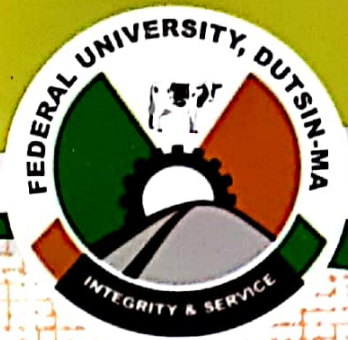
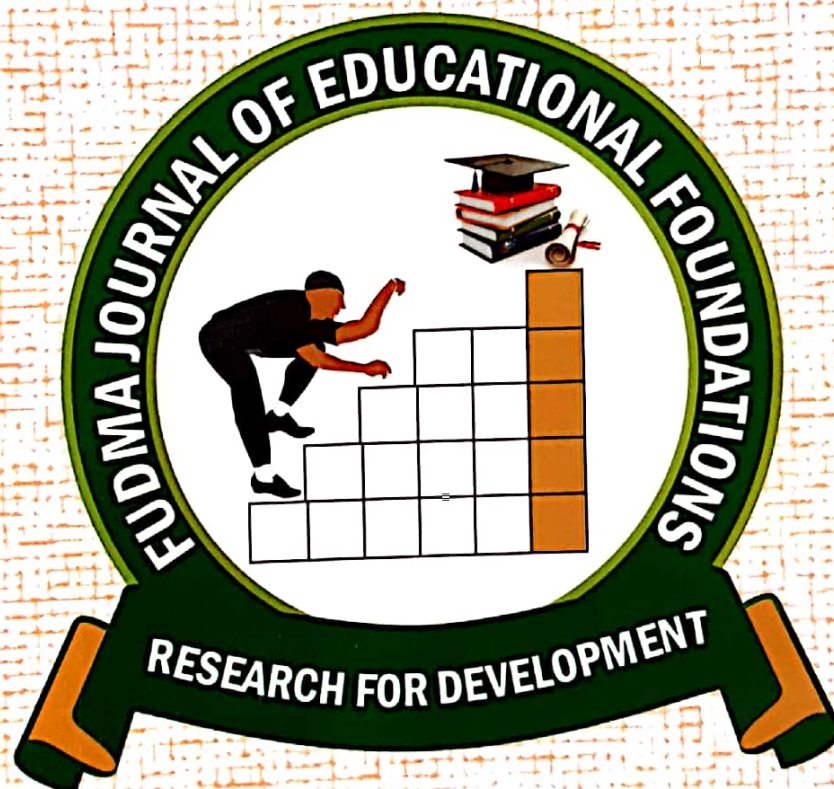




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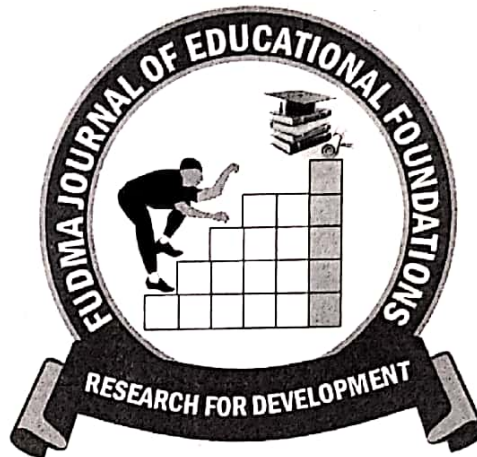
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EDITORIAL

The Department of Educational Foundations, Federal University Dustin-Ma, Katsina State is pleased to have the *Volumes 2, Number 3, December, 2019 of her Journal* published. This is in line with the objectives of the Department's drive to provide opportunities for academics to publish their research works for national growth and development, particularly in the educational sector.

I am also glad that the Journal has gained overwhelming patronage from scholars in universities within and outside the shores of the country. This is a testimony of the qualitative Journal being packaged by the caliber and expertise of our Associate Editors and Editorial Board who ensured that all Articles submitted having met the prescribed criteria, were accepted for publication without prejudice.

Suffice it to say that due to the overwhelming response from our erudite scholars in patronizing our Journals, we are pleased to inform you that our Journals will be *published thrice annually*, that is: *April, August and December* (with each publication in varied cover page colour). This is to accommodate the volume of contributions by researchers.

I therefore urge our colleagues in the academia to please collaborate with us towards projecting educational research, to advance national course for the good of all.

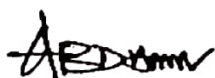
While appreciating the tireless efforts of the Editorial Board members, Research Committee members, Editorial Advisers, and authors that contributed towards making FUJEF a high quality Research Journal, I wish to express my profound gratitude to the *Acting Vice Chancellor of Federal University Dustin-Ma, Dr. Babangida Umar Dangani* for his tremendous support in providing us with the enabling environment for academic excellence.

Equally worthy of special appreciation is Dr. A.T. Olutoła, (Managing Editor), whose contributions can neither be quantified nor qualified.

In a bid to enhance wider visibility and wider accessibility, the Departmental Journal Administrators in conjunction with the FUDMA I.C.T. Directorate has uploaded the Journal on-line which can be accessed at <http://journal.fudutsinma.edu.ng/index.php/fujef>

I also appreciate the entire staff of the Department of Educational Foundations for their innumerable cooperation and over-whelming support – “You are the catalyst for our success. Remain blessed.”

Thank you, and I wish you happy reading.



Dr. A.A. Bagudu
Editor-In-Chief

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PERCEIVED FACTORS INFLUENCING SUBSTANCE ABUSE AMONG COMMERCIAL DRIVERS IN ILORIN SOUTH LOCAL GOVERNMENT AREA OF KWARA STATE

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Abstract

This study investigated the perceived factors influencing substance abuse among commercial drivers in Ilorin South local government, Kwara State. The purpose of the study was to: investigate whether peer pressure and availability of substances are perceived factor influencing substance abuse among commercial drivers in Ilorin South LGA. The descriptive research design of the survey type was adopted for the study. Multi-stage sampling technique was used to select a sample size of three hundred and twenty-two (322) respondents. A researcher-designed structured questionnaire validated by three (3) experts, was used for the data collection. A reliability coefficient (r) of 0.91 was obtained through split-half method. Data collection was conducted by the researchers. Research questions were answered using percentage. Inferential statistics of Chi-square (χ^2) was used to test the postulated null hypotheses at 0.05 level of significance, using Statistical Package for Social Science version 20.0. The findings of the study showed that: peer pressure and availability of substance was significantly perceived as a factors influencing substance abuse among commercial drivers. The study recommended the strengthening of government and non-governmental agencies in provision of health education. Also, the National Drug Law Enforcement Agency should rise to their duty of monitoring motor parks and sanctioning of drug peddlers.

Keywords: Substance, Substance abuse, Commercial drivers, Psychological factors

Introduction

The impact of drug abuse on the road safety is a growing concern around the world, World Health Organisation (WHO) (2014) defined drug abuse as non-medical or unsanctioned patterns of use of substances, irrespective of consequences. Substances are considered abused when it is deliberately used to induce physiological or psychological effects for a purpose other than for therapeutic use. The use of substance is a growing global problem (Giroto, Mesas, de Andrade & Birolim, 2014) and developing countries like Nigeria is not left behind. Safety advocates, policy makers, legislators, and law enforcement agencies have begun to express concern about the use of substances by commercial

drivers. Commercial drivers are all individuals, whether paid or volunteer, who operate commercial motor vehicles. The services rendered by commercial drivers have significant impact on the socio-economic activities of a nation like Nigeria. This is because a large fraction of the working population in the country travels on commercial vehicles daily to and from work (Virginia department of motor vehicle, 2019). People equally engage on journeys for recreation, shopping and other social activities through the same medium. Also, both raw materials and finished goods are transported over a long distance either for production or for consumers.

Commercial drivers are subjected to countless factors that influence their professional practice, among which the intake of psychoactive substances stands out (Labat, Fontaine, Delzenne, Doublet, Marek, Tellier, Tonneau, Lhermitte, Frimat, 2008) used for reducing sleepiness during the trips and increasing willingness for work and socialization. However, the abuse of these substances may cause harmful effects to the individual and to society. Researchers have reported that substance abuse could be a regular activity in a driver who then takes the substance while driving as it was observed in day-to-day vehicle drivers Laraqui, Hossini, Tripodi, Manar, Aoudi, Caubet, Verger, Ghailane, & Laraqui, (2011), or it could be a routine behaviour related to the occupation of driving (Labat, Fontaine, Delzenne, Doublet, Marek, Tellier, Tonneau, Lhermitte, Frimat, 2008). The latter pattern of substance uses while driving is commonly practiced in Nigeria and other parts of the world.

Federal Road Safety Commission (2008), highlighted several drivers' safety standards, one of which is that no driver should drive under the influence of alcohol and other narcotic or intoxicating substances. This is because these substances affect the safety of driving, and road traffic accidents are strongly associated with the use of psychoactive substances (Welcome & Pereverzev, 2010; New York Times, 2013). In a developing country like Nigeria, transportation is largely by road. Young and middle-aged men take to driving as a means of earning a living. Global Actions on Harmful Drinking (2011) asserted that the prevalence of drinking by commercial drivers in Nigeria (Port Harcourt and Ile-Ife) was 67.2%. Of those drivers, 47% were heavy users, 15.3% were moderate users and 37.7% were occasional or mild users. Also, between 60% and 70% of commercial drivers engaged in drinking and driving, a habit linked to the pervasive perception and general notion that alcohol helps them to "shine their eyes"—that is, be at alert while driving.

Adekoya, Adekoya, Adepoju and Owoeye (2011) reported that substances (especially alcohol) are freely available during most social occasions and in many motor parks, where it is frequently sold at affordable prices as herbal concoction to cure a wide variety of ailments. The type of substances that drivers use depend on what is available around parks, stopping points, shops across the country and also the types they could afford. The fact that some substances like alcohol and tobacco are accepted by the society may influence the drivers to try such. Substances ranging from alcohol, cigarettes, marijuana, cocaine, heroin, hashish and many others are readily available in Nigeria (Yusuf, 2010). Consequently, there are laws regulating where substances such as alcohol can be sold, but there is little enforcement in Nigeria, so alcohol is readily and freely available virtually everywhere.

According to Aniebue and Okonkwo (2008), drivers abuse substances due to influence from other substance using drivers. It was asserted that this could be due to the fact that the drivers gather and

chat together at various parks while waiting for passengers, hence, giving them opportunity of influencing one another. Okonkwo, Ezeani, Ihezue and Nwagbo (1994) also found out that peer group influence and conformity to group norms are factors influencing substance abuse. Substance abuse is influenced by encouraging friends who have positive attitude towards substance use (Talaie, Mokhtari, Bordbar, Javanbakht & Samari, 2008). Human need for others' approval makes commercial driver join other drivers in the habit of abuse to gain acceptance (Yakasai, 2010).

Statement of the Problem

Commercial bus, taxi and people carrier vehicle (minivan) drivers are expected to continually maintain full coordination, perception and cognitive alertness while driving in order to sustain safe operating practices such as moderate speeding, calmness on the steering and decency in dealing with passengers and other road users. Commercial drivers who persistently abuse substances often experience an array of problems including health related problems (mental health), involvement in social vices such as stealing, bullying, secret cult activities and even death through accident. All these have negative consequences on family members, community and the entire society (King & Chassin, 2014).

Personal observations of the researchers at different times with commercial drivers who abuse substances in Ilorin South local government showed that many of the drivers were impatient, drifting away from their lane while driving and were often not courteous in addressing their passengers. Interactions with the drivers show that most had been victims of road accidents in the last seven years where occurrences such as death, sicknesses, disabilities and socio-economic losses were recorded.

Report from the Federal Road Safety Commission (FRSC) 2010-2017, revealed that a total of two thousand one hundred and eighty (2,180) vehicle accidents have occurred in which one thousand five hundred and twenty (1,520) representing seventy percent (70%) happened to commercial drivers. One hundred and five (105) death were recorded with many injured needing serious medical attention. Many researches generally have revealed that substances are a major cause of road traffic accidents (Carmen Del Rio & Alvarez, 2001; Jou, Yeh & Chen, 2012; Schneider, Savolainen, Van & Beverley, 2012; Mir, Khan, Ahmed & AbdulRazzak, 2012). The findings of the study would inform policy makers to make informed policies about substance sale and use in motor parks, the findings of the study could be used by Civil Society Organizations to design and implement sensitization programmes to educate commercial drivers on the use of substances while driving. The findings of this study would also be useful to future researchers on the topic, as they would build on the strength and limitations of the study. The researchers observed that there is relative dearth of information on the perceived factors influencing substance abuse among commercial drivers and that many studies have not documented the perceived factors influencing substance abuse among commercial drivers. Therefore, this study examined the perceived factors influencing substance abuse among commercial drivers in Ilorin South Local Government Area of Kwara State.

Research Questions

The following questions were answered in this study:

1. Will commercial drivers perceived peer pressure as a factor influencing substance abuse among commercial drivers in Ilorin South local government, Kwara State?
2. Will commercial drivers perceived availability of substance in motor parks as a factor influencing substance abuse among commercial drivers in Ilorin South local government Kwara State?

Research Hypotheses

The following research hypotheses were tested in this study:

1. Peer pressure will not be significantly perceived as a factor influencing substance abuse among commercial drivers in Ilorin South Local Government Area of Kwara State.
2. Availability of substance will not be significantly perceived as a factor influencing substance abuse among commercial drivers in Ilorin South Local Government Area of Kwara State.

Methodology

Descriptive research design of the survey type was adopted for this study. Population comprised all commercial drivers in Ilorin South local government, Kwara State. The target population consists all commercial drivers in Ilorin South local government, Kwara State, who operate taxis, people carrier vehicles (mini vans) and buses at the seven (7) parks in Ilorin South local government, which excludes all independent commercial drivers' parks. These give a total of one thousand two hundred and seventy-five (1,275) drivers. A multi-stage sampling technique consisting of purposive, stratified and simple random sampling techniques was used to select three hundred and twenty-two (322) respondents as sample size for the study. Out of which ten (10) commercial drivers did not consent to participate in the study.

A researcher-developed structured questionnaire was used for data collection. The instrument contained eight (8) items based on the two variables namely, peer pressure and availability of substances. A modified four point Likert rating scale of Strongly Agree (4), Agree (3), Disagree (2) and Strongly Disagree (1) was used. In order to ascertain the validity of the instrument used, three copies of the questionnaire were given to three experts. Their corrections and suggestions were used in making the final draft of the questionnaire. The split-half method was used to determine the reliability of the instrument using split-half method. This was done by administering thirty of the copies of the questionnaire to thirty respondents where all the items were later ranked and divided into odd and even numbers. After which they were correlated using Pearson Product Moment Correlation (PPMC). A correlation coefficient (r) of 0.91 was obtained. Descriptive statistics of frequency count, mean and percentage was used to analyze the research questions raised for the study. In order to do this, Strongly Agree (SA) and Agree (A) were merged into positive response; while Disagree (D) and Strongly Disagree (SD) were merged into negative response. Inferential statistics of Chi-square was used to test the stated null hypotheses at 0.05 level of significance, using Statistical Package for Social Science (SPSS) version 20.0.

Results

Research Questions

Will commercial drivers perceived peer pressure as a factor influencing substance abuse among commercial drivers in Ilorin South local government, Kwara State?

Table 1: Chi-Square Result Showing Peer Pressure as A Perceived Factor Influencing Substance Abuse Among Commercial Drivers in Ilorin South Local Government Area

S/N	ITEMS	SA(%)	A(%)	D(%)	SD(%)	Df	Cal. χ^2 Val.	Tab. χ^2 Val.	Decision
1	Commercial drivers who abuse substances can influence non-user friend drivers to abuse substances	59 (18.9%)	108 (34.6%)	120 (38.5%)	25 (8.0%)	9	215.50	16.92	H_0 is rejected
2	Gathering and chatting together of drivers (users and non-substance users) at parks while waiting for passengers can influence other drivers to abuse substances	51 (16.3%)	110 (35.3%)	131 (42.0%)	20 (6.4%)				
3	To gain acceptance, drivers who abuse substances seek for new members among their co-drivers to abuse substances	81 (26.0%)	91 (29.2%)	114 (36.5%)	26 (8.3%)				
4	A quest to feel among a group of substance using drivers can influence non user drivers to abuse substances	100 (32.1%)	89 (28.5%)	100 (32.1%)	23 (7.4%)				

$\alpha = 0.05$

Table 1 shows the result of the tested hypothesis one which stated that peer pressure will not be significantly perceived as a factor influencing substance abuse among commercial drivers in Ilorin South Local Government Area of Kwara State. The calculated chi-square value of 215.50 is greater than the chi-square table value of 16.92 (Cal χ^2 val > Tab χ^2 val), hypothesis one was rejected and this implies that peer pressure is significantly perceived as a factor influencing substance abuse among commercial drivers in Ilorin South Local Government Area.

Research Question 2: Will commercial drivers perceived availability of substance in motor parks as a factor influencing substance abuse among commercial drivers in Ilorin South local government Kwara State?

Table 2: Chi-Square Result Showing Availability of Substance as a Factor Influencing Substance Abuse Among Commercial Drivers in Ilorin South Local Government Area.

S/N	ITEMS	SA(%)	A(%)	D(%)	SD(%)	Df	Cal. χ^2 Val.	Tab. χ^2 Val.	Decision
17	Selling of substances in and around parks, terminuses influences drivers to abuse substances	142 (45.5%)	72 (23.1%)	79 (25.3%)	19 (6.1%)	9	172.33	16.92	H_0 rejected
18	No restriction by authorities in parks to substances like tobacco and alcohol can influence drivers to easily abuse them than others	141 (45.2%)	89 (28.5%)	63 (20.2%)	19 (6.1%)				
19	Availability of herbs prepared with substances can influence drivers to abuse substances	153 (49.0%)	98 (38.4%)	49 (15.7%)	12 (3.8%)				
20	Cheap prices of substances available can influence drivers to abuse them	126 (40.4%)	60 (19.2%)	90 (28.8%)	36 (11.5%)				

 $\alpha = 0.05$

Table 2 shows the result of the tested hypothesis two which stated that availability of substance will not be significantly perceived as a factor influencing substance abuse among commercial drivers in Ilorin South Local Government Area of Kwara State. The calculated chi-square value of 172.33 is greater than the chi-square table value of 16.92 (Cal χ^2 val > Tab χ^2 val), hypothesis five was rejected and this implies that availability of substance is significantly perceived as a factor that influences substance abuse among commercial drivers in Ilorin South Local Government Area.

Discussion of Findings

In the research hypothesis one, majority of the respondents were of the opinion that peer pressure influenced substance abuse among commercial drivers. This corroborates the report of Okonkwo, Ezeani, Ihezue and Nwagbo (1999); Talaei, Mokhber, Bordbar, Javanbakht and Samari (2008); Yakasai (2010); Ojikutu (2010) who stated that peer pressure can make even the most steadfast individual submit to experimentation and a "just this once" mind-set. Even with no other risk factors present, peer pressure can be one of the most influential forces in an individual's life.

In the research hypothesis two, majority of the respondents were of the opinion that availability of substances influences substance abuse among commercial drivers. This corroborates the assertion of Ofordile and Lovina (2016) who concluded that the closer the occupational drivers are to drugs, the more positive their attitude would be towards its abuse. It also in line with the findings of Osilon (1995) which stated that if drug is readily available, if the climate in the society is permissive, then large numbers are going to risk using drugs. The closer a driver resided to a substance sale points, the more likely he or she was to engage in substance abuse.

Conclusion

Based on the findings of the study, it was concluded that: Peer pressure and Availability of substance were perceived as factors influencing substance abuse among commercial drivers in Ilorin South local government, Kwara State.

Recommendations

Based on conclusions drawn, the following recommendations were made;

1. Strengthening the Governmental and Non-Governmental agencies in provision of health education, awareness and proper follow-up which will in turns reduce the effect of peer pressure on substance abuse.
2. National Drug Law Enforcement Agency (NDLEA) and all bodies associated with enforcement of substance abuse should rise to their duty of monitoring motor parks and ascertain that substances that are commonly abused like alcohol, cocaine, amphetamine and others should not be made available in motor parks.

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