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Determinants of Psycho-active Substance Abuse among Commercial Motor Drivers in Kawo Motor Park Kaduna, Kaduna State, Nigeria

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Abstract

Objective: *The study investigated the determinants of psychoactive substance abuse among commercial motor drivers in Kawo motor park Kaduna, Kaduna State, Nigeria.*

Materials and Methods: *The study is a cross-sectional design guided by Social Cognitive Theory. It used 37-item validated questionnaire to collect data from 270 respondents who consented and multistage sampling technique was adopted. Variables of environmental, cognitive and behavioral factors of substance abuse were measured. Data collected were analyzed using SPSS version 23 to compute mean, frequencies, standard deviation and way of variance analysis was used to answer the research questions. The null hypotheses were tested at 0.05 significance level using Pearson's correlation.*

Results: *Majority of respondents were male drivers 98.8%, female 1.2%, most respondents are within 31 – 40 years (35.5%) and in their productive age. Environmental factors showed mean ±SD of 5.43±2.55, cognitive factors showed mean ±SD of 12.34±3.88, behavioral factors revealed mean ±SD of 16.64±2.95 while the level of practice showed mean ±SD of 1.575±1.42.*

Conclusion: *Environmental determinants of psychoactive abuse such as peer pressure, parental influence, availability of drugs within the park contribute to drug abuse by commercial drivers. It was discovered that despite awareness of negative consequences of substance abuse, drivers have not been able to refrain from abuse of substances. Urgent attention of government to enact laws and enforce it to control the production and availability of such substances.*

Keywords: *Determinants, Psychoactive, Abuse, Commercial drivers.*

Introduction

The discovery of psychoactive plants (opium poppy, coca plant or leaf, cannabis, tobacco) and body painkillers (Tramadol, heroin, cocaine, pentazocine) and the subsequent synthesis of many other psychoactive substances, has given rise to many useful drugs but with adverse effects. These substances were taking in various ways and method, which include eating, drinking, smoking, sniffing or nasal insufflations as well as injection into the skin subcutaneously, intramuscularly, or intravenously (Okpataku, 2015). The author further stated that, the most commonly used substances include alcohol, cigarette, Kolanut, valium, codeine, tramadol, cannabis, cocaine, heroin etc. The emphasis in this study will be on tramadol and cannabis abuse among commercial motor drivers in Kawo motor park, Kaduna, Kaduna State.

Diagnostic and Statistical Manual of Mental Disorders, fourth edition (DSM – IV) defined psychoactive substance abuse as a maladaptive pattern of use despite knowledge of having a persistent or recurrent social, occupational, psychological or physical problem that is caused or exacerbated by the use. This definition revealed the degree on how the impact of substance abuse could be felt in various forms. For example, if the individual was used to a particular substance, whether licit or illicit, the abuse of such a drug inevitable and difficult for the individual (Olaniyi, 2016).

In 2018, United Nations Office on Drugs and Crime (UNODC) described tramadol hydrochloride as a white, bitter, crystalline and odorless powder soluble in water and ethanol. It is an atypical, weak, phenylpiperidine opioid analgesic and was known for the treatment of moderate to severe pain has become a major

concern in Africa and Asia. The Executive Director of United nation in World drug report journal, reiterated that accessibility of tramadol for medical use was important for the treatment of pain, however, traffickers manufactured this drug illicitly and promote them illegally in the market resulting to considerable harm to health.

Brand and Zhao, (2017), opined that in 2,700 BC, Chinese Medical Manual stated that it is important for the treatment of rheumatism, malaria, and inquisitively, absent – mindedness as documented by Chinese Emperor Shen Nung, the Father of Chinese Medicine. Ibrahim A. W. et al., (2017), stated that Nigeria has witnessed changing trends in the display of psychoactive abuse with tramadol hydrochloride (HCL) emerging as a drug of choice in various parts and regions of the country. The author further stated that in Nigeria, the use of tramadol and Cannabis has become a problem of National mental health and psychiatric significance, because the abuse of tramadol and cannabis was associated with psychosocial, economic and medical complications.

Boostani and Derakhashan, (2012), stated that tramadol is a centrally acting analgesic with strong opioid agonist properties as well as inhibitory effects on the reuptake of noradrenaline and serotonin. It was first thought to have minimal addictive potentials when compare to other opioids analgesics, but the unfolding scenarios were contrary. Aliyu (2016), stated that literature also abound and documented on the detrimental effects of tramadol which included, induction of seizures and Parkinson – like symptom, development of classical opioid withdrawal syndrome and psychiatric symptoms such as aggressiveness, hostility, mania, mental and behavioral disorders. The author further stated that Tramadol and Cannabis was associated with increased tendency of being addictive and it was more accessible and cheaper to buy than heroin and other opioids or psychoactive drugs. The author further opined that the availability of tramadol without prescription makes it easy to obtain and some people consider it as treatment for sexual dysfunctions such as weak erection and delay orgasm.

The prevalence of tramadol abuse in Patients attending rehabilitation in Federal Neuro Psychiatric Hospital Maiduguri (FNPH) was 54% and over 65% of tramadol users were within 18 – 37 years of age, while the average age onset of abuse was 24years (Liu, 2014). While according to UNODC, (2012) the annual prevalence rate for cannabis in Africa fluctuates roughly between 4 and 14% and was the highest in the world. UNODC, further remarked that Nigeria tops in the use of illicit drugs in Africa. In 2015, the National Drug law Enforcement Agency (NDLEA), reported that 3.2 million people over the age of 18 in Nigeria abused tramadol for non – medical reasons in their life time. The major mode of initiation into tramadol and cannabis abused was peer group influence and 63% abused over 200mg of tramadol per day. Bashiran (2014), stated that the primary reasons for tramadol and cannabis abuse was reported as to relief tiredness, stress, and pain 48%, prolonging sexual enhancement and intercourse 40% and compulsive urge was 12%. NDLEA in 2014, reported that the number of youths that were incarcerated and indulged in various forms of crime in Nigeria have increased over the last few decades.

Bragazi (2018), stated that cannabis was the second most widely used drug and the rate of consumption among drivers in the world was said to be particularly high. However, cannabis abusers believe it did not impair their driving ability but studies showed that cannabis contribution to motor vehicle crashes (MVCs) was therefore of substantial interest. According to United Nations Office on Drugs and Crime (UNODC) World Drug Report in 2018, cannabis was reported to be the most widely consumed drug in 2016, with 192 million people using it at least once in 2015. It was further stated that the global number of cannabis users continued to rise and appeared to have increased by roughly 16% in the decade, to 2016, reflecting a similar increased in the world population.

Socio-demographic features showed that over 83% of males abused tramadol because of socio-cultural influences, but of recent, females have also been reported to use tramadol. Orhero, (2018), opined that the outcome of tramadol and cannabis abuse have increased the number of patients in emergencies centers in mental health facilities with reported cases of suicide attempts, mental and behavioral disorder and as the leading cause of road traffic accidents (RTA). This study seeks to determine the prevalence and factors responsible for tramadol and cannabis abuse

among commercial motor drivers in Kawo motor park Kaduna, Kaduna State.

Materials and methods

Study area and design

The study was carried out in Kaduna, a North-Western city of Nigeria and the third most populous state with a population of more than 6 million (National Population Commission, 2006). In Kaduna, the study was in Kawo motor park among Commercial Motor Drivers. All licensed drivers who have been driving a minimum distance of 500 km/day from Kawo motor park Kaduna for at least 1 year and are registered members of the National Union of Road Transport Workers (NURTW) Kawo branch were eligible to participate. The NURTW among other roles regulates the activities of the motor parks and exercises authority on its members.

This study adopted cross – sectional survey design. In this study, 270 commercial motor drivers were recruited from Kawo motor park Kaduna. Only drivers, who were registered with the National Union of Road Transports Workers (NURTW), commercial drivers that were present and gave consent that were studied. Trained research assistants collected data from participants who required to respond to the items in the questionnaire constructed in both English and local language. The sampling frame of 20 mini parks was obtained. Stratified random sampling technique was adopted to select 270 respondents at Kawo motor Kaduna. A proportionate stratified simple random sampling technique was used to select respondents in each of the selected 20 mini motor parks from Kawo motor park to make up the sample size. Proportionate sampling was used to determine the appropriate representation for this study. This was determined using the Tara Yamane formula.

$n = N/ (1+N (e)^2)$

The index park for each mini motor park was selected using simple random sampling by balloting.

Data collection

A structured, pre-tested questionnaire was used to collect the data. The questionnaire contained sections on socio-demographic characteristics of respondents, environmental factors, cognitive factors, behavioral factors and level of practice of psychoactive substance abuse among commercial motor drivers in Kawo motor park. The instrument was pre-tested among commercial motor drivers in Television garage of Kaduna South LGA. A consent form was given to the participants to seek their permission to participate in the study.

Data analysis

Data was analyzed using SPSS version 23.0, and presented in frequency distribution tables. Cross-tabulation was used to assess the relationship between the various independent variables. The level of significance was tested using Pearson's correlation, with *p*-value set at ≤ 0.05.

Ethical approval

Ethical clearance was obtained from Babcock University Health Research and Ethics Committee (BUHREC). All ethical research protocols were strictly adhered to.

Results

A total of two hundred and seventy drivers were recruited to participate in the study. The response rate after the questionnaire retrievals was 91.8%. The results showed that there were more drivers within 31 – 40 years (35.5%) and 41 – 50 years (30.2%) age groups. Majority of 98.8% drivers were males and only 1.2% of the population were females. Two hundred and twenty-one drivers (89.1%) were from the Hausa tribe, 6.9% were Yoruba's and only one (0.4%) was from the Igbo tribe. Regarding marital status, 11.3% of the drivers were single or never married, 86.7% were married while 0.8% were divorced. The distribution of the religious affiliations showed that 5.6% drivers were Christians, 94.0% were Muslims while only one (0.4%) was a Traditionalist. Only one (0.4%) of the drivers had never attended any educational institution; 24.6% drivers went to Qur'anic school, 20.2% had primary school education and 39.5% drivers had attended a senior secondary school.

The distribution of the drivers' experience showed that 87.1% had a driving experience of 1 to 5 years while 12.9% had been driving for 6 to 10 years. Fifty-three (21.4%) drivers stated that they learned driving at a driving school and 14.5% learned from family members and 38.7% learned on the job. About a third of the population

67.3% reported that they were driving their own cars and_32.7% drivers stated that they drove other people's cars. Among the drivers who reported to have bought their own cars, 28.2% stated to have bought their cars through a higher purchase, 9.7% from bank loans and 15.3% from cooperative loans.

The environmental factors were assessed with a 6-item scale. About half of the drivers (44.8%) agreed that they do drugs to comply with peer norms or group influence while 27.4% strongly disagreed. Regarding the knowledge of the drivers on how parental influence could lead to abuse of drugs, 39.1% of the drivers strongly agreed, 25.8% agreed, (6.9%) disagreed while 18.1% strongly disagreed. Thirty-nine drivers strongly agreed that availability and accessibility of psychoactive drugs at the motor park could contribute to abuse of drugs, 17.3% disagreed while 33.1% strongly disagreed. About a third of the drivers 34.7% agreed that complacency has contributed to the abuse of tramadol and cannabis in the society, 43.1% strongly agreed, 4.8% disagreed while 10.9% strongly disagreed. Drivers' daily problems and overcoming fears were some of the environmental factors reported. Over a third of the drivers 77.8% strongly agreed to this while 2.0% strongly disagreed.

The environmental factors were grouped to examine the level of the drivers' exposure to environmental factors. The items were grouped on an 18-point rating scale. The distribution showed that about a third of the drivers 64.9% had a low exposure to environmental factors which may influence psychoactive drug abuse. Eighty-six drivers 34.7% had a moderate level of environmental exposure while only 0.4% had a high level. The mean ± SD was 5.43±2.55.

The cognitive factors which may influence the abuse of psychoactive drugs among drivers was assessed using items which measured the knowledge of the drivers on the types and availability of the drugs in the environment. Majority of the drivers reported to have heard about alcohol were 83.9%, tramadol 81%, cannabis 86.3% and cigarette 69.0%. One hundred and eighty-one drivers reported that they knew morphine could be abused. About 52% reported same for heroin and only 28.2% and 27.8% said same for cocaine and benzodiazepines respectively. About the drivers' knowledge of the drugs available in their motor park, 57.7% of the drivers were aware that alcohol was available, 21.8% knew about tramadol, 8.1% knew about pentazocine and 16.1% knew about cocaine. One hundred and fifteen drivers reported that they had previously received information about drug abuse while 54% stated otherwise.

The distribution of the drivers' source of information on psychoactive drugs showed that over half (55.6%) of the drivers heard about alcohol through their friends, 22.6% through television, 2.4% through the parents and 17.7% through the newspaper. A third of the drivers (66.5%) got information about tramadol through their friends, 19.4% through the television and only 3.2% got this information through their siblings. The drivers got information about cannabis through their friends 54.4%, parents 7.3% and television 27.4%. The awareness of drivers on pentazocine was sourced majorly from newspaper 33.5%, television 25.8% and siblings 52; 21%.

The level of cognitive factors as a determinant of psychoactive abuse among the drivers was computed on a 22-point rating scale. The distribution showed that 12.1% drivers had a low level of cognitive factors, 56% had a moderate level and 31.9% had a high level with mean ± SD of 12.35±3.867.

Behavioral factors that may affect the abuse of psychoactive drugs among the drivers at Kawo Motor Park was assessed with a 10-item scale. The distribution showed that 44.8% drivers strongly agreed that psychoactive drug use keeps the drivers awake and alert while 35.1% agreed. Majority of the drivers that strongly agreed were 56% and agreed 31.9 that psychoactive drug use always leads to having difficulty in concentrating while driving. Likewise, 67.3% of the drivers strongly agreed that psychoactive use causes serious problems between drivers and acquaintances. Only 32.7% of the drivers strongly agreed that the use of psychoactive drugs may cause problems between drivers and law enforcement officers. Also, 22.2% of the drivers strongly agreed that the use of psychoactive drugs enhances sexual performance while 17.3% drivers strongly disagreed. One hundred and three drivers agreed that the use of psychoactive drugs could alter a driver's emotional mood and state while 23.8% of the population strongly agreed and 15.3% strongly disagreed. Majority of the drivers agreed that the use of psychoactive drugs helps to overcome depression.

The level of behavioral factors was computed and the results showed that 2.4% of the drivers had a low level of behavioral antecedent to psychoactive drug use, 87.9% had a moderate level and 9.7% had a high level with mean ±SD of 16.64±2.951 behavioral exposure to psychoactive drug use.

The proportion of drivers who reported to have ever used alcohol, cannabis and tramadol was 37.9%, 34.7% and 19.8% respectively. Among the drugs which were enquired on, the previous use of alcohol was the most common among the drivers. Regarding current use of psychoactive drug, cannabis 46.4%, followed by tramadol 31.9% and alcohol 31%. The frequency of use of psychoactive drugs was assessed and 45.2% of the drivers reported that they used psychoactive substances several times a week while 16.1% used it more than once a week.

The distribution of the level of practice which was computed on an 8-point rating scale showed that 73.4% of the drivers had a low practice level of use of psychoactive substances while only 2.0% had a high level of use. The mean ±SD of the level of drivers' practice was 1.575±1.42.

Discussion

Socio-demographic characteristics of the respondents

Result from this study showed that most of the drivers were within the age of 31 – 40 years (35.5%) and 41 – 50 years (30.2%) which is in convergence to the findings of Ajibade, & Adefolaju, 2017; Makanjuola, & Buhari, 2014. This result indicates that most of the respondents are in their productive age. In addition, this indicates that women do not really venture into commercial driving career in the study area. It was found that commercial motor drivers were mainly male-dominated. This further confirms the male domination of public transportation activities in Nigeria as found in similar studies including Yunusa, Bello, Idris, Haddad & Adamu (2017); Alti-Muazu, Aliyu (2008); Ajibade, Uvomata, Akinpelu, Adeleke, Fabiyi, & Akinlabi (2016). Majority of the respondents were married and had secondary education. This is also similar to the findings of Makanjuola, Oyeleke, & Akande, 2007; Tajudeen, Akinhanmi, Onifade, & Ibrahim, 2012; Raji, Saliu, Gada, Bakare, Oladigbolu, & Kaoje, 2017.

Majority also had 1-5 years working experience, similar report was also reported in the study of Ajibade, Uvomata, Akinpelu, Adeleke, Fabiyi, & Akinlabi (2016). These perhaps imply that the respondents are relatively well-experienced motor drivers. It was found that most of the drivers cover up to 5 hours of driving per day amongst others; respondents sampled in this study have different number of years of driving experience necessary to make their driving end in success.

Environmental Determinants of Psychoactive Drug Abuse

As regards substance abuse among respondents, it was observed that a bulk of the respondents reported that they do drugs to comply with peer norms or peer group influence. In understanding substance use, the role of peers is often emphasized as a key influence on initiation to substance use addiction (Kelly, Stout, & Slaymaker, 2013). Researches have shown that Peers are often highly influential in convincing one another to try alcohol, tobacco, or other drugs for the first time Bryant, Schulenberg, O'Malley, Bachman, & Johnston, 2003; Svensson, 2000; or to persist in substance use and abuse (Godley, Kahn, Dennis, Godley, & Funk, 2005). Data from these studies support the broadly accepted notion that peers often influence one another to try drugs.

Parental influence could lead to abuse of drugs as indicated by the respondents. Among the risk factors for alcohol use, parental behaviors have been reported as a major source of influence (Calafat, García, Juan, Becoña, & Fernández Hermida, 2014). More specifically, factors such as parental substance use (Macleod et al., 2008) and abuse (Biederman, Faraone, Monuteaux, & Feighner, 2000) and perceived parental approval toward drugs (Brooks-Russell et al., 2015) have been associated with alcohol and drug use. Nevertheless, one of the most important risk factors for substance use is inadequate parenting style (Calafat et al., 2014). Availability and accessibility of tramadol and cannabis within Motor Park could contribute to abuse of drugs.

Availability of drugs or accessibility of drugs is one of the factors contributing to the increasing drug abuse during recent decades. Similar studies have shown that in fact, the ease of access to drugs has been recognized as one of the main underlying causes of substance abuse (Johnston,

Malley, Bachman, & Schulenberg, 2010; Warren, Smallay, & Nikki, 2015). It was alongside that drugs were abuse among respondents to overcome fears and daily fatigue. These findings conform to that of Makanjuola, et al (2007); Rasheed (2010); Omolase, et al (2011); Adadu, et al (2012); Okpataku (2015); Yunusa, Bello, Idris, Haddad & Adamu (2017); this also validates findings of Alti, Muazu & Aliyu (2008). It is difficult to identify one specific environmental factor that is to blame for drug use. In reality, it is likely that people develop addictions due to influences. Nevertheless, the important thing is to become aware of the many potential sources of influence so that one can take the necessary steps to mitigate them (Lundberg, 2017). This study revealed that environmental factor had a statistical significance relationship with the abuse of psychoactive substances. This indicates that environment has shown to play a very decisive and effective role in the formation of human personality and behavior, which means the traits of a personality and their origin are largely derived from the environment (Meier, 2016).

Cognitive Determinants of Psychoactive Drug Abuse

All the respondents have in one time or the other use psychoactive substances ranging from alcohol, tramadol, cannabis, cigarette amongst others and these substances are said to be abused and readily available at the motor park. This finding conforms to many studies such as Ajibade, & Adefolaju, 2017; Yunusa, Bello, Idris, Haddad & Adamu, 2017; Raji, Saliu, Gada, Bakare, Oladigbolu, & Kaoje, 2017. The result of the study revealed that an overwhelming majority of the respondents engage in one form of substance abuse or the other. Findings based on the type of substances abused showed that the respondents abuse substances that are cheap and readily available to them like alcohol, tramadol and the likes. This corroborates findings of study conducted in Zaria where alcohol, tramadol and marijuana are the major substances abused by commercial motorcyclists (Alti, Muazu & Aliyu, 2008).

With the result obtained from this study, there is therefore the need for the government to enact laws to control the production and availability of such substances. This study revealed that there is a relationship between cognitive factors and the abuse of psychoactive substances. This can be justified with the results of the study of Eslami, Fathian, Dastgerdi, Ghofranipour, & Mostafavi (2018) which indicate that cognitive determinant can significantly predict substance use behavior.

Drivers' Source of Information on Drug Abuse

Majority of the respondents sourced information on drug abuse from their friends, television and from the newspaper. A study conducted by Yunusa, Bello, Idris, Haddad & Adamu (2017) has indicated this above-mentioned avenue can also be used as effective strategies to stop or control substance abuse as suggested by the respondents including health education, controlling the production, distribution and availability of the substances, rehabilitation of commercial bus drivers engaged in substance abuse.

Knowledge of Drivers on Consequences of Psychoactive Drug Abuse

Most of the respondents identified that psychoactive drug abuse can lead to road traffic accident, cancer amongst the rest. Psychoactive substance usage has been found to be a leading source of preventable morbidity and untimely mortality globally (Centre for Disease Control and Prevention, 2012), as its usage has been associated with cancer of the lungs, respiratory and other cardiac problems (Unackwukwu & Nwankwo, 2003). In addition, people using psychoactive substances are also more likely to engage in risky behaviour such as unprotective sexual activity, driving under the influence of drugs which sometimes resulted to road traffic accident, criminal activities, engaging in violent behaviours, etc (Fawibe & Shittu, 2011; Usman & Ipinmoye, 2015). This finding supported that of Makanjuola, et al (2014); Welcome & Pereverzew (2010); Omolase, et al (2011); Usman & Ipinmoye, (2015); Gudaji & Dankishiya (2016); and Okafor, Udofia & Onyuku (2016), indicating significant relationship between psychoactive substances usage and road traffic accident and violations. Welcome & Pereverzew (2010) further found that 50 percent of accidents, and its attendant consequences, on Nigerian roads are due to psychoactive substances usage. This point out that there is need for public awareness campaigns on road safety education and health consequences of psychoactive substance use among drivers.

Behavioral Determinants of Psychoactive Drug Abuse

Most of the drivers agreed and strongly agreed that psychoactive drug use keeps drivers awake and alert while driving at any time of the day. These findings conform to that of Makanjuola, Oyeleke, & Akande (2007); Rasheed (2010); Omolase, et al., (2011); Adadu, et al., (2012); Okpataku (2015). These similarities in findings may be because this subgroup of people by virtue of their job are fatigue prone and require keeping awake both of which were found as the major reasons for psychoactive substances usage. Majority of the respondents also reported that psychoactive drug use always leads to having difficulty in concentrating while driving. In particular, psychoactive drugs affect the functioning of the brain by delaying cognitive and executive functions, which may lead to impaired driving (WHO, 2016). Moreover, interaction between cannabis and alcohol has been shown to have an additive effect on driving performance (Downey, King, Papafotiou, Swann, Ogden, et al, 2013).

Majority also reported that substance use helps to overcome depression, gives pleasure and also depress driving fatigue which is similar to the findings of Halperin, Smith, Heiligenstein, Brown & Fleming, 2010; and Saravana & Heldhy, 2014. These scholars in their separate studies found that individual with a history of major depression are more likely to develop nicotine dependence. Overall level of behavioral factors among the respondent was moderate, therefore increasing the knowledge and awareness of drivers about substances should be accompanied by other strategies to guarantee better response towards substance abuse.

Practice of Psychoactive Drug Abuse

Among the listed psychoactive substances mentioned, alcohol is the common one ever used by the respondents. This finding conforms to that of Omolase, et al., (2011) and Girotto, et al (2014). Respondents also reported that they still take cannabis the most and they take it several times in a week, which is also similar to the findings of Makanjuola, Daramola, & Obembe (2007); and Adelakun, Makanjuola, Ndom, Fayeye, Adegoke, et al., (2001). This observation is further reinforced with the visual evidence of availability and sale of the substances in parks/garages in most urban centres despite its prohibition by government (Rasheed & Ismaila, 2010).

Conclusion and recommendation

The study sought out to examine the Determinants of Psycho - Active Substance Abuse among Commercial Motor Drivers in Kawo Motor Park Kaduna, Kaduna State. As regards the environmental determinants of psychoactive drug abuse, peer pressure was found to be one of the contributing factors; parental influence was also identified to play a role in influencing the determinant of abuse among the respondents. Availability of drugs or accessibility of drugs is one of the factors contributing to the increasing drug abuse during recent decades. Cognitive factors were also identified as determinants of psychoactive drug abuse, though respondents are aware of the menace related to drug abuse, they still choose to indulge in it due to reasons such as availability and accessibility amongst other reasons. This therefore calls for an urgent need for the government to enact laws and enforce it to control the production and availability of such substances. Respondents mostly sourced knowledge on psychoactive drug abuse from friends, television and newspaper. These sources can also be empowered and used as strategies to curb the menace of drug abuse. Respondents reported to be vast in the various consequences related to psychoactive substance abuse but still choose to indulge and practice psychoactive drug abuse daily due to various behavioral determinants like keeping awake and alert, keeping off fatigue amongst others. This point out the need for public awareness campaigns to increase knowledge on road safety education and health consequences of psychoactive substance use among drivers.

Table 1. Socio-demographic Characteristics of Respondents

S/N	Variables	Frequency (n)	Percentage (%)
1	20 – 30 years	39	15.7
	31 – 40 years	88	35.5
	41 – 50 years	75	30.2
	51 – 60 years	28	11.3
	61 – 70 years	13	5.2
	71 years and above	5	2.0
	TOTAL	**248**	**100**
2	GENDER		
	Male	245	98.8
	Female	3	1.2
	TOTAL	**248**	**100**
3	ETHNIC GROUP		
	Hausa	221	89.1
	Yoruba	17	6.9
	Igbo	1	0.4
	Others	9	3.6
	TOTAL	**248**	**100**
4	MARITAL STATUS		
	Single or Never Married	28	11.3
	Married	215	86.7
	Divorced	2	0.8
	Separated	2	0.8
	Widowed	0	0.0
	Cohabiting	1	0.4
	TOTAL	**248**	**100**
5	RELIGION		
	Christianity	14	5.6
	Islam	233	94.0
	Traditional	1	0.4
	TOTAL	**248**	**100**
6	LEVEL OF EDUCATION		
	Never been to school	1	0.4
	Qur'anic school	61	24.6
	Primary School	50	20.2
	Junior Secondary School	33	13.3
	Senior Secondary School	98	39.5
	Tertiary	5	2.0
	TOTAL	**248**	**100**

Table 2. Level of Drivers' Practice of Psychoactive Drug Use

Practice	Frequency (N)	Percentage (%)	Maximum Points	Mean	SD
Low (0 – 2)	182	73.4	8	1.575	1.42
Moderate (3 – 5)	61	24.6			
High (6 – 8)	5	2.0			
Total	248	100			

Table 3. Summary of Descriptive Statistics

Variables	N	Maximum points	Mean	SD
Environmental Factors	248	18 points	5.43	2.55
Cognitive Factors	248	22 points	12.34	3.88
Behavioral Factors	248	30 points	16.64	2.95
Practice	248	8 points	1.575	1.42

Table 4. Relationship between practice of Psychoactive Drug Abuse and Environmental Factors

Predictors	N	R	R^2	P - value
Practice vs Environmental Factors	248	0.244	0.059	0.000*

Table 5. Relationship between practice of Psychoactive Drug Abuse and Cognitive Factors

Predictors	N	R	R^2	P - value
Practice vs Cognitive Factors	248	0.275	0.076	0.000*

Table 6. Relationship between practice of Psychoactive Drug Abuse and Environmental Factors

Predictors	N	R	R^2	P - value
Practice vs Behavioral Factors	248	-0.050	0.003	0.435

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