

Occupation, Substance Abuse and Deviant Behaviours in Nigeria: A Case Study of Commercial Vehicle Drivers Lagos State

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Abstract: *This study critically examines the relationships between occupation and illicit substance abuse and deviant behaviours in Nigeria especially among the commercial motor drivers in Lagos State. Several relevant literatures were reviewed so as to lay a solid explanatory foundation for the study. The study is anchored on three major models of the social learning theory. The study adopts survey research method. Surulere local government area was scientifically selected as the study location. Simple random sampling technique was used to select a sample size of one hundred and sixty-five (165) respondents for the study. The research instruments used for data collection were self-administered questionnaire and in-depth interview (IDI). The data gathered from the field were analysed using frequency distribution (univariate analysis) and chi-square (χ^2) (bivariate analysis) to test the relationship between the variables. Content analysis was also used to analyse the qualitative data generated from the field. Out of the three hypotheses tested, two of the findings revealed that there is no significant relationships between Old age and illicit substances abused among the commercial vehicle drivers in Lagos State, while there is significant relationships between illicit substances abused and antisocial behaviours among the commercial vehicle drivers in Lagos State. The study then recommends among others that government must place strict ban on the sales of illicit substances in public places especially in the public motor parks.*

Keywords: substance abuse, commercial vehicle drivers, alcohol, marijuana deviant behaviour

Introduction

Abuse of substances has become a global problem causing both social and health havoc in many countries including Nigeria. Without doubt availability of substance in the country has been of tremendous benefit to mankind but it has been acknowledged that the inappropriate use of the same can do incalculable harm not only to individuals but to the society at large. Substance abuse has been defined from several perspectives by several scholars and authors alike, the World Health Organisation (WHO) (1981) define it as any use of drug or substance that cause physical, psychological, legal or social harm to the individual or to others affected by the substance user's behaviours. This definition reveals to some extent how the impact of substance abuse can be felt in various forms of human life. For instance, if someone becomes accustomed to a particular substance whether licit or illicit the abuse of it is inevitable. And whatever you do cannot eventually control you (Olaniyi, 2016). There are several cases in which some people abuse the substances like cough mixture, pain relief medicines like aspirin, panadol and several others without proper medical prescription, which in turn becomes addiction. In fact, some people are so much addicted to taking items like sugar, coca-cola drink among others. These have been found to have affected their physical well-being by causing dangerous and terminal illnesses like diabetes, chronic-diarrhoea etc.

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Substance abuse can be viewed sociologically, psychologically, medically, legally and morally. Whatever way one perceives drug abuse, it interferes with the health and normal social functioning of an individual. An alarming number of people engage in abusing drugs with the impression of being euphoric, self-confident, energetic and invulnerable. Furthermore, drug abuse invariably leads to intoxicant-related problems such as suicide, drowning, disruption of schooling and family life, delinquency, drunk-driving and accident. It also leads to loss of productivity, loss of jobs, legal difficulties, violent or aggressive behaviour, disordered social relationship and avoidable deaths. Not only do alcohol intake and drug abuse contribute to the above mentioned problems they also threaten the fundamental of the social fabrics of society such as values, beliefs and cultural systems, and can cause a wide range of mental illnesses which are not necessarily reversible (Adekoya, B. J., Adekoya, Adepoju, and Owoeye, 2011).

The use of illicit substances has been associated with the way some people behave. Violent behaviours and other anti-social behaviours often stem out of substance intake. Although every society has a way of measuring acceptable behaviours, a behaviour that is anti-social in one place may not be in another place. The behaviour that deviate from the acceptable behaviour of the people in a particular society is always referred to as antisocial behaviour. Scholars are of the view that antisocial behaviours could be covert or overt. For instance, Halluhan, (2006) defined it as destructive acts characterized by covert and over hostility and intentional aggression towards others. This form of aggression and hostilities are commonly found among the commercial vehicle drivers in Nigeria. Antisocial behaviours exist along a severity continuum and include repeated violations of social rules, defiance of authority and of the rights of others, deceitfulness, theft and reckless disregard for self and others. Antisocial behaviour can be identified in children as young as three or four years of age. If left unchecked these coercive behaviour patterns will persist and escalate in severity over time becoming a chronic behavioural disorder (Ikediashiand Akande, 2015). Alcohol and marijuana were the top two on the list of substances abused (Adegboro, 2014) especially by commercial vehicle drivers. Adegboro also reported that violent behaviours like sexual assault and violent crimes were common among substance abusers. The aim of this study is to investigate the abuse of illicit substances and various criminal activities and deviant behaviours perpetrated by the commercial vehicle drivers in Lagos State. Commercial vehicle drivers in this context comprise of those who operate big buses, mini buses, cars and tricycles for commercial purposes within the state. They would be selected depending on the various motor parks from which they operate in Lagos State.

Statement of the Problem

The problem of substance abuse is so endemic that it was estimated that there are about fifty million addicts in the world and three times as many alcohol, hemp and tranquilizer users. It is clear that the problem of drug abuse adds to other social problems as a result of which the reputation of the Nigeria has been greatly at stake. The issue of substance abuse and crime is cyclic. They happen at regular intervals. This is very common among the public vehicle drivers in all motor parks across the country. One finds people selling several kinds of substances ranging from alcohol, India hemp and the like.

These have created opportunities for the motor drivers and their assistants at the parks to patronize them and feel high at all times.

Consequently, it has been observed that substance abuse is a common phenomenon among commercial vehicle drivers in Nigeria especially Lagos State. It has also been noted that the society contributes immensely to the alarming rate of substance abuse among this group in the society. This is why the sales of Central Nervous System (CNS) active agents like alcohol herbal mixture also known as “paraga”, Indian hemp and the rest are commonly found in all the motor parks in the state. Oluwadiya and Faroye (2012) aver that “paraga”, an alcoholic herbal preparation that comes in different varieties had been shown to be commonly available to commercial vehicle drivers in southern Nigeria. Oyeniyi (1980) support this fact that “there have been numerous anecdotes and newspaper reports that paraga makers sometimes include psychoactive herbs such as cannabis and cocaine as well as alcohol in paraga to add some ‘kick’ to their product.

Several forms of deviant behaviours and criminal activities like, rape, fighting, robbery or dispossessing commuters of their valuables and other forms of deviant behaviours have been linked to the operations of commercial vehicle drivers. There have been cases in which these drivers connived with the ritualists and armed robbers on the high way to supply them innocent commuters who eventually became the victims of crimes. They molest or beat up their spouses at the slightest provocation whenever they have either ingested or injected strong substances. Hence they exhibit disorderly behaviour in both their private and public lives. Therefore, the study seeks to achieve the following objectives 1) to determine the relationship between age and substance abuse among the commercial vehicle drivers in Lagos State, 2) to examine the relationship between education and substance abuse among the commercial vehicle drivers Lagos State, and 3) to examine the relationship between substance abuse and antisocial behaviours by the commercial vehicle drivers Lagos State.

Research Hypotheses

In order to achieve the general objective of the study these hypotheses have been formulated for this research work to be able to provide solutions to the problem.

1. Older commercial vehicle drivers do not abuse illicit substances than the younger ones.
2. Education does not determine substance abuse among the commercial vehicle drivers in Lagos State.
3. Illicit substance abused do not determine commercial vehicle drivers’ antisocial behaviours in Lagos State.

Significance of the Study

- The result of this study will contribute to the public understanding of the level of consumption of illicit substances by the commercial vehicle drivers.

- It will facilitate better understanding of the factors that are responsible for an increase in violent crimes that involve commercial vehicle drivers.
- It will expose the possible disadvantages and dangers associated with the use of illicit drug by commercial vehicle drivers.
- It will bring to public glare the factors behind various forms of crimes and deviant behaviours that are prevalent among commercial vehicle drivers both in private and public spheres.

Conceptual Discussion

Substance Abuse Defined

The term “substance abuse” refers to the use of a drug abuse excessively and persistently or self-administration of a drug without regard to the medically or culturally accepted patterns. It could also be viewed as the use of a drug to the extent that it interferes with the health and social function of an individual (NAFDAC, 2000 cited in Haladu, 2003). World Book Encyclopedia (2004) defined substance abuse as the non-medical use of a drug that interferes with a healthy and productive life. In his own definition, Manbe (2008) defined it as the excessive, maladaptive or addictive use of drugs for non-medical purpose.

Substance abuse, according to Ajayi and Ayodele (2002), is the wrong use or inappropriate use of chemical substances that are capable of changing functions of cells in the body. Bayer, as cited in Egbochuku and Akerele (2007), saw stimulants, which are substances that cause an increase in the activity of an organ in the body, as chemicals that excite certain activities of the central nervous system. Ajayi and Ekundayo (2010) also saw substance abuse as over-dependence and misuse of one particular drug with or without a prior medical diagnosis from qualified health practitioners. They further identified dangerous drugs like cocaine, Indian hemp (marijuana), morphine, heroin, tobacco, ephedrine, valium five and Chinese capsules as few among the drugs commonly abused.

Mersy (2003) described substance abuse as problematic use of alcohol, tobacco, or illicit and/or prescription drugs and it has been referred to as nation’s number one health problem. While, David, Derald and Stanley (1990) refer to substance abuse as a pathological pattern or excessive use, intake of a substance even though it may be causing physical damage, jeopardizing safety (such as driving a car while intoxicated) or impairing social relationships and occupational functioning. Need for substance may lead to a pre-occupation with its acquisition and use.

Substance abuse according to Laver (1978) simply means the improper use of substances to the degree that the consequences are defined as detrimental to the user and or the society. The WHO (2009) also defined it as a “state” of periodic or chronic intoxication, detrimental to the individual and to the society, produced by the repeated consumption of a drug (natural or synthetic). Its patterns include all aspect of drug or substance usage ranging from how much, how often and what sort of substance, where, who, with what circumstances and so on.

Traditionally, the term substance abuse refers to the use of any drug prohibited by law, regardless of whether it was actually harmful or not. This meant that any use of marijuana for example, even if it occurred only once in a while, would constitute abuse, while the same level of alcohol consumption would not. The analysis of contemporary social problem has consistently proved more and more controversial because of the variables involved in their analysis, with the incidence of substance abuse, being of utmost concern to the abuser himself, his family, the government and the entire society in which he lives (Egbe, 2013).

Oshodi, Aina and Onajole (2010) reported that, despite worldwide concern and education about psychoactive substances, many people still have limited awareness of their adverse consequences. They further explained that curiosity, social pressure and peer group influence are noted to be primary reasons for substance misuse. In an attempt to control sleep or energise themselves while on steering, most commercial vehicle drivers experiment with tobacco, alcohol, ephedrine and other caffeinated substances such as Nescafe and red bull. Science and Nutrition (2009) also noted that excessive chewing of kola, consumption of bland coffee and other substances to stay awake, could lead to addiction and substance abuse.

Infact, the manufacturers of alcoholic drinks in the country have made the consumption of alcohol very easy for their consumers. By way of rebranding, they now pack alcohol in a small nylon sachet. This has made access to alcohol easy for the drivers. They can buy a handful of these packages and put them in their pockets so as to drink while driving especially when they are in traffic. Also, easy availability of Indian hemp in the motor packs cannot be over emphasized as the odour of this substance fill the air in most motor pack. The alcohol vendors at the park also sell marijuana to whomever that wants it, but not openly as in the case of alcohol or cigarettes and or tobacco.

Currently, substances ranging from alcohol, cigarettes, marijuana, even sometimes cocaine, heroin and many others are readily available in major motor parks in Nigeria and this has made many street urchins a.k.a “area boys” and bus conductors in the motor parks to be perpetrators of social vices in the society. Sanni, Udoh, Okediji, Modo and Ezeh (2010) identified vandalism, drug abuse, weapon carrying, alcohol abuse, rape, examination malpractices, school violence, bullying, cultism, truancy, and school drop-outs as anti-social behaviours often associated with juvenile delinquents.

Oshodi, Aina and Onajole (2010) also explained in their study that marijuana is the most commonly used substance followed by tobacco. They also discovered that alcohol hypo-sedatives, tobacco and psycho stimulants were commonly abused substances with varying prevalence rates found for both overall and specific substance use.

Ajayi and Ekundayo (2010) in Abdu-Raheem (2013) identified some of the reasons for the substance abuse are to reduce pain, anxiety and tension, isolation and loneliness, and sometimes resulted in urge to commit crimes. People see the use of stimulants in positive terms for relief from pain and

problems, elevation of mood, wakefulness, increased confidence, feeling and psychomotor activities and athletics, and feeling of euphoria (Linhadt, 2001 cited in Abdu-Raheem, 2013). Furthermore, Alan (2003) noted that the motive behind substance abuse may be sociological (status-seeking, peer pressure), psychological (to banish pain or discomfort, to attain euphoria, fantasy or to escape from unpleasant reality), out of curiosity, boredom, to alleviate fear, derive sexual and physical pleasures and so on.

Anti-social Behaviours Defined

Anti-social behaviours are inimical to people and those in their environment. Kimberly and Jacob (2002) defined it as any act that imposes physical or psychological harm on other people or their property. According to them, lying, stealing, assaulting others, being cruel to others and being sexually promiscuous are all examples of antisocial behaviours. Also, such behaviours may sometimes constitute a violation of legal codes, and it is often accomplished by disturbance of thought of emotion. Similarly, Clare (2006) aver that antisocial behaviours as destructive acts characterised by covert and overt hostility and Intentional aggression towards others. According to him, high risk factors in the family setting can cause antisocial behaviour in the child. These factors include:- parental history of antisocial behaviours, parental alcohol and drug abuse, chaotic and unstable home life, absence of good parenting skills, use of coercive and corporal punishment, parental distrust due to divorce, death or other separation, parental psychiatric disorder, especially maternal depression and economic distress due to poverty and unemployment. Other causes of antisocial behaviours are heavy exposure to media violence through television, movies, internet, video games and cartoons (Clare, 2006 cited in Ojo, 2015). He posited further that engaging in antisocial behaviours poses great risk to an individual's mental and physical health. It puts one at increased risk for alcoholism, cigarette smoking, illegal drug use, high risk of sexual behaviour, depression and engaging in violent acts towards other and self. In other words, the high risks of interpersonal and intra-personal implication of antisocial behaviours are readily apparent.

History of Substance Use in Nigeria

Thus, Oni (2013) argued that substance abuse became a public health issue in Nigeria in the 1960s with the discovery of cannabis farms in the country, arrests of Nigerian cannabis traffickers abroad, and reports of psychological disorders suspected to be associated with cannabis use. By the 1980s, the abuse of cocaine and heroin was added to the public health burden. Soldiers and sailors returning from Second World War introduced cannabis into Nigeria. The later introduction of cocaine and heroin into Nigeria was attributed to Nigerian Naval Officers in training in India who were involved with trafficking activities in the early 1980s (Obot, 2003).

Nigeria is a transit point for heroin and cocaine intended for European, East Asian, and North American markets. Since 2004, drug trafficking organizations have been increasingly using West African countries including Nigeria for smuggling large amounts of cocaine from South America into Europe and North America consequently increasing the availability and use of cocaine and heroin.

Nigeria currently has the third highest one-year prevalence of cocaine and opiates use in Africa at 7% for both drugs (UNODC, 2011).

The most abused illicit substance in Nigeria is cannabis, mainly in its herbal form. This is due to the fact that cannabis is home grown and relatively cheap. The price of one unit of cannabis is often about the same as that of a bottle of beer (UNODC, 2013). At 14.3%, the country has the highest one-year prevalence rate of cannabis use in Africa (UNODC, 2011) (Onifade, Adamson and Ogunwale, 2011). The average globally assessed prevalence rate of cannabis use is 3% (UNODC, 2013).

Adelekan & Adeniran (1993), in a follow up study among 62 drug abusers at the Drug Abuse Unit of the Neuropsychiatric Hospital, Aro, Abeokuta reported that the patients were mostly single, males with formal education, with cannabis being the most commonly abused drug with over half (53.5%) of the cohorts below 30 years of age. Similarly in the same centre, another study gave the mean age of onset of drug use among inpatients to be between the adolescent age range of 15-19 years within a span of 1992 to 1997 and 2002 to 2007 (Adamson et al, 2010).

Causes of Substance Abuse

Haladu (2003) in Fareo (2012) gave the following as the main causes of substance abuse; Experimental curiosity, that is, Curiosity to experiment the unknown facts about drugs thus motivates people into substance use. The first experience in substance abuse produces a state of arousal such as happiness and pleasure which in turn motivate them to continue. Peer group influence is another one which plays a major role in influencing many into substance abuse. Then, Lack of parental supervision in which many parents have no time to supervise their sons and daughters and these phenomena initialize and increases drug abuse. Also, People with personality problems arising from social conditions have been found to abuse drugs. The social and economic status of most Nigerians is below average. Poverty is widespread in the country, broken homes and unemployment is on the increase, therefore our youths roam the streets looking for employment or resort to begging. The need for energy to work for long hours also seems to be symptoms with the commercial vehicle drivers. They often want to work for long time so as to make money. Also, increasing economic deterioration that leads to poverty and disempowerment of the people has driven many parents to send their children out in search of a means of earning something for contribution to family income. These children engage in hawking, bus conducting, head loading, scavenging, serving in food canteens etc and are prone to substance taking so as to gain more energy to work for long hours. Others are, availability of the substances, the Need to prevent the Occurrence of Withdrawal symptoms.

The Use of Substance and Occupation

According to WHO (2002) in Okpataku, (2015) the use of alcohol and other substances is increasing in most parts of the world and there is a growing concern about this trend and its consequences. The variation of psychoactive substance use with occupation is also an important occupational health

problem. Some studies had investigated how drug use is influenced by different occupations (Lucas, 2005; Coggon, Harris and Brown, 2009), as well as the occupational risks of drug use (Slaterry, Anderson and Bryant, 1998). Vehicle drivers have been known and documented to use psychoactive substances while driving (Labat et. al, 2008; Beimes and David, 2006; Drummer et. al, 2004 and Harwood and David, 2000). However, drivers from whom these reports are generated were essentially involved in routine day-to-day driving activities as against those who engage in commercial driving as an occupation.

Makanjuola, Oyeleke and Akande (2007) argued that long distance commercial driving is arguably the most common means of transport in Nigeria and indeed some other parts of the world where alternative means of transportation are not well developed. This means of transport is run by young and middle aged men, largely with partial or no formal education who resort to this as a means of earning a living. They have been reported to use and abuse psychoactive drugs (Lasebikan and Bayewu, 2009), although, reasons for the use of substances have been noted to include “keeping awake and reducing fatigue while driving”. Abiona, Aloba and Fatoye (2006) averred that these substances are often used excessively even when it has been shown to be causally related to road traffic crashes and adverse health consequences for drivers.

Various researches done on the use of substances by drivers as indicated above have been predicated on assumptions that substance use began after the commencement of driving as an occupation. In which case, it may be inferred that the driving job was the direct risk factor for the use of substances and drugs. The starting point of substance use in relation to driving is key to understanding some of the motivation surrounding this behaviour. Furthermore, commercial drivers' level of formal education and knowledge about the health and other consequences of drugged-driving are also crucial in designing, implementing and evaluating the impact of substance use control programme.

Other risky behaviour that is very common among the commercial vehicle drivers is uncontrolled appetites for sex. Studies have shown that commercial vehicle drivers especially the long-distance truck drivers and women who sell at the motor packs and also along the roads contribute to the spread of sexual infections like sexually-transmitted-diseases (STD) and HIV/AIDS and many others. According to the 1991 study of the truck drivers, Orubuloye et al. (1993) reported that the drivers reported an average of 6.3 current sexual partners, 12 sexual partners during the previous year and 25 partners besides their wives during a lifetime. This shows that most of the drivers take multiple sexual relationships for granted and as a way of life. This, combined with the drivers' carefree attitude towards life, poses a serious danger to themselves, their sexual partners and above all to their wives who often do not know what their spouses do outside the home (Orubuloye and Oguntimehin, 1999).

Substance Abuse by the Nigeria's Commercial Vehicle Drivers

In a research study report published online by World Highways in 2014 on the commercial vehicle drivers in Nigeria mega-city and commercial nerve centre, Lagos, it was revealed that 39% or 781 of the 2,002 bus drivers tested drive while under the influence of alcohol. Also revealed was the fact that 940 of the drivers have visual impairments, with 13% having been given special glasses. And 22% of the drivers, 441, tested positive for either marijuana or cocaine use (and in some instances both) (www.worldways.com/sections/general/news/drink-and-substance-abuse-for-nigerias-commercial-drivers/). These data show the sorry situation of state of consumption of illicit substance among the commercial vehicle drivers in Nigeria mega-city and commercial nerve centre of Lagos. It has nonetheless become worrisome for all and sundry in the city especially those that patronise these drivers. Furthermore, it was added that 30% of the drivers (601) were revealed to be hypertensive. The study was carried out as part of the Lagos State Motor Park Health and Safety Initiative programme. The study tested drivers from Under Bridge Motor Park and Alaagba Motor Park at the Iyana Ipaja Area. Following the study, the Lagos State government reinforces its campaign against alcohol and substance abuse amongst drivers. The study also highlights a more widespread problem in Nigeria, which has serious safety issues on its road network and with drink and drug use common amongst drivers.

In the same manner, Fekjaer (1992) enumerated some of the social problems associated with substance use especially alcohol and alcoholism as accidents such as motor vehicle crashes and trauma resulting in disability and/or spousal abuse which is a branch of domestic violence, fire and burns, poverty, under nutrition and malnutrition, unemployment, family divorce, social conflicts, social maladjustment, reduced productivity, criminal behaviours, and decreased sexual arousal in both sexes.

Plant (1979) further buttress on the assertion of Fekjaer on substance abuse that when a person drinks heavily, it is usually for social reasons, and this drinking habit may be influenced by the type of job the person does. Some occupational groups have far greater alcohol use rates than others, and the high risk of such an occupation is probably due to factors such as the availability of alcohol during working hours, strong pressure from workmates, and freedom from supervision which seems to be the major factors that influences the excessive intake of substances by the commercial motor drivers. Particularly, the Federal Road Safety Corps (FRSC) of Nigeria has initiated some actions aimed at control of alcohol use by drivers of commercial vehicles (Ebosele, 2010).

Recently, the FRSC mandated the commercial vehicle owners and operators to install the newly introduced speed limit device in their vehicles as this will limit the alarming rate of road crashes (accidents) that the nation is experiencing by the devil on the highways. With the excessive intake of substances like alcohol and marijuana which seem to be the influencer of high speeding by the drivers on the road. Federal Road Safety Corps (FRSC) National Boss, Mr. Boboye Oyeyemi in Mohammed (2016) noted that after a careful assessment of the numerous accidents in recent years, 50% of the major road crashes was a result of excessive speed. Studies have shown that when the

drivers are high on substance intake they speed without control on the road thereby causing the premature death of so many innocent commuters and other road users (The Guardian, 2016). The rigid nature of the commercial vehicle drivers in abusing substances have over times contributed to the series of madness being perpetuated by them on the roads.

Theoretical Framework

The theories of substance abuse indicate that some people truly depend on certain substances for their survival or performance due to a number of factors. The major emphasis of the theories is that people have their individual reasons for depending on one type of substance or the other. It is to this end that this study will be anchored on the following theories to further explain why the research problem under study exists.

Social learning theory is propounded by Albert Bandura who posits that learning is a cognitive process that takes place in a social context and can occur purely through observation or direct instruction, even in the absence of motor reproduction or direct reinforcement (Bandura, 1963). In addition to the observation of behaviour, learning also occurs through the observation of rewards and punishments, a process known as vicarious reinforcement. The theory expands on the traditional behavioral theories, in which behaviour is governed solely by reinforcements, by placing emphasis on the important roles of various internal processes in the learning individual (Bandura, 1971).

Bandura in 1997 postulated that observational learning can occur in relation to three models. **Live model** – the process in which an actual person is demonstrating the desired behavior. **Verbal instruction** – the process in which an individual describes the desired behaviour in detail and instructs the participant on how to engage in the behaviour; and **Symbolic** – the process in which modelling occurs by means of the media such as television, also, movies, internet, literature, and radio. This type of modelling involves a real or fictional character demonstrating the behaviour. The theory sees learning behaviour on a macro level, unlike differential association which sees learning on micro level (one-on-one or intimate interaction/association with personal group).

The relevance of the theories to this study is that, social learning of substance abuse as theorized, maintained that usage of dependence on a substance is either as a result of conditional learning or social learning. The exposure to drugs being used is a contributory factor, and among the factors associated with such are the prevalence of drug use in one's social environment and the general availability of drugs in one's surroundings, as well as social norms favouring drug related behaviours. The above statements show why substance abuse is prevalent among commercial vehicle drivers in Lagos State. The social environment and the availability of substances/drugs at the motor parks largely encourage its consumption. Hardly can one find a single motor park where sales of substances like alcohol, marijuana and others are not prevalent. There are indications that a new non-substance-abuse-driver in the parks may join the league as he mingles with other abusers because

the tendency to learn how to abuse substances is very strong in such environment. Hence, this environment coupled with other forms of reinforcements encourages substance abuse.

Methods

The study research design adopts survey research method. The study made use of both quantitative and qualitative methods (Questionnaire and In-depth Interview (IDI) in collecting data. The study location is Lagos State precisely Surulere Local Government Area of the state. The study population comprise of the entire commercial vehicle drivers in Surulere Local Government Area of Lagos State whose age falls within the official driving age of 18 and above. There are five major approved motor garages in the local government area which are located in the following places; Aguda, Lawanson, Masha-Kilo, Ojuelegba, and Yaba (by Tejuosho Market). This was based on the information gathered from the Senior Traffic Officer at the Local Government headquarters in corroboration by the Secretary to the Road Transport Employees Association of Nigeria (RTEAN), Ojuelegba Motor Park. Three (3) motor parks were scientifically selected using ballot system; these were Aguda, Ojuelegba, and Yaba (by Tejuosho Market). The study made use of simple random sampling method a probability sampling technique. The sample size for the study was one hundred and sixty-five (165) commercial vehicle drivers and fifty-five (55) respondents were selected from each of the selected motor parks. Also, the sample size of the In-depth Interview (IDI) were twelve (12) respondents, three (3) respondents each from the law enforcement officers closer to the parks, senior officials of the motor drivers' union (NURTW and RTEAN), head of business operators around the parks and the commuters patronizing the parks. Data generated from the questionnaires were scientifically processed through SPSS (Statistical Package for Social Sciences). The hypotheses were tested using Chi-square statistical tool to determine the relationship between the variables. Also, the qualitative data generated through the instrument of In-depth Interview (IDI) were to support the validation of the findings in the tested hypotheses.

Test of Hypotheses

The chi-square decision region is based on the rules that if the p-value (i.e. symptomatic value) is less than 0.05, there is a significant relationship. But if the p-value is higher than 0.05, then there is no relationship.

Hypothesis One: *Older commercial vehicle drivers do not abuse illicit substances than the younger ones in Lagos State.*

The study reveals that old age does not determine the use of illicit substances abused among commercial vehicle drivers. The result of chi-square analysis shows that the calculated value (χ^2) is 3.28, the degree of freedom (df) is 2 and the significance (p-value) is 0.19 which is higher than the level of significance of 0.05. This implies that the hypothesis is rejected and we conclude that there is no significant relationship between old age and illicit substances abused among the commercial vehicle drivers. However, the table analysis further reveals the percentage distribution among the age groups analysed. Out of the total percentage 56.0% of the young age, the majority 40.9% admitted

that they take substances, while the minority 15.1% do not take substances. Also, out of the total percentage 44.0% of the old age, the majority 27.0% admitted that they take substances, while the minority 17.0% do not take substances. The total percentage of those who take substances 67.9% is higher than those who do not take 32.1%. Hence, the percentage of the young age who takes substances 40.9% is higher than the old age 27.0% who take substances. This implies that the young take substances more than the old ones.

Hypothesis Two: *Education does not determine substance abuse among the commercial vehicle drivers in Lagos State.*

The study reveals that education does not determine substance abuse among the commercial vehicle drivers in Lagos State. The chi-square test analysis shows that the calculated value (χ^2) is 3.74, the degree of freedom (df) is 4 and the significance (p-value) is 0.44 which is higher than the level of significance of 0.05. This implies that the hypothesis was accepted and we conclude that there is no significant relationship between education and substance abuse among the commercial vehicle drivers in Lagos State. That is, both educated and uneducated among the commercial vehicle drivers in the state abuse substances.

Furthermore, the findings from the in-depth interview agreed with the above result that the level of education attained by the drivers does not really determine their abuse or intake of substance there are several of them that abuse substances like alcohol, marijuana and others not minding whether they are educated or not.

“Whenever we (policemen) arrest them and we asked them to write statement, we realized that several of them are well educated and also abuse substances. Also, whenever we arrest them you could smell the odour of extreme intake of alcohol or Indian hemp oozing out from them their bodies.”

(A police officer whose station was around Yaba (Tejuosho Market) garage)

Hypothesis Three: *Illicit substance abused do not determine commercial vehicle drivers’ anti-social behaviours in Lagos State.*

The study reveals that commercial vehicle drivers who abuse illicit substance are not likely to be involved in anti-social behaviours. This decision was taken based on chi-square analysis where the calculated value (χ^2) is 17.47, the degree of freedom (df) is 8 and the significance (p-value) is 0.03 which is lower than the level of significance of 0.05. This implies that the hypothesis is rejected and we conclude that illicit substance abuse determine commercial vehicle drivers’ anti-social behaviours in Lagos State

The qualitative data collected through the In-depth Interview (IDI) reveals the correlation between anti-social behaviours and substance abuse among the commercial vehicle drivers in Lagos State.

“Yes, deviant behaviours seem to be part of the daily life of commercial drivers in Lagos. As they constantly exhibiting of these behaviour, one may want to conclude that it is the nature of the work. Drunk-driving and the use of illicit drugs are mostly the root cause of these attitudes. A responsible and sensible human being will not behave the way these people do. I’ve noticed over time that

anti-social behaviours are minimal among those that do not take substances. Although, there are other factors that may determine the display of these behaviours by these people these are; parental upbringings, frustration, transfer of aggression, personality traits, and social and economic conditions of the country among many others. Also, some may deliberately behave anti socially in other to show the level of rascality in him.”

(A 36 years old female commuter at Ojuelegba Motor Park)

Discussions of the findings

The study from the socio-demographic characteristics of the respondents reveals that majority (98.7%) are males while only 1.3% are females in the entire sample. This indicates that most of the commercial vehicle drivers in this local government area are males. Also, the minimum age of the respondents is 18 year; the maximum age is 62 year;, while the average is 34.5 year. The majority of the respondents (53.5% and 40.3%) practice Christianity and Islamic religion respectively, while 4.4% practice traditional religion. Furthermore, the study revealed that 50.3% of the respondents were single which constitute the majority. On the respondents' level of education, it was revealed that the majority (75.4%) had primary and secondary education which represents 24.5% and 40.9% respectively. Lastly, it was also discovered in the employment status of the respondents that 45.3%, 8.2% and 44.7% are self-employed, employed and employee respectively, while 1.9% were short-time drivers who occasionally borrow vehicle to carry passengers in other to make their daily ends-meat.

The study revealed that 87.8% takes strong substances in which alcohol, marijuana, termador and refnor, gbona and snuff are the most taken. Furthermore, our findings already indicated that 67.9% of the respondents either take or abuse substance. The larger percentage (88.1%) take only one type of substance, while 11.9% take more than one types of substances for the following reasons; to catch fun and pleasure, peer pressure, to get more energy to work (drive), to release tension and stress, to be stimulated for one form of activity or the other, to clear nose, eyes and throat and because of its availability.

The result of the hypothesis tested showed in **hypothesis 1** that there is no significant relationship between old age and illicit substance abused among the commercial vehicle drivers. However, we can reasonably assert from this result that the percentage of the young age who takes substances 40.9% is higher that the percentage of the old age 27.0%. Therefore, the young drivers abuse substances more than the older ones. The result of the tested hypothesis negate the follow up study of Adeleke and Adeniran (1993) but support the fact that young people abuse substances more than older ones. They reported that among 62 drug abusers at the drug abuse unit of the Neuropsychiatric Hospital Aro, Abeokuta, the patient were mostly single, males with formal education, with cannabis being the most commonly abused drug with over half (53.5%) of the cohorts below 30 years of age. Similarly in the same centre, another study gave the mean age of onset of drug use among in-patients to be between the adolescent age range of 15-19 years within a span of 1992 to 1997 and 2002 to 2007 (Adamson et al, 2010).

Hypothesis 2 revealed that there is no significant relationship between education and substance abuse among the commercial vehicle drivers in Lagos State. That is, both educated and uneducated among the group abuse substances. Out of the total percentage (5.0%) of those without formal education, 8.05 abused substances, while 2.4% did not. From the total percentage (24.5%) of those with primary education, 20.0% abused substances, while 28.6% did not. From the total percentage (40.9%) of those with secondary education, 19.5% abused substances, while 21.4% did not. From the total percentage (24.5%) of those with post-secondary education, 11.9% abused substances, while 12.6% did not. Lastly, from the total percentage (5.0%) of those who were graduates, 2.5% abused substances, while also 2.5% did not.

Lastly, the result of **hypothesis 3** revealed that there is significant relationship between illicit substance abuse and anti-social behaviours among the commercial vehicle drivers'. This suggest that, illicit substance determines commercial vehicle drivers' anti-social behaviours in Lagos State. Adekoya, Adekoya, Adepoju and Owoeye (2011) posit that intake of substance and its abuse threaten the fundamental of the social fabrics of society such as values, beliefs and cultural systems. As a result of the broken down of social values several forms of deviant behaviours such as commercial drivers' yelling at commuters, use of vulgar languages on people/bullying other people, indiscriminate fighting, fighting/verbally abuse, sexual assaults, and the rest spring up. Hence, Adegboro (2014) aver that violent behaviours like sexual assault and violent behaviours were common among substance abusers.

Conclusion

The result of the findings in this study revealed that illicit substance abuse is a central factor to the rising waves of criminal and anti-social behaviours among commercial vehicle drivers in the state. The situation surrounding substance abuse among the commercial vehicle drivers in the country, specifically in the commercial nerve centre has been on the leap. This has resulted into negative social vices. Fekjaer (1992) in a study enumerated some of the social problems associated with substance use as accidents such as: motor vehicle crashes and trauma resulting in disability, spousal abuse, fire and burns, poverty, under nutrition and malnutrition, unemployment, family divorce, social conflicts, social maladjustment, reduced productivity, criminal behaviours and decreased sexual arousal in both sexes.

Anti-social behaviours and drug abuse are dangerous factors that are capable of producing devastating problems for the abusers and the society at large, especially when left uncontrolled. The study helps to further understand other connecting factors that predispose drivers to abuse substances and anti-social behaviours. Among which are; peer pressure, availability of the substances, source of awareness and many others. The learning theory of substance abuse by Bandura maintains that dependence on substances occurs as a result of learning. The leaning could be through the aforementioned factors enumerated. While Sutherland concludes that all criminality is learned in a process of social interaction. These theories reveal the nexus between criminality and

substance abuse in the society. In conclusion, in whatever ways we look at it, the general public is the one mostly at the receiving end of the social vices perpetrated by the drivers. The frequency of substance intake and criminality among the driver will continue unabated as long as the stakeholders fail to take the bull by the horn and find lasting solution to the menace.

Recommendation

As an ameliorative measure towards curbing the recurrent and continuous use of substances by the commercial vehicle drivers, the following recommendations are hereby suggested:

1. Government must endeavour to place a strict ban on the motor park sales of all forms of illicit substances and intoxicants that are ingested or injected by the drivers nationwide.
2. The law enforcement agencies saddled with the responsibility of enforcing the laws that prohibits substance intake and abuse must intensify efforts more on enforcing these laws.
3. The state government and the Non-governmental Organisations (NGO) must embark on a comprehensive and continuous education and orientation programmes for the commercial vehicle drivers on the harmful effects of the use of substances and drugs not medically prescribed.
4. Likewise, the religious organisations must intensify their effort more by inculcating moral value on the people so as to raise moral standard.
5. The leadership of drivers' Unions association like NURTW and RTEAN should play the role of watch-dogs on the drivers', especially on intake of dangerous substances. They must make concerted efforts to read their mist off from wolves in sheep's clothing i.e. those that hide under their umbrella to perpetrate heinous crimes.

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