

## **SUBSTANCE USE, SOCIAL SUPPORT AND SOCIO-DEMOGRAPHIC FACTORS AMONG COMMERCIAL DRIVERS IN IBADAN**

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### **ABSTRACT**

Commercial drivers often engage in long and irregular working hours, and as such suffer back pain, fatigue, stress and thereafter use some psychoactive substance to cope with their job. Even though most studies on substance use have been on general population, limited information is available on the use of substance and roles of socio-demographic factors among commercial drivers. This study therefore examined the roles of socio-demographic factors (age, years of driving, gender and social support) in substance use among commercial drivers in Ibadan, Nigeria.

The study employed a cross-sectional design and purposive sampling technique to recruit 250 commercial drivers. A structured questionnaire was used to gather information on socio-demographic information, social support and substance use from the participants. Data were analyzed using descriptive statistics, correlation, Analysis of Variance and Independent t-test analysis.

Results showed that years of driving significantly have a positive correlation with substance use. However, duration and hours spent on the driving did not have a significant independent relationship with substance use. Younger participants significantly engage more in substance use than older individuals. Similarly, female participants significantly engage more in substance use than male drivers. Additionally, participants with high social support mostly engage in substance use than participants with low social support.

The study concluded that years of driving, age, gender and social support network of the drivers significantly plays an influencing roles in substance usage among commercial drivers in Ibadan. The study recommends that, in the organized substance use and abuse preventive program for drivers, the consideration for drivers' socio-demographics

factors is quite imperative, especially as more females and younger individuals with more social support are getting more involved in substance use.

**Keywords:** Age, Years of Driving, Gender, Social Support, Substance Use

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## INTRODUCTION

Commercial drivers are important stakeholders within the transport sector. Commercial drivers commute passengers from one location to another, often times, they assist passengers with their luggage's and ensure proper maintenance of their vehicle. Commercial drivers often drive for long hours without taking a break or rest (Hisam, 2006). As a result of these long and irregular working hours, commercial drivers often suffer from back pain, fatigue, stress to mention but few (Giroto, Mesas, deAndrade & Biro-lim, 2014). Few studies have shown that some commercial drivers use and abuse psychoactive substances, in other to cope with their job and the need to keep awake, suppression of fatigue (Alti, Mua-zu & Aliyu, 2008; Toyosi, 2020; Oridota, et al., 2013; Makanjuola, Aina & Onigbogi, 2014).

According to the United Nations Office on Drugs and Crime (2019), nearly a third of the world's population aged 15years and above uses psychoactive substance at least once. Statistically, the National Drug Law Enforcement Agency (2018) revealed that between July 2017 and June 2018, that about 63 suspected drug dealers and traffickers were arrested with a total of 3,683kg of suspected hard drugs. Additionally, substance abuse among commercial drivers has become a global challenge. The World Health Organization

(2007) studies from low-middle income countries revealed 4% to 69% of injured drivers having alcohol in their blood. Though several studies have studied the prevalence of substance abuse and have reported a high prevalence among commercial drivers (Abiona, Aloba & Fatoye, 2006; Omolase et al. 2012).

Ethan, (2017) and Ibrahim, (2016) stated that though substance use or drug consumption pattern in the Metropolis differs, smoking, drinking, and injection are common and depending on the type of drugs involved. Substance use and abuse often have an adverse effect not just on the physical wellbeing but on every aspect of human existence including the social, economic, political, and psychosocial lives, to mention but few (Rather, Bashir, Sheikh, Amin & Zahgeer, 2013). The problems arising from substance use is not restricted to an individual/drug user alone but affects the user's interaction with family and society (Arturo, 1990).

Substance abuse has not just become a major public health concern in Nigeria but the world in general. Severer psychological factors have been found to influence psychoactive substance use in Nigeria drugs (Abikoye, 2012; Adebowale, et al., 2013), as some mostly across general population (Obot, 1990, 1993; Gureje, et al., 2007; Ibeh & Ele, 2003; Agaba, Agaba, & Wigwe, 2004), others are based on students sample and hospital patients (Abdulfatai & Balarabe, 2016; Abiodun,

Adelekan, Ogunremi, Oni, & Obayan, 1994; Adamson & Akindele, 1994; Rockville, 2005; Lafinhan & Arowolo, 2002; Ajala, & Odunyemi, 2018; Unaogu, Onu, Iteke, Tukur, & Oka, 2017). Very little is known about substance use among commercial drivers even though drivers have been found to engage in hours of driving, and no previous published studies assessed a broad range of substance usage and some influencing factors among commercial drivers in Ibadan.

In an epidemiological study conducted by Gureje, et al., (2007) using Nigerian sample, it was specifically revealed that alcohol was the most commonly used substance, with 56% ever users and about 14% recent (past year) users at the time of their study. The authors further indicated that 3% were recent smokers, while 4% mostly used sedatives and 0.4% were cannabis smokers. Interestingly, Gureje, et al., (2007) discovered that males mostly use substance especially cannabis than females, while among middle-aged adults, both alcohol and tobacco use was the highest; based on religion, Moslems participants were much less likely alcohol users than persons of other faiths, although no such association was found for other substance including tobacco, non-prescription drug use, or illegal drug use. From Gureje et al's results, substance abuse and dependence were most common at the population level for alcohol while among users; abuse and dependence were likely to be experienced by alcohol users as they were by other drug users.

Substance abuse is a patterned use of a drug in which the user consumes the substance in amounts or with methods which are harmful to themselves or others (Nutt, King, Saulsbury & Blakemore,

2010). In Olowu, and Olusola, (2010), substance abuse is the use of drugs with psychoactive effect, with classifications like marijuana, alcohol, tobacco, cannabis, cocaine, benzodiazepines, heroin, and many more, usually consumed by adolescents and youths especially to gain a momentary escape from reality and boost their excitement, curiosity and self-concept (Ubangha, Bassey, Idowu & Ogunyemi, 2013). Some of the most common psychoactive substances commercial driver abuse includes nicotine, marijuana, heroin, cocaine, ogogoro and herbal mixture such as opa eyin, burukutu, palm wine to mention but few (Ajibade & Adefolaju, 2017), with alcohol and marijuana are mostly abused psychoactive substance (Adegboro, 2014).

Substance abuse has been associated with various medical problems such as cancer of the lungs, liver and kidney problem, respiratory and other cardiac problems (Unackwukwu & Nwankwo, 2003). Ajibade and Adefolaju (2017) reported that the use of psychoactive substances among drivers in Nigeria sometime alter their moods and emotional state; which adversely affect their health physically, psychologically and socially. Nigeria has the highest accident fatality rate in Africa at 33.7 per 100, 000 population (WHO, 2013). According to Welcome and Per-everzev (2010), approximately 50% of road traffic accidents on are linked to alcohol consumption. This is because a high percentage of commercial drivers use psychoactive drugs to keep awake and relieve fatigue during their long work schedules (Ajibade & Adefolaju, 2017; Abikoye, 2012). Also, commercial drivers who abuse psychoactive substances may engage in criminal/violent behaviour, risky sexual behaviour, driving under the

influence of a substance, rape, fighting, robbery or dispossessing commuters of their valuables. Similarly, 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.

Theoretically, the social cognitive theory by Bandura (1977), humans learn new behaviors from others. People learn by observing others, within their environment, behaviour and cognition all as the chief factors in influencing development in a reciprocal triadic relationship. Based on this social cognitive theory, a new non-substance-abuse-commercial driver may learn to use substance from other commercial drivers who are using substances in the parks because the tendency to learn how to abuse substances is very strong in such an environment. Hence, this environment coupled with other forms of reinforcements encourages substance abuse.

In a systematic review as documented by Adeloje, et al.,(2019), there was an established high prevalence of substance use in Nigeria with harmful use of alcohol twice among men compared to women. The authors showed that harmful alcohol use was higher in rural than urban settings, meanwhile, most individual were 15years and above as the users increased from 24 to 34 million between 1995 to 2015. In Green (2006), gender differences were found in substance use treatment outcomes, as women are more likely to face multiple barriers to accessing

substance use treatment than men; this makes women fare better on treatment than men. Similarly, women are less likely than men to use illicit drugs and develop drug-related problems (Greenfield, Manwani, & Nargiso, 2003a) especially when they have family members, friends, and partners who use substance and support their use of their substance (Bendtsen, Dahlstrom, & Bjurulf, 2002; Wu & Ringwalt, 2004; Brady & Ashley 2005; Dawson, Grant & Stinson, 2005). In developing countries like Nigeria, availability and misuse of illicit substances among the youth (both male and female) have remained a serious social problem confronting societies (Fareo, 2012; Emmanuel, 2013; Yunusa, 2016).

Oshikoya and Alli (2006) identified that there have been consistent rapid increases in the incidence of substance use and abuse in Nigeria with early onset at age 10. Age has been revealed to influence substance use (Kuruma, 2020; Oni, 2013). Furthermore, United Nations, Department of Economic and Social Affairs (2007) discovered in 2016 that, more than 4per cent individuals across the globe were younger than 25 years old, and about 26 per cent were aged 0–14 years while 16 per cent were aged 15–24 years. Specifically, in Africa, there are the highest proportions (60 per cent) of young vibrant individuals, whereby 2050, all continents have projected decline in the proportion of the population aged 15–24. Though, studies across the population continually show that substance use among older people is lower compare to younger people. Interestingly, Kenyan National Authority for the Campaign Against Alcohol and Drug Abuse, (2012) discovered older individuals reported higher use of established substances such

as cannabis (*bhang* and hashish), while drugs like cocaine and heroin are reportedly used more frequently among those aged 18–24; while in a general population, cannabis and khat continue to be two most commonly used substances especially among those aged 25–35.

Using Nigerian sample, Atilola, Ayinde and Adeitan's (2013) revealed in their study among young individuals with an average mean age of 15 years, that about 46% of the student participants reportedly use alcohol or any other substance, while older age, parental alcohol and substance were independently associated with a year use of alcohol or any other substance. Onyinye, Anyanwu, Ibekwe, and Ojinnaka, (2016) documented frequent use and abuse of substance abuse was about 33% particularly alcohol being the most abuse substance amongst older students, males, persons from divorced home and orphans. More so, mostly Nigerian studies on substance use were either hospital or community based with main focus on secondary school students or undergraduates (Johnson, Akpanekpo, Okonna, Adeboye, & Udoh, 2017). Falaye, & Oluwole, 2002; Oshikoya & Alli, 2006; Olatoye, & Afuwape, 2003; Oimage, & Oimage, 2012). It was however less amongst those who frequently participated in daily routine job unlike commercial drivers especially in Ibadan city.

Subsequently, literature has shown low frequent use of substance were discovered among young individuals (Chan, Kelly, Hides, Quinn and Williams 2016; Jorge, Ferreira, Ferreira, Kawachi, Zarzar, and Pordeu, 2018). Abikoye, Sholarin, and Adekoya (2014) discovered average usage of substance among young persons, meanwhile, in Adebisi, Faseru, Sangowawa and Owoaje (2010), and Oni (2013),

high prevalence among older adults were documented especially in females (Chan, et al., 2016). Additionally, Oshodi, Aina and Onajole (2010), emphasized that despite worldwide concern and education about substances with psychoactive content, many individuals especially youths have limited awareness of their adverse consequences of these substances.

Oshodi et al., (2010) further explained that curiosity, social pressure, and support influence are found to be the primary reasons for substance use and abuse (Aina & Olorunsola, 2008). Studies have established a negative relationship between social support and lifetime use of substances (Brick, Nugent, Kahana, Bruce, Tanney, Fernandez, & Bauermeister, 2018; Buttram, Kurtz, & Surratt, 2013; Alexander, 2012; Anetor, & Oyekan-Thomas, 2018) especially cannabis, alcohol and tobacco and about month use of methamphetamine (Rapiera, McKernan & Stauffer, 2019). However, some authors have revealed a positive relationship between substance use and social support (Bullers, Cooper, & Russell, 2001; Valente, Gallaher & Mouttapa, 2004; Abdu-Raheem, 2013; Idowu, Aremu, Olumide, & Ogunlaja, 2018; Nwoke, Ogba & Ugwu, 2012; Mokoena 2002; Adebisi, & Owoaje, 2008; Adebowale, Olatona, Abiola, Oridota, Goodman & Onajole, 2013) and the motivation to change from the use of psychoactive substances with a real enhancement motives substance use (Moon, Mathias, Mullen, Karns-Wright, Hill-Kapturczak, Roache, & Dougherty, 2020); while others have discovered some mixed results between social support and substance use (Spohr, Suzuki, Marshall, Taxman, & Walters, 2016; Zywiak, Neighbors, Martin, Johnson, Eaton, & Rohsenow, 2009).

While associations are found among social support, demographic factors and substance use in general, the direction of the relationship is still inconsistent. More so, few published studies have established substance use among commercial drivers, none has been documented among commercial drivers specifically in Ibadan. Thus, to bridge the gap in the literature, the present study aims at investigating the influence of socio-demographic factors on substance use among commercial drivers in Ibadan.

From the review of literature, two research questions were identified and were raised which include:

- Will socio-demographic factors (years of driving, duration of taking and hours spent on the job, age, gender) and social support correlate with substance use among commercial drivers?
- Will socio-demographic factors including years of driving, duration of taking and hours spent on the job, age, gender and social support significantly independently and jointly predict substance use among commercial drivers?

From the research questions, the following research hypotheses were formulated.

- Socio-demographic factors (years of driving, duration of taking, hours spent on the job, age and gender) and social support will significantly correlate with substance use among commercial drivers
- Socio-demographic factors (years of driving, duration of taking, hours spent on the job, age and gender) and social support will significantly, independently and jointly predict substance use among commercial drivers

## METHOD

### Design

The study adopted a cross sectional survey design. Socio-demographic factors (years of driving, duration of taking, hours spent on the job, age and gender) and social support were the independent variables, while the dependent variable was substance use.

### Setting and Sampling Technique

This study employed purposive sampling technique in the selection of participants into the study. The commercial drivers whose daily tour revolve around the major Universities' community in Ibadan, and can read and write in English language involved in this study. This was due to the fact most of the educated or experienced drivers ply around universities community's routes by the nature of their passengers (the students).

### Participants

The total of two hundred and fifty (250) commercial drivers participated in the study. Their age ranged between 18 years and 60 Years ( $\bar{X}$ = 33.86; SD= 8.86). Specifically, 156 (60.8%) were young drivers (18-35years) while 98 (39.2%) were old drivers (36 and above); 200(80%) males and 50 (20%) females involved in the study.

Based on marital status, 132(52.8%) were single, 86(34.4%) were married, 18(7.2%) were divorced and 14(5.6%) were separated at the time of the study. Moreover, years of driving ranges between 1-35years ( $\bar{X}$ = 8.92; SD= 6.48). Based on duration of driving, 29(11.6%) drivers have spent less than 6months, 190(76%) have spent between 7-12months while 31 (12.4%) have spent more than one

year in driving. About 15(6%) drivers do spend between 1-5hours in driving per day, 148(58.2%) drivers do spend between 6-10hours of driving per day, while, 87(34.8%) drivers do spend about 11hours and above per day in driving per day.

### Research Instruments

A structured questionnaire was employed to source for information from the participants of the study, with segment consists of section A, B and C.

In section A of the questionnaire, the items address the participant's demographics profile including age (young[18-35years] and old [36years and above]), gender (male coded as 1 and female coded as 2), marital status (single, married, divorced and separated), years of driving, duration of taking drug, hours spent on driving per day.

Section B: Social support was measured using multidimensional perceived social support scale developed by Zimet, et al., (1988). This scale consist of 12 items in a 7-point likert type response format, that ranges from very strongly disagree (1) to very strongly agree (7). The scale contains three sub-dimensions including: family(items 3,4,8, and 11), friends (items 6,7,9 and 12) and significant others(items 1,2,5, and 10) The summation of items can be done by subdomains or obtain a composite social support scores. The scale is scored directly with the scores of the scale ranges from 12 to 84 total scores, those who scored below the mean of 58.36 were classified as having low social support, while those above the mean score were classified as having high social support. The scale has been used widely, found to have strong internal consistency of 0.71 (Dambi, eta l., 2018). In this study,

the reported Cronbach's alpha reliability of the scale was 0.80.

The Section C of the questionnaire was for substance use. The Drug Abuse Screening Scale Questionnaire (DAST-20) was used to measure substance use. The scale was developed by Skinner (1982). The 20-items scale has unidirectional measure, with Yes and No response format. The DAST-20 scores ranges between 0-20, higher score scores denote tendency to use more substance and abuse drugs. The scale has been reported to be highly valid with the reliability scores ranges between 0.70 through 0.90 (Skinner, 2001; Yudko, et al., 2007). The documented Cronbach alpha for this scale in this study was 0.90.

### Setting

The study took place in the commercial motor parks around Universities' (Lead City University and University of Ibadan; Ibadan, Oyo-State) community in Ibadan, Oyo State. Nigeria.

### Procedure for data gathering and ethical considerations

Upon the arrival of the researchers at the research settings, the researchers sought the research approval of the motor park managers. After clear description of the purposes and aims of the study, research approval was given by the motor park management. Then the research assistants approach consented participants present at the motor park at the time of the study. Considering the inclusion criteria (drivers who speak and write in English Language, who have reside and be driving for the past three years in the university community, drivers with driving license and authorized tag given by the affiliated academic institution), trained research assistants approach each participant,

explain the purpose of the study and sought their permission to participate in the study. For those who consented to participate, questionnaire was administered to them. Strict ethical research principles were followed in the course of the research including the data collection. The participants were also given the opportunity to withdraw or ask questions when they feel like doing so. Participants and setting were purposively selected due to literature; the recent increase in the substance use in the Nigerian communities and the proximity to the researchers.

The participants were assured of their confidentiality in participating in the study. This procedure was adopted in all the settings. After two weeks of data collection, 260 questionnaires were administered while 250 were good for analysis. The response rate was about 96%.

### Statistical Analysis

The collated data were subjected to statistical analysis using Statistical Package for the Social Sciences (SPSS™ 20). The statistical tool used for data analysis in this study included, Zero Order correlation was adopted for hypothesis one this was due to the fact that the interested

variables including years of driving, duration of taking substance, hours spent on the job, age, gender, social support and substance use were measured on the interval or continuous scale, also the researcher was interested in the inter-correlation among the variables. Additionally, multiple regression was adopted for hypothesis two because the researcher is interested in the prediction of years of driving, duration of taking substance, hours spent on the job, age, gender, social support on substance use. More so, the variables are all measured on continuous scale.

## RESULTS

Hypothesis one states that socio-demographic factors (years of driving, duration of taking, hours spent on the job, age and gender) and social support will significantly correlate with substance use among commercial drivers, this was analyzed using Pearson Product Moment Correlation as shown in Table 1

From the table 1 above, the result revealed that years of driving ( $r_{250} = .138$ ,  $P < .05$ ), age ( $r_{250} = .176$ ,  $P < .01$ ) gender

**Table 1.** Summary of Multiple Correlation showing relationships among years of driving, duration of taking, hours spent on the job, age and gender) and social support and substance use

Variables	1	2	3	4	5	6	7	$\bar{X}$	SD
1. Year Of Driving	1							8.92	6.49
2. Duration Of Taking	.111	1						2.01	0.49
3. Hours Spent On Job	.228**	.164**	1					2.29	0.57
4. Age	.598**	.185**	.009	1				33.86	8.87
5. Gender	-.174**	-.069	-.165**	-.235**	1			1.20	0.40
6. Social Support	.128*	.018	.158*	-.052	-.080	1		58.36	14.51
7. Substance Use	.138*	.006	-.034	-.176**	.197**	.164**	1	30.51	4.09

\*. Correlation is significant at the 0.05 level (2-tailed). \*\*. Correlation is significant at the 0.01 level (2-tailed). N=250



( $r_{250} = .197, P < .01$ ) and social support ( $r_{250} = .164, P < .01$ ) significantly related with substance use. The result depicts that drivers' years of driving positively related with their use of substance, the more years of driving subsequently results to higher substance use. Similarly, drivers' age significantly and negatively related with their usage of substance, the younger drivers mostly use substance than the older drivers. Additionally, more females use substance than male drivers. Likewise, drivers who experience more social support have the higher tendency to use substance

However, duration of taking substance [ $r_{250} = .006; p > .05$ ] and drivers' hours spend on the job/driving [ $r_{250} = -.03; p > .05$ ] of the participants did not have a significant relationship with substance use. The results supported the hypothesis.

In hypothesis two, socio-demographic factors (years of driving, duration of taking, hours spent on the job, age and gender) and social support will significantly, independently and jointly predict substance use among commercial drivers; this was analyzed using multiple regression analysis as shown in Table 2

From the result in table 2 using regression model, drivers years of driving

( $\beta = .05, t = .31, P > .05$ ), duration of taking substance ( $\beta = -.02, t = -.35, P > .05$ ) and hours spend on the driving ( $\beta = -.02, t = -.40, P > .05$ ) did not independently predict substance use. Even, drivers' years of driving significantly related with their use of substance in the correlation analysis, in the regression model the factors (years of driving, duration of taking substance and hours spend on driving) did not predict substance use.

Conversely, drivers age ( $\beta = -.24, t = 3.01, P < .05$ ), gender ( $\beta = .26, t = 4.27, P < .05$ ) and social support ( $\beta = .19, t = 3.23, P < .05$ ) independently predict substance use. As drivers' age made about -.24 indirect impact on the their use of substance, drivers' gender contributed about .26 impact on substance, also drivers' social support added about .19 amount of impact on their use of substance.

Interestingly, years of driving, duration of taking, hours spent on the job, age, gender and social support ( $R = .36, R^2 = .13, F = 6.13, P < .01$ ) jointly predicted substance use. This result depicts that drivers' years of driving, duration of taking, hours spent on the job, age, gender and social support showed about 13% variance observed in their substance use as explained by the joint relationship of

**Table 2.** Summary of Multiple Regression analysis showing the independent and joint of years of driving, duration of taking, hours spent on the job, age and gender) and social support on substance use

Predictors	$\beta$	t	P	R	R <sup>2</sup>	F	P
Years of Driving	.05	.31	>.05				
Duration of Taking Substance	-.02	-.35	>.05				
Hours spent on the Driving Job	-.02	-.40	>.05	.36	.13	6.13	<.01
Age	-.24	3.01	<.05				
Gender	.26	4.27	<.05				
Social Support	.19	3.23	<.05				

*Dependent Variable: Substance Use*

the variables. Meanwhile, these variables showed about .36 degree of relationship and strength with the use of substance. Therefore, hypothesis two is accepted.

## DISCUSSION

This study explored the influence of socio-demographic factors (years of driving, hours spent on driving and duration of taking substance, age and gender) and social support on substance use among commercial drivers within Ibadan city. The findings of this study indicated that each of the socio-demographic factors (years of driving, hours spent on driving and duration of taking substance, age and gender) and social support had a significant influence on substance use among commercial drivers. Specifically, the study revealed that years of driving significantly related with the use of substance, the older drivers use more of substance. This simply implies that the years of driving positively interrelated with substance use. Drivers tend to have few friends amongst themselves at the onset of their job, they understudy each other, to know which and others to adopt as friends and support group and lean towards having more friends and socialize as they progresses in their job. This also occurs with the usage of substance, the drivers engage in controlled substance use or possibly don't, but as they further associate with friends, spend more years on the job and have support groups among themselves they progressively adopt the use of substance and increase its usage, as stated in the theory of social learning. This outcome is connected with the findings of Kuruma, (2020) and Oni, (2013) who both emphasized the earlier usage of substance

among Nigerians, and individual's age positively contribute to the usage of substance. The positive association between years of driving with substance use is established on the adoption of substance among young people as one of the coping mechanisms against possible psychological distress arising from driving work schedules (Ajibade & Adefolaju, 2017; Abikoye, 2012) and these individuals advance in the use of substance which could later result of problematic substance use.

Furthermore, the result vividly showed that the age of the commercial drivers serves as a significant factor that influence substance use, the findings of this study revealed that younger commercial drivers' use substance than the older commercial drivers. Often time's youth have a greater tendency of being influenced by their contemporaries because they are at still try to figure out their identity. This outcome supported the discoveries of Ubangha, et al, (2013) who stated that young individuals tend to resort to smoking, drinking and other substances to gain a momentary escape from reality and to increase and boost their excitement, curiosity and self-concept. Similarly, young individuals have their attitudes and behaviors reinforced through substance use with are one of the negative ways (Ackerman, 2003). More so as confirmed in Olatinwo (2016) who reported drug use and involvement among youths in Oyo State are facilitated by their peer influence.

Furthermore, the regression model revealed that drivers' age significantly predicts substance use. Explicitly, drivers who are younger in age significantly reported more usage of substance than those who are older in age. This outcome showed that young drivers significantly engage more in substance use than older

participants of study. Young people are pleasure driven, experiment behaviors even though such is risk behaviour, they associate and are articulate in speaking. Young individuals tend to look out for those of like attributes to them; Young individuals are curiosity and possibly desire for adventure progressively contribute to their experimentation with substance especially drugs. This is due to the fact these substances give them a feeling of excitement as such they may find it difficult to do without them substance. This outcome is similar to Vernic, Ursoniu and Vlaicu (2010) where it was reiterated that young people are mostly still malleable to issues especially in their job and life circumstances, which makes them more predisposed to lifestyle modifications than older adults. This outcome confirmed the principles of human development as young individuals tend to experiment and get more involved in risky behaviors including the use of substance due to their curiosity, social pressure and support influence found to be predominantly reasons for substance use and abuse (Oshodi et al., 2010; Aina & Olorunsola, 2008). The result supported the projections of UNDES, (2007) where it was reiterated that some reasonable numbers of individuals across the globe who were younger than 35 years old, engage in substance use more than older people, subsequently across population, older people participation in substance use is lower compared to younger people (Atilola, et al., 2013; Chan, et al., 2016; Jorge, et al., 2018; Abikoye, et al., 2014). Although, the result negates the findings of NACAADA, (2012) and Onyinye, et al., (2016) that older individuals reported a higher use of some specific substances like cannabis and cigarette; the differences in outcomes are not

unconnected with the fact participants of study and location of study are quite different; their findings were mostly among student population while the present study was among commercial drivers.

Likewise, the result revealed through the analysis of variance, that gender significantly influenced substance use among commercial drivers, and specifically in both the correlation and regression models, female commercial drivers significantly engaged more in substance use than their male counterpart despite few individuals were female. The African perspective that women engage in commercial driving which is mainly for men could motivate their involvement in the use of substance in order to cope with the arising circumstances and possible stress. This outcome specified that female participants significantly participated more in substance use than male which reinforced the findings Green (2006) and Fareo, (2012), that gender differences significantly predicted and influenced substance use. Consequentially, women remain higher frequent users of substance (Chan, et al., 2016) and the availability and misuse of illicit substances among the females youth which has continued to pose a serious social problem confronting societies (Emmanuel, 2013; Yunusa, 2016). However, the result disconfirmed the findings of Obikeze and Obi, (2013) and Oshodi, et al., (2010) who stated that males' students involved in substance use than female especially in alcohol and/or illicit drugs. Their findings established these contrary results among student sample in tertiary schools whereas this present study confirmed diverse result among commercial drivers.

Furthermore, the outcome of this study confirmed that social support significantly

related and predicted substance use among commercial drivers. Specifically through the regression model, social support significantly predicted the use of substance. This results revealed that the extent of perceived support from friends, relatives and significant other people in interpersonal daily activities had a significant influence on the use of substance among commercial drivers, such that drivers who perceived that they have low support from significant others or friends use less of substance than those who perceived high support from their significant others or colleagues. The outcome seconded the previous studies on positive association between social support and substance abuse (Bullers, et al., 2001; Valente, et al., 2004; Nwoke, et al., 2012; Mokoena 2002; Adebisi, & Owoaje, 2008; Adebowale, et al., 2013), as individuals with more social support network or system reported more of substance use. This result also buttressed the findings of Abdu-Raheem, (2013) and Idowu, et al., (2018), the authors reported that perceived social support especially from friends, influences frequent use of substance among selected populations. This is because most times when individual is supported by friends from their social group, they are more likely to behave like them, adjust and imitate their behaviors especially when in terms of substance use, which may later help in managing life stressors (Osmany, et al., 2014).

### CONCLUSION

From the findings of this study, social-demographic factors (years of driving, duration of driving, hours spent on driving, age, gender) and social support are

significant factors that contribute to the use of substances among commercial drivers in Ibadan. It was established that years of driving positively contributed to subsequent use of substance; as young commercial drivers use substance more than old commercial drivers. Also social support had positive impact on commercial driver's involvement in substance.

Some limitations have been identified in the course of the research, due to limited sample size and variables of the study, the study was technically underpowered (Hulley, et al, 2013); as such, more socio-psychological variables with large sample size are needed to study with substance use. More so, further longitudinal and experimental studies are required to examine the changes, and causal effect in participant's substance use.

### DECLARATION OF COMPETING INTEREST

The authors declared that there are no conflicts of interest.

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*Quarter 2013 Volume 6, Number 2, Pages 233-240*

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