtaining a driving license is associated with mobile phone addiction rates. The one-way ANOVA test, as shown in Table 8, revealed a significant difference in addiction levels based on this variable ($F = 10.84$, $p < .05$). To identify the specific groups where significant differences occurred, a post-hoc Tukey test was conducted, with results presented in Table 9. The findings indicate that drivers with fewer years of driving experience exhibited higher addiction levels to mobile phones compared to those with more years of experience. This suggests that mobile phone addiction rates are higher among novice drivers.

Table. 8. ANOVA and Post Hoc Analysis Results for Smartphone Addiction Scale Scores Based on Length of

Years to Obtain a Driver's License

Source of Variation	Sum of Squares	Degrees of Freedom	Mean Square	F Value	Significance
Between Groups	9771.46	3	3257.15	10.84	< .001
Within Groups	201080.55	669	300.57		
Total	210852.01	672			

	Less than 5 years	5-10 years	10-15 years	More than 15 years	More than 15 years
Less than 5 years	0	0.53	-4.75*	-11.01*	
5-10 years	0	0	-4.22*	-10.48*	
10-15 years	0	0	0	-6.25*	
More than 15 years	0	0	0	0	

Significance level is indicated by * for $p < .05$.

4. Discussion

The study conducted in Jordan revealed that drivers in the country have a high addiction rate to mobile phones while driving, with an average MPAS score of 58.91 out of 100 (Al-Qudah et al., 2020). The study found that gender was not a significant factor in addiction rates, but drivers who received traffic violations for using mobile phones while driving and those with specific driving license categories were more likely to exhibit higher addiction rates. Age was also identified as a critical factor, with novice drivers having higher addiction rates than experienced drivers (Al-Qudah et al., 2020).

These findings align with previous literature, which highlights dependence on and addiction to mobile phones during daily activities, including frequent usage and constant preoccupation with thinking about them (Abu Jdei, 2008). The study emphasized the dangerous consequences of using mobile phones while driving, with evidence indicating a higher probability of causing traffic accidents and fatal accidents compared to those who do not use mobile phones while driving (Haigney et al., 2000; Mard et al., 1999). Moreover, the study highlighted the lack of attention given to this topic by researchers at the Arab level and in Jordan, stressing the need for further research on addiction to mobile phones among drivers in the region.

The study presented statistics from other countries showing that a significant number of drivers in the United States, Australia, and European countries use their mobile phones while driving, with several studies demonstrating a causal relationship between this behavior and road accidents (Al-Qudah et al., 2020; Haigney et al., 2000; Mard et al., 1999). The study's results underscore the importance of addressing addiction to mobile phones while driving, as it poses significant dangers to drivers and other road users. Further research is needed to understand the scope of this problem in the Arab region and Jordan, and effective interventions should be developed to reduce the incidence of mobile phone use while driving.

International studies have demonstrated a causal relationship between using handheld mobile phones while driving and road accidents, including losing control of the vehicle due to distracted driving, increased reaction times when faced with certain dangers, failure to adhere to designated lanes, abnormal steering wheel movement, failure to respect traffic priority rules, and not using turn signals when turning or changing lanes. A study by Ortega et al. (2021) confirms that mobile phone use while driving can have significant negative impacts on driving performance, particularly among young drivers. The findings reveal that distracted drivers showed significant differences in their vehicle control compared to non-distracted drivers. Woo and Lin's (2001) study in Taiwan found that mobile phone use while driving can seriously affect traffic safety, with drivers using mobile phones having significantly longer reaction times. Age and gender were also found to affect reaction time.

Richard (2001) notes that pathological use of indirect communication methods, such as the internet or mobile phones, involves pathological behaviors and maladaptive thoughts. Maladaptive thoughts include obsessions related to the internet or indirect communication methods, a lack of control over them, and compulsive checking of emails, social media sites,

and text messages. Pathological behaviors include problems at work or school, neglecting responsibilities to friends and family, and withdrawal symptoms, which manifest as irritability, lifestyle changes, a general decrease in physical activity, and sleep deprivation or altered sleep patterns.

In conclusion, the study's results underscore the importance of addressing addiction to mobile phones while driving, as it poses significant dangers to drivers and other road users. Further research is needed to understand the scope of this problem in the Arab region and Jordan, and effective interventions should be developed to reduce the incidence of mobile phone use while driving.

In conclusion, this study aimed to investigate the level of addiction to mobile phones among drivers in Jordan and the factors that may contribute to it. The results revealed a relatively high level of mobile phone addiction among drivers in Jordan, with the statement "My friends do not like my mobile phone to be switched off" receiving the highest mean score among participants. The study also found that there were no statistically significant differences in mobile phone addiction rates based on gender, but there was a significant difference based on whether drivers had received traffic violations for using a mobile phone while driving. Additionally, driving license category, age, and the number of years since obtaining a driving license were found to be significant predictors of mobile phone addiction while driving.

The findings of this study have several implications for policymakers, traffic safety advocates, and mobile phone manufacturers. It is important to raise awareness about the dangers of mobile phone addiction while driving and to implement stricter traffic laws and regulations to reduce the risk of accidents caused by distracted driving. Moreover, mobile phone manufacturers can contribute to reducing addiction rates by incorporating features that limit mobile phone usage while driving.

5. Limitation of the Study

One limitation of this study is that the sample size was relatively small, and the study was conducted in a single country. Thus, the results may not be generalizable to other populations or cultures. Future studies could investigate mobile phone addiction among drivers in different countries and examine the effectiveness of various interventions aimed at reducing addiction rates. Additionally, future studies could explore the psychological and social factors that contribute to mobile phone addiction while driving to develop more targeted interventions.

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