
"Illicit Drug Use and The Challenges of addiction."

Illicit Drug Use and The Challenges of addiction

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Abstract

The challenge is illicit drugs use and addiction can not be over emphasised in our society today, based on this study Drug addiction was found to be prevalent among road transport workers. This is in agreement with the respondents' responses from the in depth interview conducted by the researcher the influence drug addiction were found to include peer/co-worker influence, depression, stress, frustration, family background, low self-esteem, desire to stay active etc. Factors that influence drug addiction were found to include peer/co-worker influence, depression, stress, frustration, family background, low self-esteem, desire to stay active etc. This finding is supported by responses from the in-depth interview and also by the works of other scholars. Findings from the study influenced the study recommendations amongst which it identified provision of rehabilitative programs to affected members, sanctioning of drivers under the influence of substance, restricting the advertisement and availability of these products in their place of work and enlightening them on the health hazards as the various strategies that can be applied to curb drug addiction among road transport operators.

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Introduction

Drug addiction is defined as the compulsive, out-of-control drug use, despite negative consequences (Malenka, Nestler, and Hyman, 2009). Drug addiction also refers to a "chronic, relapsing brain disease that is characterized by compulsive drug seeking and use, despite harmful consequences. It is considered a brain disease because drugs change the brain, they change its structure and how it works. These changes can be long lasting and can lead to many harmful effects, often self-destructing behaviours" (NIDA, 2016). Drug addiction, also called substance dependence or dependence syndrome, is a condition where a person feels a strong need to take a drug. Examples of the substances includes opium, marijuana, cannabis, kola nut, cigarette and central nervous system (CNS) agent like amphetamines etc (Adekoya, Adepoju, Owoeye, 2011). In the history of drug addiction, it has been a problem from the beginning. Before the 19th century, drugs that are commonly used or abused were related to plants that helped reduce feelings of pain. In modern times, we have harmful synthetic drugs, but even the primitive forms of drug abuse in the past were dangerous. Even when natural substances are being abused, the body can experience addiction (aforeverrecovery.com, 2018). We cannot therefore talk about the history of drug abuse without giving reference to drug use and abuse, as it is through drug use or abuse that one gets addicted to such drugs. The United States of America, for instance, before the Civil War did not entirely understand the effects of drugs and their addictive qualities. This was an issue as since many soldiers of the Civil War were given drugs for pain and became addicted to them. In the 1800s, morphine, codeine and cocaine were developed and unregulated. The wide availability of these newly developed drugs made it easier for many people to try and become addicted (aforeverrecovery.com, 2018).

Addiction to psychoactive substance by vehicle drivers is a common occurrence globally. This practice involves the use of virtually all substances known today (Okpataku, 2017). Most commercial vehicle drivers believe that the use of such substances such as cigarette, marijuana etc, will improve their performance and keep them awake for as long as possible (Akpan and Ikorok, 2014). Addiction to these substances is due to some reasons. In most situations, due to the nature of their job which mainly involves multiple trips with little time for rest, quite

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a number of these drivers believe that amplifying, augmenting or enhancing their strength with the use of certain substance will aid in long hours of effective performance (Usman and Ipinmoye, 2015). Drug addiction is a problem that has been increasing immensely among our society today (Mega essays.com,2017). Drug addiction hinders us from accomplishing our goals or dreams in life. People sometimes feel they are too bright, too powerful, too much in control to become addictive. Addiction can trap anyone. It can lead to harming one's body, causing problems in family structure, and contribute to the delinquency in society. Drug addiction continues to be a problem among youths and adult citizens across countries and communities globally, of which road transport workers are included. According to the National Institute on Drug Abuse (2014), people who suffer from addiction often have one or more accompanying medical issues, which may include lung or cardiovascular diseases, stroke, cancer and mental disorders. Research has shown that tobacco smoke causes cancer of the mouth, throat, larynx, blood, lungs, stomach, pancreas, kidney, bladder and cervix. In addition, some drugs of addiction such as inhalants, are toxic to the nerve cells and may damage or destroy them either in the brain or peripheral nervous system (Aremu, 2010). Drug addiction and mental illness co-exists. In some cases, mental disorders such as anxiety, depression, or schizophrenia, may precede addiction; in other cases, drug addiction may trigger or exacerbate those mental disorders, particular in people with specific vulnerabilities (National Institute of Drug Abuse, 2014). Beyond the harmful consequences for the person with the addiction, drug addiction can cause serious health problems for others. Three of the more devastating and troubling consequences of addiction on others include

The National Institute on Drug Abuse (NIDA, 2016) provides a comprehensive definition of drug addiction, stating, "addiction is defined as a chronic, relapsing brain disease that is characterized by compulsive drug seeking and use, despite harmful consequences." Addiction is recognized as a brain disease because drugs literally cause changes to the brain. The initial decision to take drugs is mostly voluntary. However, when addiction takes over, a person's ability to exert self-control can become seriously impaired. Brain-imaging studies from people

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addicted to drugs show physical changes in areas of the brain that are critical for judgment, decision making, learning, memory, and behaviour control (NIDA, 2016).

When people first use a drug, they may perceive what seem to be positive effects; they also may believe that they can control their use. However, drugs can quickly take over a person's life. Over time, if drug use continues, other pleasurable activities become less pleasurable, and taking the drug becomes necessary for the user just to feel "normal." They may then compulsively seek and take drugs even though it causes tremendous problems for themselves and their loved ones. Some people may start to feel the need to take higher or more frequent doses, even in the early stages of their drug use. These are the telltale signs of an addiction (NIDA, 2014). According to Ohanyere (2012), the status of drug addiction or dependency is not acquired or developed suddenly. It is by the process of gradual and habitual intake or consumption of drugs. However, the very first use of addictive drugs in most cases, signals the beginning of a dangerous journey whose end the user may not have contemplated and the consequences of which he could never have imagined (Ohanyere, 2012). There are different stages and processes of getting into drug addiction. Some may actually seem normal and harmless, but consistent indulgence in them results in addiction. The following are identifiable processes or stages:

- Use of gateway drugs: Gateway drugs are socially accepted drugs. Although these drugs have milder effects, prolonged use of such drug would either have dangerous effects on the user or lead him to the use of more drugs (Ohanyere, 2012). When the drug no longer creates the desired effect on the individual's body due to consistent use, the victim goes for something stronger. Gateway drugs are drugs that introduce the victim to drugs of addiction. These drugs are used at social functions and for entertainment notwithstanding that they possess some inherent dangers. According to Ohanyere (2012), these drugs include kola nuts, cigarettes etc. There are other substances that are taken for acceptable reasons but could lead to drug addiction. They include; coffee, sleeping pills like Valium five and benylin syrups. These substances are socially acceptable because when taken moderately taken, they may not be harmful.

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However consistent use or abuse of any of them leads to deeper and more dangerous drug habits. They are the starting point for most addicts.

- Habitual Stage: When a drug user develops appetite for drugs, as a result of prolonged practice or habit drug use, he becomes a habitual user. At this stage, he desires and hungers for drugs from time to time, spending money to buy the drug for his use. At this stage also, he uses the drug as a result of need because his appetite calls for it (Ohanyere, 2012). A habitual drug user is already into a serious situation, but his case can still be remedied if he is willing. A habitual drug user could spend the bulk of his resources to sustain and satisfy his drug desires. Habitual drug users in most cases end up as drug addicts.
- Drug dependent persons/addicts: When a habitual and prolonged use of drug lead to a situation where the user can no longer do without it, such person is described as a drug addict. When he reaches a stage where he cannot function properly without the use of the drug, he is considered a drug dependent person. The daily functioning of such person is only aided and influenced by his daily drug use (Ohanyere, 2012). When a person is drug dependent, he loses the capacity to think for himself, exercise his will, and have moral judgement. His physical, mental and emotional capacity is determined by drugs. When the drug content in his body expires, he becomes desperate and demonstrates the feat of craving. This makes him tremble and his entire body will be disorganized and disorientated until he takes another dose of drug. People who reach this level often die suddenly if help and rehabilitation are not available to them on time.

Factors responsible for drug addiction among road transport workers

The prevalence of psychoactive substances addiction has been hung on socio-demographics, psychological, environmental and socio-cultural factors such as: low socio-economic status (Rozi, Butt, & Akhtar, 2007; Mergen, Mergen, Tavil, Ongel & Tan, 2011; Thakur, Prinja, Bhatnagar & Sinha, 2013); being a male (Sen & Basu, 2000; Peltzer, 2001; Sinha & Gupta, 2007); older age (Peltzer, 2001); depression and anxiety (Halperin, Smith, Heiligenstein, Brown & Fleming, 2010; Saravana & Heldhy, 2014; and Breslau, Kilbey & Andreski, 1991); violence

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experience including intimate partner violence (Caleyachetty, Echouffo-Tcheugui, Stephenson & Muennig, 2014); obesity (Ansari, Labeed&Kotb, 2012); peer pressure and polygamous family background (Aina&Olorunshola, 2008); desire to remain awake at night (Rasheed, 2010) and broken homes (Haukkala, Utela, Vartiainen, Mcalister&Knekt, 2000; Mee, 2014; and Didilescu, Inagaki, Sfeateu, Hanganu& Virtanen, 2014). Apart from these, industrialization, urbanization and increased exposure to western life style have also been found to contribute to the increasing trend of drug addiction with alcohol and cigarette acting as gateway drugs to the use of other substances such as cocaine, heroin, amphetamine, inhalants and hallucinogens (Abiodun, Adelekan, Ogunremi, Oni &Obayan, 1994).

Consequences of drug addiction on road transport workers

Drug addiction occurs most frequently among young people in the 15-35 age group, with a particular concentration in the 18-25 age group. It thus includes those who have entered or who are just about to enter the workforce. The effect of drugs on productivity is a function of the type and quantities of drugs consumed, as well as of the performance requirements of the jobs in question. Tasks that require higher-level judgement, constant attention, immediate memory and fine motor skills are obviously more easily disrupted by drugs than physical labour (UNDCP, 2006).

Gupta (2012), in study on "Drug/alcohol addiction in India—Disturbing trends" found that drug addiction is becoming a major health problem in India and the association between drug addiction and HIV/AIDS has been a prime concern for health authorities in India. The drug problem and its consequences have been particularly alarming in the north-eastern states. In some states of north-east 80% of all injectable drug users were HIV positive. Drug addiction always takes an immense financial toll on a person's life. As a person's use increases, the monetary demands rise as well—the financial strife can extend into almost every area of their life, affecting not only their economic well-being, but that of their family, as well. The cost of buying drugs adds up fast, especially for a person who is using on a daily basis; as their tolerance increases, the amount they need to achieve the desired effect rises, thus requiring a

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larger payout. If the drug user has a joint banking account with a loved one, such as a checking, savings, or credit card account, they may spend large amounts of money or max the cards out in their pursuit to use; in worst-case scenarios this can cause bankruptcy or foreclosure as people struggle to make ends meet (www.rehabcenter.net).

Drugs affect perception, attention, cognition, coordination and reaction time, among other neurological functions, which affect safe driving. Cannabis is the most prevalent illicit drug detected in drivers in Canada and the United States and Europe and Oceania. Research has found that habitual cannabis use is linked to a 9.5-fold greater risk of driving accidents, cocaine and benzodiazepines increase the risk 2-10 times, amphetamines or multiple drug use increase the risk 5-30 times, and alcohol in combination with drugs increases the risk of getting seriously injured or killed while driving by a factor of 20-200. That increased risk also has consequences for passengers and others on the road, who may become victims of drug-affected driving.

Strategies to curb drug addiction among road transport workers

Macionis (2001) states that re-socialization means radically changing an inmate's personality through carefully controlling the environment. Resocialization is a two-part process. First, the staff breaks down the new inmate's existing identity, using what Goffman describes as "abasements, degradations, humiliations, and profanations of self." In the second part of the re-socialization process, the staff tries to build a new self in the inmate through a system of reward and punishments. Re-socialization can bring about considerable change in an inmate, but total institutions affect different people in different ways (Macionis, 2001). While some inmates are considered 'rehabilitated' or recovered, others may change little. Rao (2004) views socialization as a process whereby an individual becomes a functioning member of the society. The individual becomes socialized by learning the rules and practices of social groups. By this process the individual develops a personality of his own. Peter Worsley explains socialization as the process of "transmission of culture, the process whereby men learn the rules and practices of social groups".

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Consequences of drug addiction on road transport workers

Craig (2013) studied the economic consequences of drug addiction in Georgia, United States of America. He used the sample size of 125. The result of Craig's (2002) showed the relationship between drug addiction and accidents while driving. Addiction to cannabis accounts for a 9.5 higher risk of accident while cocaine and benzodiazepines increase the possibility by 2-10 times. Intake of more than one drug increases the danger of road accidents by 5-30 times, and the mixture of alcohol with drugs by 2-200 (Craig, 2013).

Similarly, studying the prevalence of substance use among commercial motorcyclists in Zaria, Nigeria. Alti-Muazu and Aliyu (2008) employed a sample of 200. In the study, they found that 59% accidents among motorcyclists are linked to the use of psychoactive substances. The study also noted the major types of injuries sustained from drug induced accidents among motorcycle riders. They include lacerations (62.5%) and fractures of the upper and lower limbs (10.5%) (Alti-Muazu&Aliyu, 2008). Ajibade and Adefolaju (2017) employed a cross-sectional survey design in their study of the rationale and Implication of substance use among commercial road transport workers in Lokoja. Using the sample size of 180 respondents, the result of their study revealed that due to the altering effects these drugs have on individuals, road transport workers under the influence of drugs often get into trouble with road safety officials as well as experience marital problems, health issues, psychological traumas etc. (Ajibade&Adefolaju, 2017).

Drug abuse and addiction is the result of the incongruence b/w culturally defined goals and the socially approved means for attaining these goals (i.e. anomie). The use of drugs is an escape from the pressures of not reaching and obtaining what society dictates they should. Goals need to be realistic and society needs to have the means for individual to meet their goals. The means for reaching goals needs to be equal for everyone. Because when people do not reach their goals they can turn to alcohol or drugs to experience the "highs" and "good feelings" as a substitute for their failures. This theory is also reinforced by Merton's Strain Theory where he states, "Retreatism is the adaptation of those who give up not only the goals but also the

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means. They often retreat into the world of alcoholism and drug addiction. They escape into a non-productive, non-striving lifestyle" (sociologypapers.com, 2017).

When Merton was developing his theory on deviance, he analyzed American culture, structure, and anomie. Merton believed that all United States citizens believed and strived for the "American Dream"; however, the ways in which citizens obtain the "American Dream" of success are not the same, simply because not all citizens have the same opportunities and advantages. Merton believed that this leads to deviance in achieving the "American Dream" by some who turn to illegal activity while still believing in the dream of success but using illegal means to obtain the dream by such activity as illegal drug dealing to achieve financial success. Melton also suggested that for some they drop out of society becoming drug addicts or drifters realizing the "American Dream" is unattainable for them and this can lead to deviant behavior. However, Robert Merton's influential theory of deviant behavior was the target of criticism by a number of sociologists and criminologists. Many of these critics went on to propose alternative theories designed to strengthen or transcend limitations of Merton's formulation. One critique of anomie theory is that it overemphasizes the role of social class in crime and deviance (Brym and lie, 2007). Anomie theory applies best to lower class as they struggle most with the lack of resources to reconcile their goals. However, if we examine the wide spectrum of deviant and criminal act, anomie theory accounts inadequately for crimes beyond the narrow scope of street crimes.

Research Hypotheses

The following hypotheses were formulated to guide this study.

1. Drug addiction is more likely to be higher among motorcycle riders than among other road transport workers in Onitsha North LGA.
2. Truck drivers are more likely to be influenced into drug addiction than other road transport workers in Onitsha NorthLGA.

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Personal data of respondents are presented in table 1.

Table 1: Personal Data of Respondents

Variable	Response	Frequency	Percent
Distribution of respondents by sex	Male	180	97.8
	No response	4	2.2
	Total	184	100.0
Distribution of respondents by sex	20 – 29	52	28.3
	30 – 39	71	38.6
	40 – 49	44	23.9
	50 – 59	15	8.2
	60 and above	2	1.1
	Total	184	100.0
Distribution of respondents by marital status	Single	108	58.7
	Married	71	38.6
	Separated	2	1.1
	Widowed	1	.5
	Divorced	1	.5
	No response	1	.5
	Total	184	100.0
Distribution of respondents by religious affiliation	Christianity	163	88.6
	Islam	7	3.8
	African Traditional Religion	6	3.3
	No response	8	4.3
	Total	184	100.0
Distribution of respondents by levels of education	No formal education	5	2.7
	FSLC	18	9.8
	SSCE/WASCE	94	51.1
	NCE/OND	44	23.9
	HND/B. Sc	20	10.9
	M.Sc./PhD	1	.5
	No response	2	1.1
	Total	184	100.0
Distribution of respondents by occupation	Bus driver	76	41.3
	Motorcycle rider	40	21.7
	Lorry/Trailer driver	24	13.0
	Tricycle driver	44	23.9
	Total	184	100.0

Field Survey 2020

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Table 1 indicates that all the respondents are male. This is actually the expected because virtually all the drivers of commercial vehicle in the local government area are males. Distribution of the respondents by age shows that it has a mean age of 35.91 years, a standard error of mean of .653, a median age of 35 years and a modal age of 32 years. The distribution also has a standard deviation of 8.859, a minimum age of 20 years and a maximum age of 62 years. Table 1 also shows that 71 (38.6%) of the respondents are 30-39 years old while 2 (1.1%) of the respondents are 60 years and above.

Table 1 shows that 108 (58.7%) of the respondents are single while 1 (.5%) of the respondents are both widowed and divorced. This infers that majority of the respondents are single. Based on religious affiliation, the table shows that 163 (88.6%) of the respondents are Christians while 6 (3.3%) of them are African Traditional worshippers. Also in the table above, distribution of respondents by educational qualification shows that 94 (51.1%) of the respondents are SSCE/WASCE holders while 5 (2.7%) respondents have no formal education. Finally, in the above table, distribution of respondents according to occupation shows that 76 (41.3%) of the respondents are bus drivers while 24 (13.0%) of them are lorry and trailer drivers.

Analysis of Research Questions

The research asked four questions to guide his work. The questions were restated and analysed accordingly.

Research Question 1: How prevalent is drug addiction among road transport workers? Questionnaire items 7,8 and 9 were designed to provide answers to the research question 1 and the findings are shown in tables 2,3 and 4 respectively

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Table 2: Respondents’ view on drug addiction among road transport workers

Response	Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid The excessive intake of drugs among drivers	68	37.0	37.0	37.0
The use of drugs by road transport workers for a long period of time	53	28.8	28.8	65.8
The overdependence on certain drugs by road transport workers	53	28.8	28.8	94.6
The overuse of harmful drugs by road transport workers	10	5.4	5.4	100.0
Total	184	100.0	100.0	

Field Survey, 2020

Table 2 shows that 68 (37.0%) of the respondents hold the view that drug addiction is the excessive intake of drugs among drivers, while 10 (5.4%) of the respondents, view drug addiction as the overuse of harmful drugs by road transport workers.

Table 3: Respondents’ views on the frequency at which road transport workers get addicted to drugs in Onitsha North LGA

	Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid Very high	135	73.4	73.4	73.4
High	24	13.0	13.0	86.4
Low	17	9.2	9.2	95.7
Very low	8	4.3	4.3	100.0
Total	184	100.0	100.0	

Field Survey, 2020

Table 3 shows that 135 (73.4%) respondents stressed that the frequency of addiction to drugs is very high while 8 (4.3%) of the respondents emphasized that it is very low. Most participants from the in depth interview conducted stated that drug addiction is rampant and on the high side. However, a 40-year-old male bus driver from Woliwo stated;

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It is very high. Most of my colleagues usually drive around every day carrying one or two bottles of whiskey. If you ask them the reason for it, they will say that it is used for assistance. Most of these young drivers and conductors take drugs every time.

Table 4: Respondents' views on whether or not they have preference to a particular drug

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Yes	112	60.9	61.5	61.5
	No	70	38.0	38.5	100.0
	Total	182	98.9	100	
	No response	2	1.1		
Total		184	100.0		

Field Survey, 2020

Table 4 shows that 112 (60.9%) of the respondents stated that they have preference to a particular drug while 70 (38.0%) of them have no preference to a particular drug.

Research Question 2: What are the various factors responsible for drug addiction among road transport workers in Onitsha North LGA? Questionnaire items 10, 11, 12, and 13 were designed to provide answer to research question 2 and the findings are shown in tables 5, 6, 7, and 8 respectively.

Table 5: Respondents' views on whether there are situations when they will like to take drugs

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Yes	152	82.6	83.5	83.5
	No	30	16.3	16.5	100.0
	Total	182	98.9	100	
	No response	2	1.1		
Total		184	100.0		

Field Survey, 2020

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Table 5 shows that 152 (82.6%) of the respondents stressed that they are situations when they take drugs while 30 (16.3%) of them stated that there is no situation when they will like to drugs

Table 6: Respondents' views on what condition they would like to take drugs

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	When i am depressed	68	37.0	44.2	44.2
	When i desire to stay awake while driving	29	15.8	18.8	63.0
	When i am in the midst of my peers	38	20.7	24.7	87.7
	Availability of such drugs at my place of work	19	10.3	12.3	100.0
	Total	154	83.7	100.0	
Missing	Not applicable	30	16.3		
Total		184	100.0		

Field Survey, 2020

In table 6, 68 (37.0%) of the respondents stated that they take drugs when they are depressed while 19 (10.3%) of them stressed that they take drugs due to its availability in their place of work.

Table 7: Respondents' views on whether or not drug addiction influence deviant behaviour

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Yes	155	84.2	91.2	91.2
	No	15	8.2	8.8	100.0
	Total	170	92.4	100	
	No response	14	7.6		
Total		184	100.0		

Field Survey, 2020

Table 7 shows that 155 (84.2%) respondents agreed that drug addiction influences deviant behaviour while 15 (8.2%) of them made it known that drug addiction does not influence deviant behaviour. However, a 39 year old female administrator from Omagba Phase 1 stated:

Most of the conductors (driver's boy) as well as drivers constituting nuisance and causing trouble here and in other parks are regular drug

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users. They get into fights often and always destroy properties in the process. In fact, they are one of our biggest problems here.

Table 8: Respondents' views on other factors that contribute to drug addiction among road transport workers

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Low self esteem	36	19.6	20.3	20.3
	Family instability	58	31.5	32.8	53.1
	Poor educational background	32	17.4	18.1	71.2
	Media influence	23	12.5	13.0	84.2
	Work stress	28	15.2	15.8	100.0
	Total	177	96.2	100.0	
	No response	7	3.8		
	Total	184	100.0		

Field Survey, 2020

In table 8, 58 (31.5%) of the respondents attributed the factors of drug addiction among road transport workers to family instability, while 23 (12.5%) of them reported media influence as the factor influencing drug addiction among road transport workers.

Research Question 3: What are the consequences of drug addiction on road transport workers in Onitsha North LGA? Questionnaire items 18, 19, 20, 21, 22, and 23 were designed to answer this research question 3 and the findings are shown in tables 9, 10, 11,12, 13, and 14 respectively.

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Table 9: Respondents' views on whether there are socioeconomic consequences of drug addiction on road transport workers

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Yes	173	94.0	94.5	94.5
	No	10	5.4	5.5	100.0
	Total	1183	99.5	100	
	No response	1	.5		
Total		184	100.0		

Field Survey, 2020

In table 9, a greater number of 173 (94%) respondents agreed that there are socioeconomic consequences of drug addiction on road transport workers while 10 (5.4%) of them said that there are no socioeconomic consequences of drug addiction on road transport workers.

Table 10: Respondents' views on how they rate the consequences of drug addiction

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Very high	120	65.2	71.4	71.4
	High	38	20.7	22.6	94.0
	Low	7	3.8	4.2	98.2
	Very low	3	1.6	1.8	100.0
	Total	168	91.3	100	
Missing	Not applicable	10	5.4		
	No response	6	3.3		
	Total	16	8.7		
Total		184	100.0		

Field Survey, 2020

In table 10, 120 (65.2%) of the respondents stressed that the rate of these consequences of drug addiction is very high while 3 (1.6%) of them stated that the rate is very low.

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Table 11: Respondents' views on the socioeconomic consequences of drug addiction

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	It leads to financial strife	24	13.0	13.9	13.9
	It leads to family crisis	77	41.8	44.5	58.4
	It disrupt focus, ambition and thinking skills	27	14.7	15.6	74.0
	It leads to the involvement in criminal activities	32	17.4	18.5	92.5
	Reduction in productivity	13	7.1	7.5	100.0
	Total	173	94.0	100.0	
Missing	Not applicable	10	5.4		
	No response	1	.5		
	Total	11	6.0		
Total		184	100.0		

Field Survey, 2020

Table 11 shows that 77 (41.8%) respondents stressed on family crisis as one of the socioeconomic consequences of drug addiction while 13 (7.1%) of them stated reduction in productivity as one of the consequences of drug addiction. Many participants in the in depth interview pointed to the family of the addict as the victim of the addict's behaviour. However, a 61 year old male trailer driver from Inland Town stated;

Yes. It is the family of the addict that suffers the most. We do hear of some of our colleagues turning their wives to punching bags due to drug influence. Some of them no longer take care of their wives and children as they spend most of what they earn on buying these drugs.

Table 12: Respondents' views on whether drug addiction affects driving

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Positively	17	9.2	9.5	9.5
	Negatively	162	88.0	90.5	100.0
	Total	179	97.3	100.0	
	No response	5	2.7		
Total		184	100.0		

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In table 12, 162 (88.0%) of the respondents stressed that drug addiction affects driving negatively while 17 (9.2%) of them holds claim that it affects driving positively.

Table 13: Respondents’ views on the positive effects of drug addiction

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	It makes one feel relaxed while driving	7	3.8	38.9	38.9
	It boost ones sight	1	5	5.6	44.4
	It makes driving less tiring	2	1.1	11.1	55.6
	It reduces stress associated with the job	6	3.3	33.3	88.9
	It makes one concentrated while driving	2	1.1	11.1	100.0
	Total	18	9.8	100.0	
Missing	Not applicable	162	88.0		
	No response	4	2.2		
	Total	166	90.2		
Total		184	100.0		

Field Survey, 2020

Table 13 shows that 7 (3.8%) of the respondents stated that drug addiction makes one feel relaxed while driving while 1(.5%) of them said drug addiction boosts one’s sight while driving.

Table 14: Respondents’ views on the negative consequences of drug addiction

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	It leads to accidents	129	70.1	79.1	79.1
	It makes them prone to anger with passengers and other drivers	12	6.5	7.4	88.5
	It causes drowsiness and makes drivers lose focus	12	6.5	7.4	93.9
	It weakens the body	10	5.4	6.1	100.0
	Total	163	86.6	100.0	
Missing	Not applicable	20	10.9		
	No response	1	.5		
	Total	21	11.4		
Total		184	100.0		

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Field Survey, 2020

On the negative consequences of drug addiction on road transport workers, table 14 shows that 129 (70.1%) respondents stated that drug addiction leads to accidents while 10 (5.4%) of them stated that drug addiction weakens the body.

Research Question 4: What strategies can be applied to control drug addiction among road transport workers in Onitsha North LGA? Questionnaire items 28 and 29 were designed to answer research question 4 and the findings are shown in tables 15 and 16 respectively.

Table 15: Respondents’ views on whether drug addiction among road transport workers can be ameliorated

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Yes	178	96.7	100.0	100.0
	No response	6	3.3		
Total		184	100.0		

Field Survey, 2020

Table 15 shows that of 184 respondents, 178 (96.7%) of them stated that drug addiction can be ameliorated while 6 (3.3%) respondents claimed that drug addiction among road transport workers cannot be ameliorated.

Table 16: Respondents’ views on the measures that can be applied to curb drug addiction among road transport workers

		Frequency	Percent	Valid Percentage	Cumulative Percentage
Valid	Effective rehabilitative programs should be available for the affected members	86	46.7	47.3	47.3
	Road transport workers should be enlightened on the health hazards of addiction to these substances	41	22.3	22.5	69.8
	Road transport workers who are addicts should be sanctioned by the NURTW	37	20.1	20.3	90.1
	There should policies enacted to reduce the products in their places of work	18	9.8	9.9	100.0
	Total	182	98.9	100.0	
	No response	4	1.1		
Total		184	100.0		

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Field Survey, 2020

In table 16, 86 (46.7%) of the respondents agreed that effective rehabilitative programmes should be made available for affected members while 18 (9.8%) stated that there should be policies enacted to reduce the products in their places of work. Most of the participants for the in-depth interview carried out stated that NURTW can help reduce the prevalence of drug addiction among road transport workers by stopping addicted members from driving, placing a ban on sales of these drugs around the park and also fining defaulters.

Test of Hypotheses

The researcher tested the two hypotheses postulated for this study. The hypotheses were restated and test as follows;

Hypotheses 1: Drug addiction is more likely to be higher among motorcycle riders than among other road transport workers in the Onitsha North LGA. Data in table 17 formed the basis for testing hypotheses 1

Table 17: One Way ANOVA testing the relationship between occupation and drug addiction

Descriptives								
Drug addiction								
	N	Mean	Std. Deviation	Std. Error	95% Confidence Interval for Mean		Minimum	Maximum
					Lower Bound	Upper Bound		
Bus driver	75	13.48	4.551	.526	12.43	14.53	4	20
Motorcycle rider	38	15.18	4.248	.689	13.79	16.58	4	20
Lorry/Trailer driver	24	14.46	3.176	.648	13.12	15.80	7	19
Tricycle driver	44	12.93	4.516	.681	11.56	14.30	5	20
Total	181	13.83	4.367	.325	13.19	14.47	4	20

Field Survey, 2020

Table18: ANOVA Table

ANOVA					
Drug addiction					
	Sum of Squares	Df	Mean Square	F	Sig.
Between Groups	123.843	3	41.281	2.208	.089
Within Groups	3309.184	177	18.696		
Total	3433.028	180			

Field Survey, 2020

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No significant relationship was observed between occupation and drug addiction among road transport workers at $P=.089$ in Onitsha North LGA. The mean scores of the independent variables were compared using the Scheffe test and no significant difference was observed. It then implies that drug addiction is not more likely to be higher among motorcycle riders than among other road transport workers in the Onitsha North LGA.

Hypothesis 2: Truck drivers are more likely to be influenced into drug addiction than other road transport workers in the Onitsha North LGA. Data in table 19 formed the basis for testing hypothesis 2

Table 19: One Way ANOVA testing the relationship between occupation and being influenced into drug addiction

Descriptives								
Influence of drug on driving								
	N	Mean	Std. Deviation	Std. Error	95% Confidence Interval for Mean	Lower Bound	Upper Bound	
Bus driver	75	13.49	5.257	.607	12.28	14.70	4	20
Motorcycle rider	40	15.93	4.451	.704	14.50	17.35	4	20
Lorry/Trailer driver	24	15.00	4.374	.893	13.15	16.85	7	20
Tricycle driver	44	13.20	4.835	.729	11.73	14.67	4	20
Total	183	14.15	4.960	.367	13.43	14.88	4	20

Field Survey, 2020

Table 20: ANOVA Table

ANOVA					
Influence of drug on driving					
	Sum of Squares	df	Mean Square	F	Sig.
Between Groups	215.035	3	71.678	3.010	.032
Within Groups	4262.681	179	23.814		
Total	4477.716	182			

Field Survey, 2020

A significant relationship was observed between occupation and being influenced into drug addiction among road transport workers at $P=.032$ in Onitsha North LGA. The mean scores of the independent variables were compared using the Scheffe test and significant difference was

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observed. It follows that truck drivers are more likely to be influenced into drug addiction than other road transport workers in the Onitsha North LGA.

Finally, it was found that possible measures can be taken or put in place so as to curb drug addiction and which is in line with the responses gotten from the in-depth interview such as sanctioning, restriction of these products at their places of work and also enlightening them on the health hazards of these substances. This finding is consistent with Bobo and Husten (2000) who suggested that policies should be made so as to restrict the advertisement and sale of drug beverages and also carry out campaigns that would educate the general public on the consequences of substance dependence.

Conclusion

Following the major findings of this study, it is evident that peers, work stress, and the desire to remain awake and active while driving, are the important factors on which most of the drug use initiation is based, and on which this habit starts. Most drug addiction started with the use of soft categories of drugs, and later develops to the use of the hard categories. Continuation of the use of drugs is a pivotal problem for other social and economic troubles for the individual and the society. This research work on the socioeconomic consequences of drug addiction among road transport workers in Onitsha North LGA tried to examine the frequency of drug addiction, the socio-cultural factors influencing drug addiction, the consequences and possible strategies to curb drug addiction. From the study, one can deduce that most road transport workers get addicted to certain drugs because of their ready availability in their places of work, and due to the belief that without taking these drugs on a daily basis, these road transport workers may not be able to function more productively and stay active while driving. Regular use of these drugs leads to a state of compulsive and out of control drug habits even in the face of negative consequences of these drugs on driving. However, despite the commendable efforts directed towards curbing the menace of drug addiction, consumption of illicit drugs is still on the high side. This is, in fact, one of the major problems facing the road transport workers in Onitsha North LGA in particular and Nigeria in general.

Recommendation

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Based on the findings of this study, the following recommendations have been given as the potential ways to curb the problems of drug addiction among road transport workers.

1. Effective rehabilitation centres should be established and adequately financed to aid in the reorientation and re-socialization of affected members into the society.
2. There is need for stronger emotional and familial attachment between parents or guardians and their children. The family as a basic social institution is responsible for the socialization of their children into the society as people for decent homes are less likely to become dependent on drugs.
3. Restriction should be placed on the availability and access to drugs in their places of work. This goes to greater extent in reducing the rate of addiction of these substances among road transport workers.
4. Public enlightenment and education on drug abuse should include reducing the harm of the society on the rehabilitated drug addicts, which is perpetrated through suspicions, discrimination and denials of rights. Under the public enlightenment, there should be a focus on peer education and management, as the peers were found to be the most consistent source of initiation to drugs among others.

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