

Erectile Function Assessment and Associated Risk Factors Among Long-Haul HGV Drivers

A Cross-Sectional Study in a Major Metropolitan Area

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Drivers aged ≥ 50 years ($n=11$) showed a 27.3% rate of "poor" or "very poor" function, while those with shifts exceeding 14 hours ($n=6$) reported 33.3% "very poor" function.

While 65.5% reported "good" or "very good" erectile function, vulnerability increased markedly with advanced age and heavy workload.

19% Moderate to Severe ED

Vulnerability Across Risk Subgroups

Hypertensive drivers exhibited significantly lower composite scores than normotensive peers, confirming the strong vascular etiology of sexual dysfunction in this occupational group

Shifts >14 Hours ($n=6$) 33,6 % Impaired

Age ≥ 50 years ($n=11$) 27,3% impaired

Overall cohort ($n=58$) 19,3 % impaired

Cohort Profile & Lifestyle Habits: Age & Experience: Most represented age group was 30–39 years (43.1%). 50% had >10 years professional experience./Workload & Rest: 44.8% drove ≥ 10 hours daily, and 70.7% experienced restricted daily rest (1–5 hours).

Substance Use: High rates of alcohol consumption (65.5%), smoking (50.0%), and aphrodisiac use (44.8%).

Comorbidities: Documented high prevalence of hypertension (36.2%) and diabetes mellitus (15.5%).

Interpretation of Results

Vascular Synergy: Impairment in older and hypertensive drivers clearly reflects the intersection of occupational stress and underlying cardiovascular disease.

Aphrodisiac Reliance: High frequency of aphrodisiac use (44.8%) suggests a reliance on chemical stimulants to mask exhaustion or overcome chronic fatigue.

Sleep Deprivation: The strong correlation between inadequate sleep (<8 hours in 34.5%) and reduced scores highlights the toll of chronic exhaustion on autonomic and hormonal balance.

Concluding Message

Nearly **one in five** long-haul HGV drivers suffers from poor erectile function, directly linked to professional seniority, excessive driving hours, and vascular comorbidities.

Industry Recommendation

The high prevalence of sleep deprivation and stimulant use underscores an urgent need for **integrated health surveillance** and enforceable rest regulations within the transport sector.