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Politic Driving Behavior in Africa: An Investigation into Positive and Negative Politeness through Signs and Signals

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Abstract

The study examines the use of nonverbal positive and negative politeness through the 'encoding' by 'giving signals' and the 'decoding' by 'following signs' of the politic-driving behavior in Africa. The thematic framework is basically based on the work of Brown and Levinson (1987) and AlAfnan (2022). The research sample included 723 drivers from 16 African countries [1]that belong to the five African regions. The examination looked into four variables that are the age, gender, level of education, and country of origin of respondents. The study found a positive correlation between education and politic driving behavior as educated drivers, especially female drivers, tend to be more cautious about their self-image and other drivers' self-esteem than uneducated drivers. The study also reveals that age plays a significant role in following politic driving behavior as elder drivers are more polite than younger drivers, regardless of gender. The study also showed that Algerian male and female, Moroccan male and female, Tunisian male and female, and Cameroonian female drivers have the highest frequency of 'following signs' and that Moroccan male and female, Egyptian male, Algerian female, Tunisian male, Botswana male, and Cameroonian male drivers have the highest frequency of 'giving signals', which reflects their self-awareness and interest in other drivers' self-esteem and self-worth.

Keywords: negative politeness, positive politeness, politic driving behavior, nonverbal communication, Africa

1. Introduction

Following driving rules on streets is not an optional behavior. It is an obligatory behavior as driving norms, etiquettes, rules, and regulations are carefully set to govern the practices of road users with the aim of having safe and pleasant driving experiences. As road users drive their vehicles, they are expected to send, receive, and comply with messages on a continuous basis. They shall send messages to other road users to inform them about their next move before carrying that move-out (AlAfnan & MohdZuki, 2023). They are also expected to observe the signs and signals that are provided by traffic authorities and comply so that they know what to expect and what to do. According to Farooq et al. (2020), "driver behavior has been considered as the most critical and uncertain criteria in the study of traffic safety issues" (p. 1893). They are formally expected to adhere to the given signs, on the one hand, and provide signs and signals (communicate nonverbally) to other drivers. Carrying out the aforementioned is not merely an obligation that is formally imposed by traffic authorities, but it is also an act of kindness and an act politeness (Brown & Levison, 1987). The negligence in observing, following, and providing nonverbal cues while driving can lead to face-threatening acts or possibly life-threatening acts. This study intends to examine observing (receiving) and providing (giving) nonverbal cues while driving as a politeness act and a driving politic behavior in the African context.

AlAfnan & MohdZuki (2023) examined driving politic behavior among Asian and European drivers in relation to their age, level of education, gender, and country of origin. He used a novel approach to examine politeness in nonverbal communication based on following traffic signs and giving signals to other drivers. The interpretation of politeness behavior was carried out in relation Brown and Levinson's (1987) politeness theory and Watts (2003) definition of politic behavior. The examination of strategies was studied based on Brown and Levinson's (1987) politeness strategies namely: positive politeness strategy, negative politeness strategy, bold on-record politeness strategy, and off-record strategies. The results revealed how Asian and European drivers who belong to different age groups, levels of education, genders, and countries adhered/did not adhere to the established nonverbal communication driving signs and signals on roads and how

[1] The 16 countries are: Algeria, Benin, Botswana, Cameron, Egypt, Ethiopia, Libya, Kenya, Morocco, Nigeria, Somalia, South Africa, Sudan, Tanzania, Tunisia, and Zambia.

these acts can be taken to mean based on the nuclei of the politeness theory. Based on the established rules above (AlAfnan, 2022; Brown and Levinson, 1987), this study examines positive and negative politeness used by African drivers based on the well-established nonverbal communication driving rules and regulations that define and regulate safe and polite (not reckless) driving.

2. Literature Review

The concepts of politeness, or speaking (acting in this study) with people appropriately (Holmes, 2001) received a lot of attention after Brown and Levinson (1987) came up with their politeness theory. They claimed that interlocutors have a face (Goffman, 1967) that can be divided into a positive face and a negative face. Positive face is the need for interlocutors to be viewed favorably and be appreciated by others. Negative face is one's territory or freedom of action that shall not be imposed. The opposite of politeness is impoliteness (Bousfield, 2008; Culpeper, 1996), which is the act of breaking norms or being disrespected by other people (Mugford, 2008). To categorize politeness, Brown and Levinson (1987) came up with five politeness strategies. A bold on-record politeness strategy is the most direct-to-the-point strategy as the speaker (the actor) does not hedge and goes for the most direct method of delivering the message. Positive politeness is carried out by attending to other people's feelings, wants, and interests. Negative politeness is used to minimize threats and be indirect.

Politeness theory was used in a large number of studies to investigate politeness/impoliteness (Abel, 2003; Eelen, 2001; Haugh, 2007; Locher, 2012). It was used to examine politeness/impoliteness in workplace context (AlAfnan, 2014, 2015, 2018), workplace email (AlAfnan, 2021a, 2021b), interlingual requests (Al-Amri, 2011), apology (Yeganeh 2012), swearing (Abdel-Jawad, 2000), and even research papers (Getkham, 2014). AlAfnan (2022) used politeness theory to investigate politeness in a nonverbal communication context. AlAfnan (2022) examined the use of politic behavior among Asian drivers in relation to their age, gender, level of education, and country of origin. He found that Asian drivers use positive, negative, and on-record politeness strategies as they drive to avoid imposition and reduce the threat, on the one hand, and appreciate other drivers' wants to not be imposed. AlAfnan (2022) also reported that Asian drivers tend to be more concerned with negative politeness than positive politeness as their overall tendency to avoid imposition is higher than noticing others and appreciating their wants. He also found that Asian female drivers are politer than Asian male drivers and that Asian educated drivers are more polite than uneducated drivers as they pay more attention to their self-image.

The investigation of politeness through nonverbal communication means was also presented by AlAfnan & MohdZuki (2023). AlAfnan & MohdZuki (2023), who instigated driving politic behavior in the European context, found that European drivers tend to use positive politeness in the form of noticing other drivers and appreciating their wants and interests to not being imposed more than using negative politeness in the form of avoiding face threatening act and reducing imposition. AlAfnan & MohdZuki (2023) also found that female European drivers are more polite than male European drivers. He also reported European drivers who have high school or below tend to be the most dangerous drivers in Europe as they tend to not give signals before changing lanes as frequently as their educated counterparts do. AlAfnan & MohdZuki (2023) concluded that Danish (female), British (male and female), Irish (male), Finish (male), Dutch (male and female), Belgium (female), Austrian (female), Greek (female) and Spanish (male) drivers are the most polite in Europe. In the Asian Context, AlAfnan (2022) reported that "Hong Konger female drivers and Malaysian male drivers are the most polite in Asia concerning giving signals before changing lanes" and that "Malaysian female drivers and Singaporean male drivers are the most polite in Asia concerning following traffic signs and speed limits" (p. 112).

In regards to driving habits, multicriteria decision-making tools have been employed in a number of research to assess human behavior (Furda & Vlacic, 2009; Yan & Li, 2009; Korhonen & Wallenius, 1997). Numerous research have suggested methods based on multi-criteria decision-making analysis to quantify road safety concerns, according to a study of road safety models in the literature (Nanda & Singh, 2018; Haghighat, 2012; Shi, 2009)]. In order to identify the characteristics that might reduce traffic accidents and the severity of accidents, the Analytic Hierarchy Process (AHP) was shown to be the most effective method for prioritizing suburban road safety indicators (Mirmohammadi, et al, 2013). Notwithstanding its advantages, the AHP's multi-criteria decision-making process typically has several drawbacks (Ghorbanzadeh, et al, 2018). Prioritization using the AHP approach may not be correct due to subjective judgment based on perception; assessment, improvement, and selection that are based only on decision-makers' preferences have a significant impact on the AHP's output. Furthermore, it's possible that some of the individuals that fill out the surveys are unaware of the relevance of some of the indicators (Cabrera-Barona & Ghorbanzadeh, 2018).

This study, following AlAfnan (2022), extends the examination of politeness and driving politic behavior through observing, giving, and complying with nonverbal signs and signals to the African context. It intends to find out whether African drivers are more concerned with positive politeness in the form of noticing/appreciating or negative politeness in the form of reducing imposition and avoiding face-threatening acts.

3. Methodology

This study examines politeness and driving politic behavior in the African context. The examination is carried out in relation to Brown and Levinson's (1987) politeness theory and politeness strategies. As such, the strategies that intend to minimize imposition and avoid face-threatening acts are considered negative politeness strategies. The strategies that intend to increase interest in other drivers and appreciate their presence are considered positive strategies. The strategies that intend to show directness are considered bold on-record politeness strategies.

The data for this study is based on an online survey that asked respondents to provide input on a number of questions. The first question asked respondents if they drive or not. If respondents selected 'no', they received a message that 'thank you, this is the end of the survey. If they selected 'yes', they were asked a number of questions about their age, gender, and country of origin. After that, respondents are presented with a number of multiple questions about their driving behavior. The respondents are given 5 options that are 'almost always', 'more than half of the times', half of the time, less than half of the time, and 'almost never'.

The respondents were asked 10 questions about their driving habits and behavior. For the purposes of this study, the focus will be on two questions only that relate to drivers' frequency of 'following road signs and speed limit' and drivers' frequency of 'giving signals before changing lanes'. These two questions are selected as they relate to the willingness of drivers, as nonverbal communication message recipients, to minimize imposition avoid and face-threatening acts (following road signs and speed limit) and their willingness, as nonverbal communication message senders, to notice other drivers and appreciate their want and interest to not being imposed (giving signals before changing lanes). The adherence/disobedience to these driving politic behaviors is examined based on the number of occurrences and frequency of occurrence. Interpretations and qualitative analysis are provided to contribute in-depth and insightful analysis.

For the purposes of this study, an online survey was prepared on Google Forms and shared electronically with contacts on social media Apps and forums. The contacts were requested to fill in the survey and share it with their contacts or friends. The random snowballing continued until saturation. At the end of the data collection period, 723 responses were received from 16 different African countries that belong to the five regions of Africa. In Northern Africa, responses were received from Algeria, Egypt, Libya, Morocco, Sudan, and Tunisia. In Eastern Africa, responses were received from Ethiopia, Kenya, Somalia, Tanzania, and Zambia. From Middle Africa, responses were received from Cameron. From Southern Africa, responses were received from Botswana and South Africa. From Western Africa, responses were received from Benin and Nigeria. The respondents belong to different age groups, levels of education, and genders. All of the respondents drive. The results of this study will shed light on the politic driving behavior in Africa and compare it to the driving politic behavior in Asia and Europe (AlAfnan & MohdZki, 2023; AlAfnan, 2022).

4. Analysis

This study intends to examine drivers' politic behavior in Africa. The data, as mentioned earlier, was collected through a close-ended survey that was circulated on social media Apps and forums. By the end of the data collection period, 723 responses were received from respondents in 16 African countries that are Algeria, Benin, Botswana, Cameron, Egypt, Ethiopia, Libya, Kenya, Morocco, Nigeria, Somalia, South Africa, Sudan, Tanzania, Tunisia, and Zambia. The 723 respondents are 468 male respondents (65%) and 255 female respondents (35%). That is almost two-thirds of the respondents are males and almost one-third of the respondents are females (see figure 1).

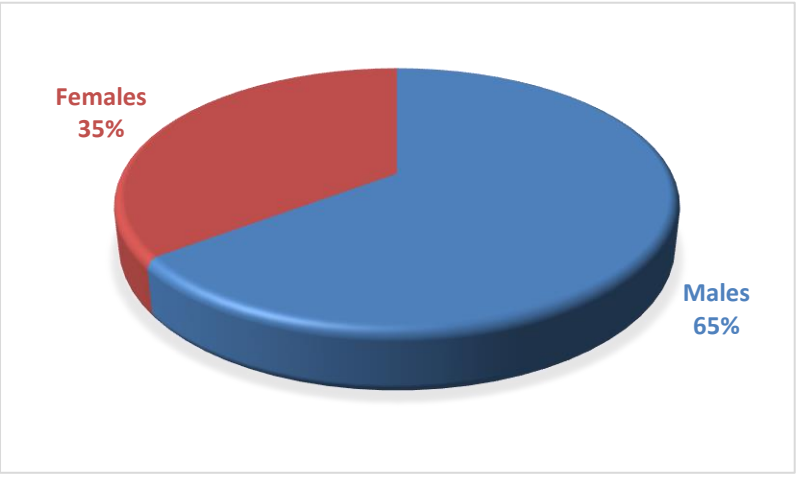

Figure 1. Gender of respondents

The age of the 723 respondents varied from 20 to above 60 years old. The respondents were 241 male and female respondents who belonged to the 20-29 years old age group (34%), 256 male and female respondents who belonged to the 30-39 years old age group (36%), 47 respondents who belonged to the 40-49 years old age group (7%), 111 male and female respondents who belonged to the 50-59 years old age group (15%), and 68 male and female respondents who belonged to the above 60 years old age group (8%). This shows that the majority of the respondents belonged to the relatively young age groups, which would give us a more comprehensive idea about the driving politic behavior among young drivers in Africa.

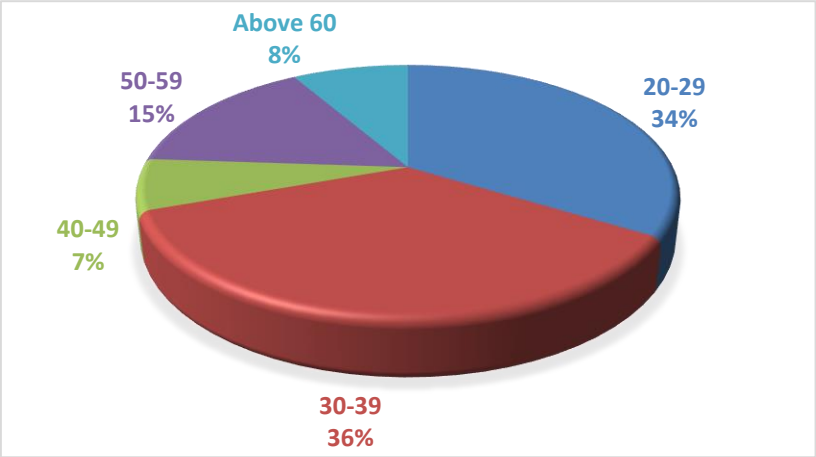

Figure 2. Age groups of respondents

In relation to the level of education of respondents, figure 3 shows that the majority and the biggest group of respondents have a college education (358 respondents-53%). The respondents who have PhD education are the second biggest group (129 respondents-18%). The third biggest group is the group of respondents who have graduate degrees (113 respondents-16%) and the smallest group is the group of respondents who have high school or below education (96 respondents-13%). This reflects a well-educated sample group.

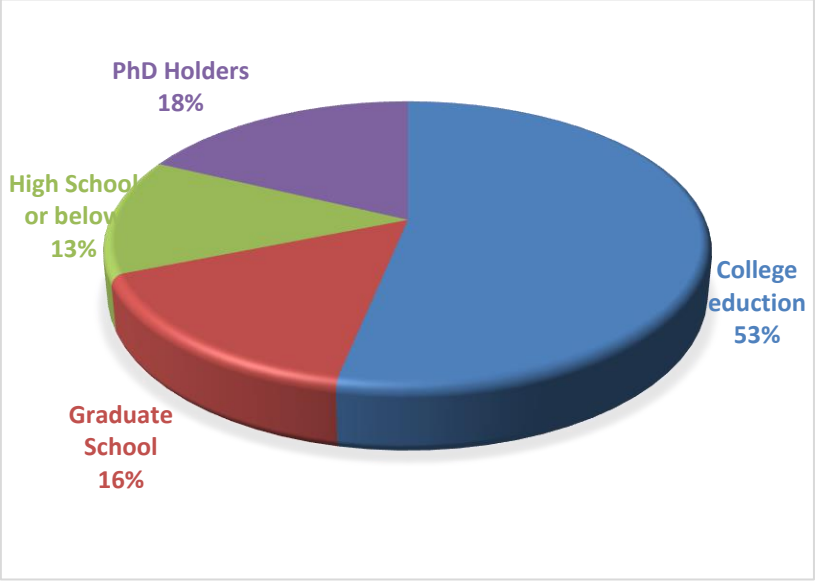

Figure 3. Respondents'' level of education

The overview investigation on driving politic behavior in Africa, see table 1, reveals a shocking finding that more than quarter of drivers in Africa 'follow road signs and speed limit' and 'give signals before changing lanes' in a maximum of 'half of the time'.Even though this means that the remaining drivers carry out these acts at least around 'more than half of the time', the relatively high frequency reveals a tendency among male and female African drivers to challenge other drivers' positive and negative face and commit negative face and positive threatening acts. The tendency to ignore other drivers' wants and interests to not being imposed and the tendency to increase imposition and apply face-threatening acts is relatively high. In relation to positive politeness, it is noticed that female and male drivers alike have a relatively high tendency to ignore other drivers' wants and interests as they both have a high tendency to overlook 'giving signals before

changing lanes'. However, it is noticed that female drivers tend to observe negative politeness more than male drivers as 15% only of female drivers tend to 'follow road signs and speed limit' in a minimum of 'half of the time' in comparison to 34% of male drivers for the same category. This means that 85% of female drivers tend to 'follow road signs and speed limit' a minimum of 'more than half of the time' in comparison to 66% of male drivers for the same category.

Table 1. Overview of driving behavior in Africa

Frequency / Driving behavior		Almost always		More than half of the time		Half of the time		Less than half of the time		Almost never		Total	
Signal before changing lanes	F	159	446	29	88	35	62	32	127	0	0	255	
	M	287	61.6%	59	12%	27	8.5%	95	17.5%	0		468	723
Follow road signs and speed limit	F	154	328	61	192	17	80	23	103	0	17	255	
	M	174	45.3%	131	26.5%	63	11%	83	14.2%	17	2.3	468	723
Total	F	313		90		52		55		0	17		723
	M	461	774	190	280	90	142	178	233	17			

Examining the influence of education on 'following road signs and speed limit' reveals a high correlation between education and driving politic behavior. As table 2 shows, the higher the degree of the driver is the more he/she tends to 'follow driving signs and speed limit'. Table 2 shows that 78% of male and female PhD holders, 61% of graduate degree holders, 40% of college degree holders, and 7% of high school or below certificate holders tend to 'follow road signs and speed limit' on an 'almost always' basis. This reveals that educated drivers' tendency to adhere to negative politeness by reducing imposition and avoiding face threatening acts. Investigating the influence of gender and education on driving politic behavior reveals that educated female drivers are more concerned with their negative face than educated male drivers as 100% of female PhD holders and 70% of female graduate degree holders 'follow road signs and speed limit' in an 'almost always' frequency'. In comparing these frequencies with the 37.7% of male PhD holders and 57.7% of male graduate degree holders, we find that educated female drivers are more concerned with their negative face than educated male drivers who tend to be more imposing or, possibly, more aggressive drivers. To verify if the same finding is also true in regards to the use of positive politeness among educated drivers, the 'giving signals before changing lanes' is also investigated in relation to the gender and the level of education of the driver.

Table 2. Influence of education on follow road signs and Speed limit

Frequency / Level of Edu.		Almost always		More than half of the time		Half of the time		Less than half of the time		Almost never		Total	
High School or below	F	7	7	0	32	0	0	20	57	0	0	27	96
	M	0		32		0		37		0		69	
College education	F	26	154	61	115	0	53	0	46	0	17	87	385
	M	128		54		53		46		17		298	
Graduate school	F	40	69	0	27	17	17	0	0	0	0	57	113
	M	29		27		0		0		0		56	
PhD Holders	F	84	101	0	18	0	10	0	0	0	0	84	129
	M	17		18		10		0		0		45	
Total			328		192		80		103		17		723

Edu.: Education

The analysis on the influence of education on the use of negative politeness based on the 'following road signs and speed limit' showed that African educated male and female drivers are relatively self-aware of the importance of saving the negative face of other drivers. The more educated the driver is the more he/she saved the negative face of other drivers by reducing imposition and avoiding threatening acts. The educated female drivers seemed to be a lot more concerned with the negative face of other drivers than educated male drivers who seemed to be a bit more imposing. In regards to

the 'giving signals before changing lanes', table 3 shows that the tendency to save the positive face of other drivers by appreciating their want to not being imposed is more popular than the tendency to save the negative face. African drivers (male and female) seemed to 'give signals before changing lanes' in an 'almost always' frequency in 61% of the time. If we compare this to the frequency of 'almost always' 'following road signs and speed limit' (45%), we find the tendency to save the positive face of other drivers is way higher than the tendency to save the negative face. Interestingly, educated male drivers in Africa are more concerned with other drivers' positive face than educated female drivers. Table 3 shows that 77% of male PhD holders and 69% of male graduate degree holders 'give signals before changing lanes while 51% of female PhD holders and 38% of female graduate degree holders do the same act. In addition, it is noticed that 14% of female PhD holders 'almost never' 'gave signals before changing lanes'. This confirms the finding above that education does have a positive influence on the politic behavior in Africa. Females are more concerned with drivers' negative face and male drivers are more concerned with drivers' positive face.

Table 3. Influence of education on giving signals before changing lanes

Frequency / **Level of Edu.**		**Almost always**		**More than half of the time**		**Half of the time**		**Less than half of the time**		**Almost never**		**Total**	
High School or below	F	7	13	0	20	0	0	20	63	0	0	27	96
	M	6		20		0		43		0		69	
College education	F	87	294	0	39	0	0	0	52	0	0	87	385
	M	207		39		0		52		0		298	
Graduate school	F	22	61	0	0	35	52	0	0	0	0	57	113
	M	39		0		17		0		0		56	
PhD Holders	F	43	78	29	29	0	10	12	12	0	0	84	129
	M	35		0		10		0		0		45	
Total			446		88		62		127		0		723

Edu.: Education

As the investigation above looked into the influences of education on driving habits, the investigation below examines the influences of age on negative and positive politeness. As table 4 shows, none of the 40 years old and above drivers (0%) tend to 'follow road signs and speed limit' in a 'less than half of the time' frequency. In comparing this to the 13.2% frequency of the 30-39 years old and the 29.4% frequency of the 20-29 years old, we find that age plays a significant role in the adherence to the politic driving behavior in relation to avoiding imposition and reducing redness. That is, elder drivers are more concerned about their self-image and other drivers' negative face than young drivers are. The finding above has age related significance but does not carry gender-related significance, as we could not identify any gender-related pattern in relation to the age of drivers, especially among female drivers. For example, even though 100% of female drivers who belong to the 60 above and the 40-49 age groups tend to follow road signs and speed limit' in an 'almost always' frequency, only 16.9% and 40% of the female drivers who belong to the 50-59 and 30-39 age groups do the same practice respectively. Interestingly, 71.8% of the 20-29 female drivers 'follow road signs and speed limit' in an 'almost always' frequency. In relation to male drivers, it is noticed that 0% of the above 60, 69.8% of the 50-59, 45% of the 40-49, 34% of the 30-39, and 31.7% of the 20-29 years old male drivers 'follow road signs and speed limit' in an 'almost always' frequency. If we exclude the above 60 years old age group, we can identify an unclear pattern of how age affects the negative politeness behavior among male African drivers. This pattern, with the exclusion of the above 60 years old age group, communicates to a generalization that elder African male drivers tend to follow the negative politic driving behavior more than young male drivers do. However, as mentioned earlier, the overall frequency of 'following road signs and speed limit' among female drivers is higher than the frequency among male drivers but with no clear pattern of age deviation significance.

Table 4. Influence of age on following road signs and speed limit

Frequency / Age		Almost always		More than half of the time		Half of the time		Less than half of the time		Almost never		Total	
20-29	F	51	105	0	60	0	0	20	76	0	0	71	241
	M	54		60		0		56		0		170	
30-39	F	11	85	29	84	0	53	0	17	0	17	40	256
	M	74		55		53		17		17		216	
40-49	F	27	36	0	11	0	0	0	0	0	0	27	47
	M	9		11		0		0		0		20	
50-59	F	10	47	32	38	17	27	0	0	0	0	59	
	M	37		6		10		0		0		53	111
Above 60	F	58	58	0	0	0	10	0	0	0	0	58	68
	M	0		0		10		0		0		10	
Total			331		192		90		93		17		723

To examine the influence of age on positive politeness, the 'giving signals before changing lanes' politic behavior is investigated. As table 5 shows, 0% of the 40 years old and above drivers in Africa tend to 'give signals before changing lanes' in a 'less than half of the time' frequency. If we compare this to the frequency of 'giving signals before changing lanes' among the 30-39 years old (19.9%) and the 20-29 years old group (31.5%), we find that age plays a significant role in the adherence to the positive politic driving behavior in relation to appreciating the wants and interests of other drivers. In relation gender variation, we find that 50% of the above 60, 70.6% of the 50-59, 100% of the 40-49, 100% of the 30-39, and 29.5% of the 20-29 years old female drivers tend to 'give signals before changing lanes' in an 'almost always' frequency, which does not reflect a pattern of age difference among female drivers. In examining the frequency of adhering to politic behavior among male drivers, we find that 0% of the above 60, 100% of the 50-59, 55% of the 40-49, 50% of the 30-39, and 67% of the 20-29 years old male drivers tend to 'give signals before changing lanes' in an 'almost always' frequency, which does not also construct a pattern of gender-based variation in relation to age of male drivers. This shows that even though age of drivers plays a significant role in developing their appreciation of the wants and interests of other drivers not being imposed, gender variation does not add a significant value to the results.

Table 5. Influence of age on giving signals before changing lanes

Frequency / Age		Almost always		More than half of the time		Half of the time		Less than half of the time		Almost never		Total	
20-29	F	21	135	0	12	18	18	32	76	0	0	71	241
	M	114		12		0		44		0		170	
30-39	F	40	150	0	38	0	17	0	51	0	0	40	256
	M	110		38		17		51		0		216	
40-49	F	27	38	0	9	0	0	0	0	0	0	27	47
	M	11		9		0		0		0		20	
50-59	F	41	94	0	0	17	17	0	0	0	0	58	111
	M	53		0		0		0		0		53	
Above 60	F	29	29	29	29	0	10	0	0	0	0	58	68
	M	0		0		10		0		0		10	
Total			446		88		62		127		0		723

Overall, the investigation on the influence of age on following the politic driving behavior showed that elder drivers are more polite than young drivers are. It seems that elder drivers develop concerns about their self-image and other drivers' self-esteem, as they tend to follow the negative and positive politic behavior to avoid imposing and reduce imposition on

other drivers, on the one hand, and appreciate other drivers' wants and interests of not being imposed. Young drivers, on the other hand, seem more aggressive as they have a tendency of ignoring the rules and the driving etiquette. The gender of drivers does not make a significant difference as elder male and female drivers seem relatively polite and young male and female drivers seem to be relatively imposing and a bit aggressive. This adds to the initial finding that education does have a positive influence on the politic driving behavior in Africa as the highly educated drivers are politer than the less educated drivers as their appreciation of others' self-esteem and their own self-awareness increase.

Table 6. Influence of country of origin on following signs and giving signals

Replies		**Almost always**		**More than half of the times**		**Around half of the times**		**Less than half of the times**		**Almost never**	
Country		FRS	GS	FRS	GS	FRS	GS	FRS	GS	FRS	GS
Algeria	M	70%	0%	0%	75%	0%	25%	50%	0%	0%	0%
	F	75%	50%	25%	50%	0%	0%	0%	0%	0%	0%
Benin	M	0%	0%	32%	0%	45%	0%	23%	0%	0%	0%
	F	0%	12%	0%	59%	0%	29%	0%	0%	0%	0%
Botswana	M	0%	50%	0%	25%	0%	25%	0%	0%	0%	0%
	F	0%	40%	0%	0%	0%	0%	0%	0%	0%	60%
Cameron	M	0%	50%	0%	25%	0%	25%	0%	0%	0%	0%
	F	50%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Egypt	M	25%	36%	23%	40%	36%	24%	16%	0%	0%	0%
	F	35%	55%	0%	15%	35%	0%	30%	0%	0%	0%
Ethiopia	M	13%	20%	50%	45%	37%	35%	0%	0%	0%	0%
	F	17%	25%	38%	50%	45%	25%	0%	0%	0%	0%
Libya	M	0%	0%	32%	0%	45%	0%	23%	0%	0%	0%
	F	0%	12%	0%	59%	0%	29%	0%	0%	0%	0%
Kenya	M	10%	15%	39%	27%	31%	31%	20%	27%	0%	0%
	F	15%	20%	34%	30%	24%	20%	27%	30%	0%	0%
Morocco	M	65%	77%	35%	23%	0%	0%	0%	0%	0%	0%
	F	70%	75%	30%	25%	0%	0%	0%	0%	0%	0%
Nigeria	M	0%	0%	29%	15%	60%	55%	11%	20%	0%	10%
	F	0%	20%	15%	50%	40%	20%	35%	20%	0%	0%
Somalia	M	0%	15%	38%	30%	46%	30%	16%	15%	0%	10%
	F	10%	15%	10%	20%	40%	40%	40%	25%	0%	0%
South Africa	M	40%	35%	60%	25%	0%	40%	0%	0%	0%	0%
	F	35%	35%	35%	35%	30%	30%	0%	0%	0%	0%
Sudan	M	10%	30%	50%	15%	40%	55%	0%	0%	0%	0%
	F	0%	30%	15%	30%	45%	30%	40%	0%	0%	0%
Tanzania	M	0%	15%	38%	30%	46%	30%	16%	15%	0%	10%
	F	10%	15%	10%	20%	40%	40%	40%	25%	0%	0%
Tunisia	M	60%	50%	40%	50%	0%	0%	0%	0%	0%	0%
	F	50%	35%	40%	35%	10%	30%	0%	0%	0%	0%
Zambia	M	10%	15%	39%	27%	31%	31%	20%	27%	0%	0%
	F	15%	20%	34%	30%	24%	20%	27%	30%	0%	0%

FRS: Follow road signs and speed limit; **GS:** Give signals before changing lanes

Investigating the adherence to the politic driving behavior in relation to the country of origin shows that the highest frequency of 'following signs and speed limit' in a country in Africa is 75% and the highest frequency of 'giving signals before changing lanes' in an African country is 77%. Overall, it is noticed that Moroccan (almost 100%), Tunisian (almost 95%), Algerian (almost 85%), and South African (almost 85%) drivers have the highest frequency of 'following road signs and speed limit' in at least 'more than half of the time' frequency. This reflects these drivers high leaning toward following politic behavior and saving their face. In regards to gender variations, as table 6 shows, the highest frequency of 'following road signs and speed limit' in an 'almost always' manner is reported among Algerian females (75%), Algerian Males (70%), Moroccan females (70%), Moroccan males (65%), Tunisian males (65%), Tunisian females (50%) and Cameroonian females (50%). This reflects these drivers' tendency to avoid imposing on other drivers and reduce face-threatening acts. In other words, this reflects these drivers' adherence to negative politeness in the form of following

the driving politic behavior. On the other hand, the lowest tendency to 'follow road signs and speed limit' in an 'almost always' frequency is reported among Beninese males and females, Batswana males and females, Libyan males and females, Nigerian males and females, Cameroonian males, Somalis males, Sudanese females, Tanzanian males, and Zambian males and females, which reflects these drivers' tendency to impose face threatening acts on other drivers in the form of ignoring traffic rules and regulations. Table 6 also shows that Egyptian (male and female), South African (male and female), Ethiopian (male and female), Kenyan (male and female), Sudanese male, Sudanese male, and Tanzanian female drivers tend to have a mix tendency of 'following road signs and speed limit'.

In regards to 'giving signals before changing lanes', table 6 shows that Moroccan (100%), Tunisian (95%), Algerian (75.5%), South African (85%), Egyptian (73%) and Ethiopian drivers have the highest frequency of 'giving signals before changing lanes' in at least 'more than half of the times' frequency, which reflects these drivers' tendency to follow the politic driving behavior, on the one hand, and noticing other drivers' presence and appreciating their want and interest in being imposed. On the other hand, it is noticed that drivers from Benin, Libya, Somalia, and Tanzania have the lowest frequency of 'giving signals before changing lanes', which reflects imposing driving politic behavior and a low tendency to appreciate other on-road drivers. In regards to gender, table 6 shows that Moroccan males (77%), Moroccan females (75%), Egyptian males (55%), Algerian Females (50%), Tunisian males (50%), Botswana males (50%), and Cameroonian male (50%) drivers have the highest frequency of 'giving signals before changing lanes' in an 'almost always' frequency, which reflects their tendency to appreciate other drivers on the street. On the other hand, it is also noticed that Beninese males, Cameroonian females, Libyan males, Kenyan males, and Nigerian males drivers have the lowest frequency of 'giving signals before changing lanes, which reflects their imposing driving politic behavior. Noticeably, Algerian males, Beninese females, Botswana females, Egyptian females, Ethiopian males and females, Libyan females, Kenyan females, Nigerian females, Somalis males and females, South African males and females, Sundanese males and females, Tanzanian males and females, Tunisian females, and Zambian males and females drivers have an average to below average tendency to 'give signals before changing lanes', which reflects a mixed attitude towards the politic driving behavior and the noticing of other drivers on the roads. Even though the frequency of adherence to the politic behavior of these drivers is not very high, it does not represent totally imposing behavior.

5. Discussion

This study examined the adherence to driving politic behavior in regards to giving signals and following road signs by African drivers in relation to four variables that are age, gender, level of education, and country of origin. AlAfnan (2022) examined the driving politic behavior in Asia and Europe. AlAfnan (2022) found that "Asian drivers are polite as a big number of them use negative politeness as they use deference, hedges, be indirect, and minimize imposition while driving" (p. 121). He also found that age and level of education have a positive correlation to driving habits as the older or the more educated the driver is the more he/she adheres to the politic driving behavior. AlAfnan & MohdZuki (2023) found that education does not have a significant positive correlation to politic driving behavior, but age does. This study uses the same thematic framework to investigate driving habits in Africa.

This study revealed that the frequency of African drivers' adherence to politic driving behavior represented by the 'giving-sending' of signals before changing lanes and the 'following' of road signs and speed limit is lesser than the frequency of Asian (AlAfnan, 2022) and European drivers (AlAfnan & MohdZuki, 2023). African drivers, in general, tend to have a mixed tendency towards 'following road signs' and 'giving signals'. In fact, more than 54% of African drivers tend to carry the above-mentioned acts a maximum of 'half of the time'. This reflects a relatively high tendency to impose on other drivers, ignore their presence, and commit face-threatening acts. Even though ignoring these acts is formally sanctioned by traffic department authorities, their occurrence is way more dangerous than receiving a traffic fine. Ignoring these acts in more of life-threatening acts than face-threatening acts. In general, the overview analysis revealed that females are more face-saving than males. Females tend to carry negative politeness acts by 'following signs and speed limit more than males as they also carry positive politeness by appreciating the presence of other drivers more than males. These results also support the results in AlAfnan (2022) and AlAfnan & MohdZuki (2023) that female drivers in Asia and Europe are more compliant, and eventually politer, to traffic rules than male drivers.

In reference to the influence of education on driving behavior, this study found that makes a significant difference in adhering to driving politic behavior. It is confirmed that the more educated the driver is, the more he/she adheres to traffic rules and regulations. This is also in line with the results of AlAfnan (2022), who revealed that education in Asia had a positive influence on the adherence to the driving politic behavior in Asia. As African-educated male and female drivers seem to follow the driving politic behavior more than the less educated, this study revealed a gender-related difference. It is found that as educated male drivers in Africa are more concerned with other drivers' positive face than educated female drivers, educated female drivers are more concerned with their negative face than educated male drivers. This means that educated male drivers are more concerned with their self-image and educated female drivers are more concerned with other drivers' self-esteem and their own self-assurance. Overall, this reflects the importance of education for self-discipline and self-control.

In regards to the influence of age on politic driving behavior, this study showed that elder drivers are more polite than young drivers. It seems that elder drivers develop concerns about their self-image and other drivers' self-esteem, as they tend to follow negative and positive politic behavior to avoid imposing and reduce imposition on other drivers, on the one hand, and appreciate other drivers' wants and interests of not being imposed, on the other hand. Young drivers, contrarywise, seem more aggressive as they tend to ignore the rules and the driving etiquette. This study also showed that the gender of drivers does not make any significant difference as elder male and female drivers seem relatively polite and young male and female drivers seem to be relatively imposing and a bit aggressive. The results of this study confirm the results of AlAfnan (2022) in regard to the positive correlation between age and driving politic behavior but oppose the results on the gender influence of young and old drivers, especially in the European context. In the Asian context, AlAfnan (2022) found that young drivers, in general, and young female drivers, in particular, are more imposing than elder male and female drivers. On the other hand, AlAfnan & MohdZuki (2023) found that old female drivers are a bit more polite than old male drivers are and young male drivers are a bit more polite than young female drivers are.

In regards to the examination of driving politic behavior based on the countries of respondents, it is noticed that Moroccan, Tunisian, Algerian, and South African drivers have the highest frequency of 'following road signs and speed limit' in at least 'more than half of the time' frequency. This reflects these drivers high leaning toward following politic behavior and saving their face. In regards to gender variations, the highest frequency of 'following road signs and speed limit' in an 'almost always' manner is reported among Algerian females, Algerian Males, Moroccan females and males, Tunisian males, Tunisian females, and Cameroonian females. This reflects these drivers' tendency to avoid imposing on other drivers and reduce face-threatening acts. In other words, this reflects these drivers' adherence to negative politeness in the form of following the driving politic behavior. On the other hand, the lowest tendency to 'follow road signs and speed limit' in an 'almost always' frequency is reported among Beninese males and females, Batswana males and females, Libyan males and females, Nigerian males and females, Cameroonian males, Somalis males, Sudanese females, Tanzanian males, and Zambian males and females, which reflects these drivers' tendency to impose face threatening acts on other drivers in the form of ignoring traffic rules and regulations.

6. Conclusion

This study examined the adherence to the politic driving behavior among African drivers in relation to their age, level of education, gender, and country. The study, after analyzing 723 responses from 16 African countries that belong to the five regions of Africa, found that more than a quarter of African drivers seem to 'follow road signs and speed limit' and 'give signals before changing lanes' in a 'half of the time' or below the frequency, which reflects a relatively high frequency of imposition on other road users. Education seemed a factor that improved the frequency of following the politic driving behavior as the more educated the driver is the more he/she follows that politic driving behavior. It is apparent that education improves drivers' self-awareness, self-assurance and interest in other drivers' self-esteem and self-worth. This study also showed that while educated female drivers are more concerned with positive politeness as they appreciate other drivers' wants and interest in not being imposed, educated male drivers are more concerned with negative politeness as they tend to relatively reduce imposition and try to avoid imposition. In relation to influence of age on driving behavior, this study revealed a positive correlation between age and adherence to politic driving behavior. Elder male and female drivers are politer and more observant to the politic driving behavior than young male and female drivers. In regards to examining the adherence to the politic driving behavior based on the country of respondents, this study revealed that Moroccan, Tunisian, Algerian, and South African drivers have the highest frequency of following the politic driving behavior in an 'almost always' manner in Africa. In regards to gender influence, this study revealed that Algerian male and female, Moroccan male and female, Tunisian male and female, and Cameroonian female drivers have the highest frequency of 'following road signs', which reflects their tendency to reduce imposition and avoid face-threatening acts. It is also noticed that Moroccan male and female, Egyptian male, Algerian female, Tunisian male, Botswana male, and Cameroonian male drivers have the highest frequency of 'giving signals before changing lanes' in an 'almost always' frequency, which reflects their tendency to appreciate other drivers and value their presence. By providing a comprehensive analysis of politic driving behavior in Africa, this study adds to an increasing literature on the use of positive and negative politeness nonverbally through signs and signals while driving.

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