# AFTERMATH EFFECT OF DRUGS USAGE AMONG COMMERCIAL DRIVERS: AN IMPLICATION FOR SOCIAL CONTROL

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***Abstract***
*The sought to fill the gap in research of drugs use and driving' propelled the researchers to investigate the aftermath effect of drugs usage among commercial drivers: An Implication for Social Control'. This study was conducted using Ex-post facto research design. The target population of this study comprises all commercial bus drivers involved in inter-state travel that have spent at least 3 months on the job, operating in Effurun-Warri Central motor park and environs. The sample size is 173 commercial bus drivers. The study adopted mixed method in collecting data. That is, questionnaire and In-depth Interview (IDI). The commercial vehicle drivers operating with Effurun-Warri central motor park form the respondents for the questionnaire, while respondents for the IDI were drawn from the commercial drivers that operate in and around the motor parks. Findings from the study revealed that; about 11.04% of male commercial drivers were involved in rape cases using drug, 4.90% of single and 3.07% of cohabiting were involved. Also, 6.74% of driver with 0-5 years driving experience, 3.07 % of drivers with 6 - 25 years driving experiences, 9.20% of drivers within the age bracket of 18 – 35 and 1.22% of drivers within the age range of 36 to 50 were reported to have been involved in rape case and violent related activities, after taking drugs. It was recommended that awareness and reorientation campaign of the aftermath effects of drugs use and its consequences should be given to commercial bus drivers and the general public.*

***Keywords:*** *Drugs, Usage, Effects, Commercial drivers, Social control*

## Introduction

Commercial drivers have tremendous impact on the soico-economic activities. Majority of Nigerian workers and travelers depend on their service to be able to get to their destination. Due to their demands, most of those commercial drivers that plough intra state spend an average of 14 hours working on daily bases, while those that travel across state spend more hours on the road have resulted to the usage of drugs to stay active in business and being alert when driving without taking time to know the dangerous effects it poses. In many developing nations, majority of commercial drivers are seen by public and passenger taking drug before and while driving, in some case, you see the driver holding cigarette or sachet drink that contains at least 20 percent volume of alcohol, this practice have resulted to injuries and deaths, with more than 85% of all deaths and 90% of disability-adjusted life years lost from road traffic injuries (Egwuatu, Iroanya, & Adekoya, 2020).

The transport sector is stained with demanding working condition, long and irregular working hours (Girotto, deAndrade, Mesas, Gonzalez & Guidoni, 2015). Often the workers (on the inter-city route) are on the vehicle for as long as 26 hours at a stretch. On intra-city routes, taxi drivers, for instance, work an average of 14 hours a day with little or no time to rest (Hisam, 2006). Considerable figure of highway accidents can be attributed to drug use and drunk driving globally. Yosef , Getachew , Bogale, Wondimu, Shifera, and Negesse (2021) reported that Road Traffic Accidents (RTAs) have been on an alarming increase and constitute a serious public health problem across the globe, recording, over 1.2 million deaths annually and about 20–50 million injuries annually.

Due to the strenuous demand of driving, most commercial drivers have resulted to the use of drugs as a means of enhancing their strength required to do their job, such as distilled spirits and local alcoholic beverage and concoctions like 'ogogoro', 'burukutu', palm wine; beer, marijuana, monkey tail (marijuana mixed liquor) cocaine, heroin, etc. This observation is further reinforced with the visual evidence; the availability of traders selling substances in parks/garages in most urban centres despite its prohibition by government (Rasheed & Ismaila, 2012). Considerable statistics of road accidents can be ascribed to drug use and drunk driving globally. In 2021, the United Nations Office on Drugs and Crime (UNODC), report that 36.3 millions of individuals that take drugs have drugs disorders, the population age range of 14 to 65 of about 5.5 percent have taken drugs once in their past years.

Furthermore, majority of commercial drivers in Nigeria are within their youthful period of 18 to 39 year. Since the government of day have not be able to provide white collar job for them, some youth who are graduates from high schools and higher institutions have taking commercial driver as vocation. Driving its self is strenuous job, majority of this youth ignorantly or deliberately depend on one form of drug to be able to meet up its demand. Usage of illicit drugs like alcohol and tobacco as well as illicit substances like cocaine, codeine/tramadol, cannabis, stimulants, caffeine, amphetamines, nicotine, narcotics, heroine, alcohol, hallucinogens, inhalants, and aphrodisiacs, which they believe to give them extra energy to do their job with proficiency, not minding the danger it cost.

More so, Yunusa, Bello, Idris, Haddad, Adamu (2017) noted that drug/substance usage in Nigeria spreads across different age groups, sex, socio-economic classes and professions, especially drivers. Previous studies in Nigeria established that most commercial drivers use drugs and caffeinated beverages to stay awake at night (kolanut, coffee& energy drinks), to stay alert throughout the day (cigarettes, cannabis), as a way to relax (alcohol), and to reduce pain (aspirin) during their busy and stressful work schedules (Oridota, Mary, Ashindoitiang, Olatona, Olajide, Olanrewaju & Akanmu, 2013).

Some commercial drivers are self-employed, while others make monetary deliveries to the automobile owners on daily, weekly and monthly bases. In order to maximize profits, some commercial vehicle drivers are under pressure to make several trips a day and so depend on psychoactive substances to minimize stress and stay alert. Some drivers believe that the use of substances such as alcohol, cigarette, kola nut, marijuana, and other central nervous system (CNS) stimulants will significantly improve their performance and keep sleep abbey for as long as possible (Mankanjuola, Aina, & Onogbogi, 2014). Also, Adekoya, Adekoya, Adepoju, and Owoeye (2011) observed that one of the commonest causes of road traffic accidents in Nigeria is sleeping at the wheel. It was reported that the risk of road traffic accidents was higher among commercial drivers who indulged in the use of drug/substances in order to stay awake while driving for long hours. The common belief is that some commercial drivers in Nigeria use various substances in order to stay alert and combat fatigue while driving, but paradoxically this leads to an increased risk of road traffic accidents.

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 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). Ajibade and Adefolaju (2017) reported that the use of drugs/substances among commercial 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 Pereverzev (2010), approximately 50% of road traffic accidents on highways are linked to alcohol consumption. This is because a high percentage of commercial drivers use drugs to keep awake and relieve fatigue during their long work schedules (Ajibade & Adefolaju, 2017).

Also, commercial drivers who take drugs/substances may engage in deviance/criminal behavior; 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 drivers connived with the ritualists and armed robbers on the high way to supply them innocent commuters, who eventually became the victims of crimes (Airauhi, 2017). They molest or beat up passengers, fellow drivers and security personnel's at the slightest provocation,when they are high spirited, having used drugs.

Ajibade and Adefolaju (2017) reported that In spite of these, drugs use has been found to be a leading source of preventable morbidity and untimely mortality globally, as its usage has been associated with cancer of the lungs, respiratory and other cardiac problem). In addition, commercial drivers using substances are also more likely to engage in violence behaviour such as, fight with passengers, fellow drivers, and driving under the influence of drugs which sometimes resulted to road traffic accident, criminal activities such as breaking bottle to stab possible victims, use of metal object to fight (Fawibe & Shittu, 2011; Usman and Ipinmoye, 2015). Also to validate this claim, a lady complained how she was raped by a BRT commercial driver in Lagos State, after she see him taking drugs before committing the hideous act. Below is an exert of her ordeal on that said day;'25 November 2021', The female victim accused the 47 year-old Omininikoron of raping her on 25 November 2021. The former sales girl at a shop in Ajah, said after she closed from work around 8pm, she boarded the BRT bus driven by the suspect at Alesh Bus Stop in Ajah. Her destination was Jakande Bus Stop, also on the Lekki Epe Expressway.

In her narration to Punch Newspaper, she maintained;

> *"The journey took another turn on the way, while on our way, he switched off the light of the bus, but the AC was on. But as we approached the first toll gate coming from Ajah, he suddenly parked the bus. He then told me to come and sit at the front and started asking me different questions. I saw him using a drug and my thinking was that he parked the bus to use the drug before time ran out. A few minutes later, he started making advances towards me and I saw that his manhood had risen up. I became very uncomfortable and insisted on getting down, but he didn't open the door. The driver said, he wanted both of us to go chill somewhere we can have sex, but I declined. Suddenly, he brought out a knife and dragged me to the back seat of the bus. He told me to take off my clothes, but I refused. He threatened to kill me. He tore my gown, forcefully removed the biker short I wore and raped me. I felt sad."*

Furthermore, there are also rising cases of domestic violence among commercial drivers who end up assaulting their wives after the usage of drugs. More so, Oluwadiya and Faraoye (2012) and Oyebode (2015) reported that most commercial drivers exhibit anti-social behaviours (such as fighting with passengers, fellow drivers and law enforcement agents) and criminal behaviours, (such as raping female passengers, armed robbery, conniving with ritualist to adopt passenger) all these behaviours could be as a result of excessive in-take of drugs.

Hence the study seek to examine the aftermath effect of drugs/substance usage among commercial drivers and its implication for social control.

**Purpose of the Study**

The study seeks to examine 'the aftermath effect of drugs/substance usage among commercial drivers: An implication for and social control'. Specifically the study investigates the following:

a. the aftermath effect of drugs use and rape cases among commercial drivers
b. the aftermath effect of drugs use and violence cases among commercial drivers

**Research Questions**

The research questions are stated in line with the specific objectives of the study

1. Are there reports of commercial drivers using drugs with involvement in rape cases?
2. Are there reports of commercial drivers using drugs being violent to passengers and others?

**Theoretical Frame**

**The Breaking Window Model of Social Control**

The breaking window theory is model of social control theory in criminology that was first hypothesized in an experimental research conducted in 1969, by a Stanford Psychologist, Philip Zimbardo, experiment were, he arranged to abandon two automobiles vehicles, in two very different places: one in Bronx, New York, and the other in neighborhood of Palo Alto, California. Both cars were left without license plates and parked with their hoods up.

According to Zimbardo (1969), within minutes, the car in Bronx was attacked (creating a breaking window) and battery and radiator was stolen and another interval record of 24 hours, the vehicle was stripped of every vital valuables. Not long afterward, the car's was totally ripped, its windows were smashed, and sooner children were playing with it. Meanwhile, the car in Palo Alto, California remained untouched for more than a week. Finally, Zimbardo chose to smash the car. Soon, others joined in, and the car was vandalized, carting away with vital parts of the automobile.

Zimbardo's experiment having created a new paradigm, by testing its hypothesis of abandoned automobiles, through creating a breaking window. In 1982, the hypothesis was established as a theoretical model of social control in criminology by George Kelling and James Wilson in March in a work titled “Broken Windows” in The Atlantic Monthly.The parsimony of the theory as clearly stated as follows; one event of unrepaired broken window is a signal that a lag or loophole exist that might ignite further breakage in which others can build upon (Wilson and Kelling, 1982, Kelling and Coles,1996). The theory is employed here to explain 'the aftermath effect of commercial drivers drugs usage', because of its logical consistency, parsimony with regards to use of few concepts. And, the ability of strength to stand as a pillar to the work, further granting, illuminatory light to provide explanations to the problem (explanatory powers) (Barlow and Kauzlarich, 2010; Akers, 2010).

Breaking window is an indication of a lags or loopholes that has existed in their (commercial drivers) antecedent lives, ranging from childhood through adulthood. Sort of 'life course adolescent persistent antisocial behaviour' (Moffitt, 1993).These may take the forms of poor family background or parenting styles. For examples; if these drivers' parents once used drugs in their lifetime or are still actively using drugs. Another might be in form of parenting style or training; remember the saying, 'train up a child in the way it should grow and when grown it would not depart from it. If they are trained or raised liberally (I don't care attitudes) they might grow to be drug users whom participate in other antisocial activities.

One important broken window that might features here and which is very important is the roles of 'pair influence and pressures'. As the saying goes, 'you are a reflection of the friends you keep or associates with', put differently, 'birds of same feathers folks together'. Drivers might get involved in using these drugs as a result from antecedent drug use from pairs or as results of learning drugs use from driver's colleagues who educates them that a good driver uses drugs to stay active, and can run as much as 10 trips daily, this might mar them from falling asleep while driving. The last, broken window

might be the job hazard itself. According to Ulo (2019), most commercial drivers want to stay awake, remain active during duty, thus, involves drugs use especially tramadol, cola nuts, Caffeinated Liquors and Monkey Tail (local gin 'Ogogoro' mixed with Marijuana) etc.

The writers identified breaks in windows are profound, as they are some of the factors that metamorphosed the aftermath effect of drug use which produces the end results, reflecting rapes cases, being violent to colleagues, passengers and security operatives on the highways. Further driving recklessly, violating traffic rules and regulations.

**Method**

This study was conducted using Ex-post facto research design. The target population of this study comprises of all commercial bus drivers involved with inter-state travel that have spent at least 3 months on the job that operate in Effurun-Warri Central motor park and environs. The sample size is 173 commercial bus drivers. Questionnaire and (In-depth Interview) IDI was used for data collection. The commercial vehicle drivers operating at Effurun central Motor Park were the respondents for the questionnaire, while respondents for the IDI were drawn from the commercial drivers that operate in and around the motor parks. Ten (10) respondents were selected for the IDI. One hundred seventy and sixty three (163) questionnaires were administered to elicit information from commercial vehicle drivers at the park and 10 interview for drivers that operated around the motor park environs. The questionnaire was divided into sections; the socio-demographic information of the respondents and relevant question that focused on the study's specific objectives. A validity and reliability test was carried out on the instruments. The data collected were process using Statistical Package for Social Sciences (SPSS) version 20, and statistically analysed using frequencies, percentages to describe respondents socio-demographic characteristics, and also in line with the specific objectives. Content analysis was also used to analyse the qualitative data generated from the field.

**Results**

**Demographic Characteristics of Respondents**

Below is a descriptive analysis of the demographics of the respondents. It includes information on variables like, Gender, Age, marital status, and numbers of years of driving Religious Affiliation.

**Table 1:** Gender Distribution of Respondents

| Sex | Frequency | Percentage (%) |
|---|---|---|
| Male | 167 | 96.54 |
| Female | 6 | 3.46 |
| Total | **173** | **100.0** |

**Source:** Field Survey, 2023.

The information presented in Table 1 above, shows that 96.54% of the respondents are male while 3.46 % are female. It therefore implies that more males are commercial drivers.

**Table 2:** Age Distribution of Respondents

| Age (Years) | Frequency | Percentage (%) |
|---|---|---|
| 18yrs - 35yrs | 92 | 53.18 |
| 36yrs - 50yrs | 47 | 27.17 |
| 51yrs - 70yrs | 34 | 19.65 |
| Total | **173** | **100.0** |

**Source:** Field Survey, 2023.

**Table 2:** This table presents the distribution of respondents by age. It shows that majority of the commercial drivers (53.18%) were within the age range of 18-35 years, followed by those within the age of 36-50years that constitute 27.17% of the respondents, while respondents of 51-70 years form the least with 19.65%.

**Table 3: Distribution of Respondents on marital status**

| Marital status | Frequency | Percentage (%) |
|---|---|---|
| Single | 55 | 31.79 |
| Married | 62 | 35.84 |
| Divorced | 27 | 15.61 |
| Cohabiting | 29 | 16.76 |
| **Total** | **173** | **100** |

**Source: Field Survey, 2023**

**Table 3:** It shows that majority of the respondents (35.84%) were married, followed by single that constitute 31.79% of the respondents, 16.76 % of respondents where

cohabiting and 15.61 % of respondent are divorced.

**Table 4: Distribution of Respondents on number of years of driving**

| Years of driving | Frequency | Percentage (%) |
|---|---|---|
| 0-5 | 43 | 24.86 |
| 6-25 | 105 | 60.69 |
| 26 and above | 25 | 14.45 |
| Total | **173** | **100.0** |

**Source: Field Survey, 2023.**

**Table 4:** Above presents the distribution of respondents on years of driving. It shows that majority of the respondents (60.69%) were driving between 6 to 25 years, followed by those driving from 0 to 5 years (24.86%) , and those driving for more than 26 years and above are 14.45%.

***Research Question 1:*** Are there reports of commercial drivers using drugs involved in rape cases?

**Table 5: Respondents on report of commercial driving using drugs involved in rape cases**

| Variable | Reports of commercial drivers from this park involved in rape case | | Frequency % yes | Frequency % no | Total /% |
|---|---|---|---|---|---|
| Gender | | Male | 18 (11.04%) | 145 (88.60%) | |
| | | Female | 0 | 0 | |
| | | | 18 (11.04%) | 145 (88.60%) | 163 |
| Marital status | | Single | 8 (4.90%) | 37(22.70%) | |
| | | Married | 1(0.61%) | 61(37.42%) | |
| | | Cohabiting | 5(3.07%) | 24 (14.72) | |
| | | Divorced | 4(2.45%) | 23(14.11%) | |
| | | | 18(11.03) | 145(88.97) | 163 |
| Years of driving | | 0-5 | 11(6.74%) | 32(19.63%) | |
| | | 6-25 | 5 (3.07%) | 90 (55.21%) | |
| | | 26 and above | 2(1.22%) | 23(14.11%) | |
| | | | 18 (11.03%) | 145 (88.87%) | 163 |
| Age of drivers | | 18-35 | 15(9.20%) | 72(44.17) | |
| | | 36-50 | 2(1.22%) | 40(24.54%) | |
| | | 51 to 70 | 1(0.61%) | 31(19.01%) | |
| | | | 18(11.03%) | 145 (88.97%) | 163 |

**Source: Field Survey, 2023.**

**Table 5**: Shows that about 11.04% of male commercial drivers were involved in rape cases using drug, 4.90% of single and 3.07% of cohabiting were reported involved. Also, 6.74% of driver with 0-5 years driving experience, 3.07 % of drivers with 6- 25 years driving experiences, 9.20% of drivers within the age bracket of 18 – 35 and 1.22% of drivers within the age range of 36 to 50 were reported to have been involved in rape case after taking drugs.

Research Question 2: Are there report of cases of commercial drivers using drugs being violence toward passengers and others?

Table 6: Respondents on report of commercial drivers using drugs being violent to passengers and others

| Variable | report of commercial driving using drugs being violence against passengers and others | | Frequency % yes | Frequency % no | Total /% |
|---|---|---|---|---|---|
| Passenger | | Male | 78(47.85%) | 20(12.27%) | |
| | | Female | 56(34.36) | 9(5.52%) | |
| | | | 134(82.21%) | 29(17.79%) | 163 |
| Motor park management staff | | | 73(44.79%) | 90(55.21%) | |
| | | | | | 163 |
| Security personnel | | | 104(63.80%) | 59(36.19%) | |
| Breaking traffic laws | | | 123(75.46%) | 40(24.54) | |
| | | | | | 163 |

**Source: Field Survey, 2023.**

Table 6; 47.85% of male passengers and 34.36% female passengers, 44.79% of motor park management staff, 63.80% of security personnel, and 75.46% of commercial drivers breaking traffic laws after taking drugs.

**Finding from In-depth Interviews (IDIs)**

**Reports of commercial drivers being involved in raped cases after drugs usage**

> I am a commercial driver, I have being driving for more than four years now, I drop out of secondary school because there was no money for me to enroll for SSCE. Driving is fun to me. Although few of my driver friend are taking highness (local name for drug) and have be accused and arrested for raping female passenger. One confessed that is was the drug that push him to commit the act. (IDI/Male/22 years)

Another commercial reported that

> *the case of commercial drivers raping female passengers after taking drugs, na true, na all this new boy wen their head nor correct, they spoil our name. I don de drive for more than twenty years, na this driving work na him be*

*my government job, I don used am training all my children. (IDI/male/54years).*

**Also, one driver maintained,**

*we take drugs due to the body pain we feel after the days job and bad nature of our roads. Not all drivers take highness (cannabis). I have seen driver after taking drug, making attempt to touch some female passenger that dress seductively inside their car. After a while the passenger will shouting rape on the drivers head for just touching what she exposed to him through her provocative dressing. (IDI/male/39years)*

**Response from another driver**

*I have being smoking and drinking for more than ten years now. Both help me to stay alert while driving. The nature of this our work they make us get plenty girlfriends. One of my co driver, it was a girl he has being dating for more than three years but married another lady that accused the driver of raping her inside his bus. According to accused driver, he said the girl agree before he do am, the girl say no, na force he take do am. (IDI/male/44 years)*

**Another driver,**

*It was after I lost my job some years ago, that I became a commercial bus driver, I occasionally take drug relieve me of different joint pain. I have family to fed. As for drivers after taking drug raping passengers, yes it is truth and not a common practice among old driver. This new boys of today generation and the ones doing it. Even one driver is on the run now after being accused of rape by a female passenger.(IDI/male/48years)*

**Report of commercial driver being violent after drugs usage.**

**Respondent's reply**

*Driving work is not an easy task for us, too much pressure for Passenger and motor park union. I want to be honest with you, I do take drug just to stay alter and keep making money for my family. I have out of angry assaulted fellow drivers most cases but not security personnel, you wan go okere (jail Language). (IDI/male/32)*

**Responses from another driver,**

*We get drinking joint for different corner where we carry passengers, we assault passengers that refuse to pay the correct fare, it's a normal things to us. We just hit the person for body, no intention to kill. (IDI,male/ 27 years)*

**Another respondent stated that,**

*He has being driving for a period of three years. It was his fellow drivers that introduced him into taking drugs while drinking to make him a strong man. See my eyes dey red nor be for play, na to make more, no body wan do anyhow go collect beating from me, no minding if na police or passengers, (IDI/male/25 years)*

**Other drivers reported that**

*it a common occurrences among drivers with few years of driving to fight or beating up passenger at any slightest provocation after taking drugs. There are cases, both passengers and driver are taking to the hospital for medical treatment. (IDI/male/51years)*

**Lastly, another, report that**

*we old drivers do not take drugs like this new generation of driver. I only take kolanut to stay awake but some drivers you see them holding weed and verbal as well as physical assaulting passengers and motor park staff. They are spoil our name, most passengers now prefer to go register park. (IDI/male/62 years)*

**Social Control; an Implication to Deviance**

When criminologist speaks of social control, they propose the exploitation of socialization and social learning builds self-control and reduces the inclination to indulge in behavior considered or tagged as antisocial and deviance (Nye, 1958). According to Travis (2008), citing Cohen and Short (1963), asserted that 'if human beings are to do business with one another, there must be established rules paired with sanctions, which will propels people to observe and abides to those sanction able rules'. The establishment of rules and enforcement of rules is a necessary requirement of organized society and social life. For the writers, they constructed social controls as sanction able rules and standards (tangible or intangible - formal or informal) designed to regulate and effect desired expected behavioural patterns of group members. These controls structures might be norms, values, mores, sanctions, penalties, rules and regulations, and legal laws etc. Social control is the tag that attached to the procedures and standards that seeks to conscript or strictures rule breaking actions considers as deviance (Travis, 2008). One important goal of social control is to effect and give the assurance of behavioral conformity. The social control strategies and structures of a society or groups possess the power to regulate and influences individual behaviours by attaching blames and penalties if properly implemented. Further they are strong instruments of deterrence and prevention of behaviours pegged antisocial and deviance (Travis, 2008).

**Social Control Measure to Regulating Drugs Usage among Commercial Drivers**

Having identified from this research and others studies that drivers engage in violence among colleagues, passengers and security operatives and drive recklessly, violating traffic rules and regulations, the writers deem it necessary to establish some social control measures that might enhance sanity in the system. Some of such control measures are:

- Commercial drivers should be educated on the dangers of using drugs especially while plying highways and its many other negative implications on interpersonal relationship especially with regards to violence among colleagues, passengers and security operatives on highways. This could take the form of summits, retreats or public awareness campaigns involving drivers and the motor parks management.
- All drivers should sign undertaken, a document that strictures them from taking any form of drugs before they are allowed to operate with the park. In fact this should be a necessary requirement and forms part of the document to register with the park.
- Regular drug test should be carried out by the park' drugs management committee. This could be achieved with the assistance of Federal Road Safety Personnel's.
- There should be a need to curtailing the sales of drugs within the park; this should be controlled to the barest minimum.
- Creation of a public complaint unit, headed by a committee (disciplinary committee) saddled with the responsibility to managing and effecting regulations that relates to drivers misconducts especially with regards to the use of drugs and violence.
- Imprinting mobile's telephone number on all vehicles that are registered to the park which one can put call across to report misconducts whiles driving on the highways, this will create a feedback report to the park managements.
- There should be sanctions in terms of fines, suspension, withdrawal of registration numbers and membership should form parts of what constitutes the regulatory sanctions of the park. This aspect of sanction should be implemented to the letters, as when rules are not waved with sanctions, it lacks the spirit to controls behavoiurs.
- The disciplinary committee should be empowered to make recommendations to legal authorities, like the police for arrests and further interrogations and officials of federal road safety corps for withdrawal of driver's license

**Discussion of Findings**

Finding from research question one, revealed that there were incidences reports of rape cases among commercial drivers that use drugs to stay alert while carry out their duties. It was peculiar to single drivers, inexperience

drivers and drivers within the age ranges of 18 to 35 years. This findings is in line with punch newspaper report of 25 November 2021, of how a commercial bus driver rape a female passenger in his bus after taking drugs. After the act, he apologies to the lady, that it was the drug that influence him to behave asuch. More so, the work of Airauhi, (2017) attest to this finding that, commercial drivers who take drugs/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.

The finding from the second research question revealed that commercial driver who use drug's exhibit violence toward passenger, fellow drivers, security personnel and management staff at motor parks. Both male and female passenger have being assaulted by commercial drivers as a result of drug influence. This finding is in conformity with the work of Fawibe and Shittu, (2011) ; Usman and Ipinmoye, (2015) that commercial drivers using substances are also more likely to engage in violence behaviour such as, fight with passengers, fellow drivers, driving under the influence of drugs which sometimes resulted to road traffic accident, criminal activities such as breaking bottle to stab some one, use of metal object to fight.

**Recommendations**

1. Awareness and reorientation campaign of the aftermath effects of drugs use and its consequences should be given to commercial drivers and the general public.
2. Government should strengthen and heighten existing laws and policies on drug use and abuse, to ensure compliance; penalties/ fines should be issued to offenders.
3. There should be greater community involvement, creation of community-based security groups to police the parks in order to control drug usage, abuse and criminal behaviour among youth in Delta states.
4. Commercial drivers should be subjected to compulsory drug test that is impromptu and spontaneous. Test administration should be quarterly or twice yearly, in collaboration or and cooperation with the FRSC and Park Management.

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