Public Perception on the Effect of Alcohol Consumption Among Commercial Drivers in Nsukka Urban, Enugu State

Kenechukwu Ginika Didi; Ijeoma Igwe

Department of Sociology/Anthropology, University of Nigeria, Nsukka, Enugu State, Nigeria

E-mail: kenechukwu.didi.242420@unn.edu.ng

Abstract

This study examined public perception on the effect of alcohol consumption among commercial drivers in Nsukka Urban, Enugu State. Using a sound methodology, numerous findings were made. The socio-demographics of the respondents indicated that both sexes were well represented in the study (male, 45.6% and female, 54.4%). Majority of the respondents (51.1%) were between the ages of 18-27, and majority were also single (76.7%). Data also indicated that majority of the respondents (71.7%) had tertiary education and 56.7% are students. Lastly, all the respondents were Christians. On the substantive issues of the study, the study revealed that the rate of alcohol consumption among commercial drivers in Nsukka Urban is high. It was also found that commercial drivers take alcohol on the wrong notion that makes them energetic and increases their level of concentration while driving. It was observed that even new drivers are socialized into this notion, such that alcohol consumption has become a convention among commercial drivers. The study equally found that poor awareness on the consequences of drunk driving, and easy accessibility to alcoholic drinks are the other factors that promote alcohol consumption among commercial drivers. It was equally reveled in this study that alcohol consumption by commercial drivers reduces driving skills, causes accidents by making drivers to sleep while driving or loose concentration, and had health effects on the drivers. K

Keywords: Alcohol; Consumption; Commercial Drivers; Road Accident; Perception; Impair; Substance Abuse

1. Introduction

Hazardous use of alcohol is a public health problem which accounts for 4.0% of global burden of disease (Bello et al, 2011). Statistics indicates that fifty percent of adults consume alcohol globally, with 140 million people suffering from alcohol dependence and 2.5 million dying yearly (Oriodota et al, 2013). According to Oriji (2015), alcohol is a drink that is fermented from trees and grains and/or brewed

through processes of production for human consumption. Alcohol consumption is shown to cause very obvious alterations in behavior (Alonso et al, 2015). Alcohol is the world's third largest risk factor for premature mortality, disability and loss of health. It also causes harm far beyond the physical and psychological health of the drinker as it harms the people around the drinker; the harmful impact is deep into society (Oriodota et al., 2013). While most people drink responsibly, some groups of people are particularly at a higher risk of hazardous alcohol use (Bello et al., 2011) and driving is one area of human activity where alcohol consumption has a very huge impact (Yadav, 2019; Alonso et al., 2015; Zhao et al, 2014). The World Health Organization (WHO) predicts that road traffic injuries will rise to become the fifth leading cause of death by 2030 (WHO, 2004).

Among commercial drivers, use of alcohol has been found to have significant impact. WHO (2009) estimates indicated that Nigeria recorded over 32,000 deaths every year through road accidents and the United Nations (UN) in its 2011 road safety survey, ranked Nigeria as second worst in the world in road accidents – 191 out of 192 countries surveyed (Punch, 2012). Human error has been related to the numerous road traffic accidents involving commercial drivers (WHO, 2015; Aworemi & Alawode, 2009). Principal among the human error is drunkenness (International Council on Alcohol, Drugs, & Traffic Safety (ICADTS), 2012; Makanjuola et al, 2008).

Studies have been conducted on the effect of alcohol on driving (Perez-Mana, Mateus, Diaz-Pellicer, & de la Torre, 2022; Dijken,Veldstra, van de Loo, Verster, & de Ward, 2020; Alonso et al., 2015; Oriji, 2015; Bello et al., 2011). These studies revealed a relationship between alcohol consumption and increasing rates of fatal road traffic accidents. These road traffic accidents have been found to also have enormous medical, legal, and economic implications on victims, their families and the society at large (Ayodele, 2016). For instance, Eze et al (2012) and WHO (2012) stated that the cost of accidents in developing countries is 1.2 per cent of a country's Gross National Product (GNP) per annum, as a result of morbidity, mortality and property related costs. Sadly, most studies have shown a large prevalence of alcohol drinking by commercial drivers especially in Nigeria (Ayodele, 2016; Oriji, 2015; Adekoya, 2011; Bello et al., 2011). For instance, a research conducted by Abiona et al. (2006) revealed that the prevalence rate of drinking by commercial drivers was 67.2% and out of the drinking drivers, 47% were heavy users, 15.3% were moderate users and 37.7% were mild/occasional users. The high prevalence of alcohol consumption among commercial drivers was also confirmed in a study by Adekoya, et. al (2011).

Considering the high rate of road traffic accidents (RTAs) in Nigeria, the confirmed relationship between alcohol consumption and the occurrence of road traffic accident, as well as the prevalence of alcohol consumption among commercial transport drivers, it becomes imperative to research on the effect of alcohol consumption on commercial transport drivers. Unfortunately, and to the knowledge of this researcher, no empirical study has been carried out on the effect alcohol consumption on commercial drivers in Nsukka Urban, Enugu State. This therefore forms the rationale for this study.

2. Research Methodology

2.1 Research Design

The study was designed to investigate the public perception on the effect of alcohol consumption among commercial drivers in Nsukka urban.The study being a descriptive one adopted a cross-sectional survey design, wherein the sample of the population would represent the whole population the survey research design was adopted because information was gotten through distribution of questionnaire to the targeted respondents in the field and the information was generalized to the whole population since the sample that was selected possess certain characteristics which was found in the entire population and were needed in this empirical study.

2.2 Study Area

The study area is Nsukka urban, Enugu state. This work covers the area with the intention of finding out the public perception on the effect of alcohol consumption among commercial drivers. Nsukka Urban is made up three autonomous communities Nru, Mkpunanor and Ihe Owerre. Educationally Nsukka Urban is well known for the prestigious educational institution which is located in Nsukka town and has impacted positively on the community. Occupationally, Nsukka people are predominantly farmers and traders and in terms of cultural and religious beliefs they are predominantly Christians and adherents of Traditional Religion. A few muslims can be found mostly among visitors from the Nothern part of Nigeria. Geographically, Nsukka Urban is located in Nsukka L.G.A that shares boundary with Isi-Uzo LGA in the east and Igbo-Eze in the north and Igbo-Eze South LGA in the north, Uzo-Uwani and Igbo-Etiti LGA bound the local government area on the south while Igalamila/Odoru LGA of Kogi State bounds it in the west (Uchechukwu, 2014).

2.3 Study Population

According to Onodugo (2010) population is the totality of subjects which meet a given set of criterion. However, the target population for this study is adult male and females in Nsukka Urban aged 18 years and above.

2.4 Sample Size

The sample size was statistically determined using the Cochran formula (1977). This is because the population is unknown. The formula is given below.

$n_0 = (Z \text{ square } x \ pq/e \text{ square})$

$n = z^2(pq)/e^2$

Where p = proportion of occurrence or rate of (62.54%)

q = compliment of p (37.46%)

z = level of confidence (95%) i.e., 1.962

e = accuracy level (5%)

n= the required sample size

$n = 1.96^2(0.6254 x 0.3746)/0.05^2$

$n = 3.8416(0.6254 x 0.3746)/0.0025$
$n = 3.8416(0.2343)/0.0025$

$n = 0.8999/0.0025$

$n = 359.9$

$n = \sim 360$

$n = 360/2, \ n = 180$

A sample size of one hundred and eighty respondents have been chosen for the study. This size was arbitrarily chosen by the researcher due to his inability to get official population figure of Nsukka Urban specifically as well as due to time and financial constraints.

2.5 Sampling Technique

The multistage sampling was used in this study and it involves successive selection of samples at different stages. The first stage involved dividing Nsukka Urban into community clusters Viz; Nru, Mkpunanorand and Ihe n'Owerre clusters. From each community cluster, 3 villages were purposively selected from the three autonomous communities. The last stage involved the use of availability sampling to select 20 respondents from each village selected, giving a total of 180 respondents. The 9 villages in the autonomous communities are Iheagu, Ezema n'Edem, Orba, Umuoyo, Ehe-Alumona, Ikeagu, Ajuona, Odim, Eluagu.

2.6 Instrument for Data Collection

The main instrument for data collection was a structured questionnaire. The questionnaire was divided into sections A and B. Section A deals with socio-demographic or personal characteristics of the respondents, while section B deal with the substantive issue of the research. The questionnaire was distributed with the aid of two research assistants who facilitated its distribution and collection in due time.

2.7 Method of Data Analysis

The data from questionnaire was presented and analyzed using descriptive (tables, frequencies, percentages) and inferential statistics (chi-square). The data was sorted with the aid of computer software, the Statistical package for Social Sciences (SPSS). The formulated hypotheses was tested using the chi-square inferential statistics.

3. Data Presentation and Analysis

The table 1 below displays the age distribution of the respondents. From the table, 92(51.1%) respondents are between 18-27 years, 53(29.4%) respondents are between 28-37 years, 20(11.1%) respondents are between the age of 38-47 years, while 15(8.3%) respondents are 48 years and above.

Table 1: Age distribution of the respondents

	Frequency	Percent
18-27 years	92	51.1
28-37 years	53	29.4
38-47 years	20	11.1
48 -above	15	8.3
Total	180	100.0

Source: Field work 2024

From the responses gathered in table 2, majority of the respondents making up to 98(54.4%) are females, while 82(45.6%) respondents are males.

Table 2: Sex distribution of the respondents

	Frequency	Percent
Male	82	45.6
Female	98	54.4
Total	180	100.0

Source: Field work 2024

Table 3 shows the marital status of the respondents, the majority 138(76.7%) of the respondents are single, 35(19.4%) are married, while 7(3.9%) are widowed.

Table 3: Marital status of the respondents

	Frequency	Percent
Single	138	76.7
Married	35	19.4
Widowed	7	3.9
Total	180	100.0

Source: Field work 2024

Deducing from table 4 is the educational level of the respondents. From the responses gathered, 3(3.7%) respondents did not attend formal education, 21(11.7%) respondents have primary education, 27(15.0%) respondents attended secondary education, while the majority 129(71.7%) respondents have tertiary education.

	Frequency	Percent
No formal Education	3	1.7
Primary education	21	11.7
Secondary education	27	15.0
Tertiary education	129	71.7
Total	180	100.0

Source: Field work 2024

The result of the table 5 shows the respondents occupation. From the response gathered, 103(56.7%) are students, 67(37.2%) are business, while the remaining 11(6.1%) are civil servant.

Table 5: Occupation of the respondents

	Frequency	Percent
Student	102	56.7
Business	67	37.2
Civil servant	11	6.1
Total	180	100.0

Source: Field work 2024

The result of the table 6 shows the religion of the respondents. From the response gathered, all the respondents 180(100%) are Christians.

Table 6: Religion of the respondents

		Frequency	Percent
Valid	Christianity	180	100.0

Source: Field work 2024

The result of the table 7 shows the analysis on whether the respondents understands what alcohol means. From the response gathered, all the respondents 180(100%) said they know what alcohol means. The implication of this result is that the respondents have knowledge of alcohol.

Table 7: Do you understand what alcohol means?

		Frequency	Percent
Valid	Yes	180	100.0

Source: Field work 2024

Table 8 above show the result of analysis on the reason why drivers consume alcohol, deducing from the table, 135 respondents representing 75.0% said it is because it gives motivation, 16 respondents representing 8.9% said it is because it is good for their health, 4 respondents representing 2.2% said it is because it gives awareness, 25 respondents representing 13.9% said it is makes them to concentrate. This implies that motivation is the major reason why drivers take alcohol.

Table 8: What are the reason drivers consume alcohol?

		Frequency	Percent
	because it gives motivation	135	75.0
	because it is good for health	16	8.9
	because it gives awareness	4	2.2
Valid	because it make them to concentrate	25	13.9
	Total	180	100.0

Source: Field work 2024

Table 9 below show the result of analysis on whether the respondents think there is any benefit in consuming alcohol, deducing from the table, 21 respondents representing 11.7% said yes, while 159 respondents representing 88.3% said no. the implication of this result is that there is no benefit of drinking alcohol.

If No to Question 9 Below, What Are the Negative Effects of Alcohol Consumption?

159(88.3%) respondents listed the following as the negative effect of alcohol consumption. From the responses, they mentioned that: it can lead to road accident, it reduces the ability to drive. it can lead to health issues, it can lead to sudden sleep, it can make the driver to loose concentration.

Table 9: Do you think there is any benefit in consuming alcohol?

	Frequency	Percent
Yes	21	11.7
No	159	88.3
Total	180	100.0

Source: Field work 2024

Table 10 below show the result of analysis on how they describe the rate of alcohol consumption among commercial drivers, deducing from the table, 158 respondents representing 87.8% said it is high, 5(2.8%) of the respondents said it is moderate, while 17 respondents representing 9.4% said it is low. The implication of this result is that the rate of alcohol is high.

Table 10: How can you describe the rate of alcohol consumption among commercial drivers?

	Frequency	Percent
High	158	87.8
Moderate	5	2.8
Low	17	9.4
Total	180	100.0

Source: Field work 2024

Table 11 below show the result of analysis on what the respondents think about drinking while driving, deducing from the table, 153 respondents representing 85.0% said it is dangerous, 7(3.9%) respondents said it does not matter, while 20 respondents representing 11.1% said it gives motivation. The implication of this result is that majority of the respondents said it is dangerous.

Table 11: What do you think about drinking while driving?

	Frequency	Percent
It is dangerous	153	85.0
it does not matter	7	3.9
it gives motivation	20	11.1
Total	180	100.0

Source: Field work 2024

Table 12 below show the result of analysis on whether alcohol impair the ability to drive, deducing from the table, 167 respondents representing 92.8% said yes, while 13 respondents representing 7.2% said no. This means that alcohol impair the ability to drive.

Table 12: Does alcohol impair the ability to drive?

	Frequency	Percent
Yes	167	92.8
No	13	7.2
Total	180	100.0

Source: Field work 2024

Table 13 below show the result of analysis on whether they believe alcohol consumption can increase the likelihood of road traffic accident, deducing from the table, 174 respondents representing 96.7% said yes, while as low as 6 respondents representing 3.3% said no. That is to say that alcohol consumption increases the likelihood of road traffic accident.

Table 13: Do you believe that alcohol consumption can increase the likelihood of road traffic accidents?

	Frequency	Percent
Yes	174	96.7
No	6	3.3
Total	180	100.0

Source: Field work 2024

Table 14 below show the result of analysis on whether commercial bus drivers are more likely to engage in drunk driving than those who drive company bus, deducing from the table, 141 respondents representing 78.3% said yes, while 39 respondents representing 21.7% said no. That is to say that commercial bus drivers are more likely to engage in drunk driving than those who drive company bus.

Table 14: Commercial bus drivers who drive own buses are more likely to engage in drunk driving than those who drive company buses

	Frequency	Percent
Yes	141	78.3
No	39	21.7
Total	180	100.0

Source: Field work 2024

Table 15 below show the result of analysis on factors that promote the use of alcohol by commercial drivers, deducing from the table, 114 respondents representing 96.4% said poor awareness on the consequences of consuming alcohol, 52(28.9%) said that availability of alcohol drinks in parks is a causative factor, while 14 respondents representing 7.8% said lack of orientation.

Table 15: What factors promotes the use of alcohol by commercial drivers?

	Frequency	Percent	Valid Percent
Poor awareness on the consequences of consuming alcohol	114	63.3	
Availability of alcohol drinks in car parks	52	28.9	
Lack of orientation	14	7.8	
Total	180	100.0	

Source: Field work 2024

What Can Be Done to Reduce Alcohol Use Among Commercial Drivers?

The respondents suggested measures which should be adopted so as to reduce alcohol use among commercial drivers. Among the responses are as follows: to educate them on the effect of consuming alcohol to advise them to desist from consuming alcohol during working hour they should be given orientation before they start work the road transport workers should ban the sale of alcoholic drink in the parks, in this way it will become unavailable for commercial drivers to buy Driver should be made to undergo drug and alcohol test before they are employed.

Test of Hypotheses

Hypothesis One

Alternative Hypothesis (H₁) Commercial drivers with low level of education are more likely to drive under the influence of alcohol than those with high level of education.

Null Hypothesis (H₀) Commercial drivers with low level of education are not more likely to drive under the influence of alcohol than those with high level of education.

What do you think about drinking while driving? * Educational level Crosstabulation

Count

		Educational level				Total
		No formal Education	Primary education	Secondary education	Tertiary education	
What do you think about drinking while driving?	It is dangerous	3(2)	21(13.7)	0(0.0)	129(84.3)	153(85%)
	it does not matter	0(0.0)	0(0.0)	7(100)	0(0.0)	7(3.8)
	it gives motivation	0(0.0)	0(0.0)	20(100)	0(0.0)	20(11.1)
Total		3	21	27	129	180(100)

x^2 = 180.000ᵃ; **df= 6,**; p = . 000

In Crosstabulation, Table 1, Respondents Educational Level is cross tabulated. What do you think about drinking while driving? 2% with no formal education said it is dangerous, 13% with primary education said it is dangerous, none with secondary education responded while 84.3% with tertiary education said it is dangerous.

The chi square value is x^2 = 180.000ᵃ; **df= 6**; p = .000. Since p value is lower than the alpha value of 0.5, the alternative (H1) is accepted. It means that Commercial bus drivers with low level of education are more likely to drive under the influence of alcohol than those with high level of education.

Hypothesis Two

Alternative Hypothesis (H₁) Commercial drivers who drive their own vehicle are more likely to engage in drunk driving than those who drive company vehicles.

Null Hypothesis (H₀) Commercial drivers who drive their own vehicle are not more likely to engage in drunk driving than those who drive company vehicles.

Crosstab

Count

		Commercial bus drivers who drive own buses are more likely to engage in drunk driving than those who drive company buses		Total
		Yes	No	
Does alcohol impair the ability to drive?	Yes	141(84.4)	26(15.5)	167(92.7)
	No	0(0.0)	13(100)	13(7.2)
Total		141	39	180(100)

x^2 = 50.659ᵃ; **df= 1**; p = . 000

In Crosstabulation, Table 1, Commercial drivers who drive own vehicle are more likely to engage in drunk driving than those who drive company vehicles was crosstabulated with if alcohol impair the ability to drive 84.4 said yes while 15.5 said no.

The chi square value is $x^2 = 50.659^a$; **df= 1**; p = .000. Since p value is lower than the alpha value of 0.5, the alternative (H1) is accepted. It means that Commercial drivers who drive own vehicle are more likely to engage in drunk driving than those who drive company vehicles.

Hypothesis Three

Alternative Hypothesis (H₁) Commercial drivers who engage in excessive consumption of alcohol are likely to have road accident than those who moderately consume alcohol.

Null Hypothesis (H₀) Commercial drivers who engage in excessive consumption of alcohol are not likely to have road accident than those who moderately consume alcohol.

Crosstab

		Do you believe that alcohol consumption can increase the likelihood of road traffic accidents?		Total
		Yes	No	
Does alcohol impair the ability to drive?	Yes	161(96.4)	6(3.5)	167(93%)
	No	13((100)	0(0.0)	13(7.2)
Total		174	6	180(100)

$x^2 = .483^a$; **df= 1**; p = . 000

In Crosstabulation, Table 1, Respondents view on if they believe that alcohol consumption can increase the likelihood of road traffic accidents crosstabulated with Does alcohol impair the ability to drive. 96.4% said yes, 6.3% said no.

The chi square value is $x^2 = .483^a$; **df= 1**; p = .000. Since p value is lower than the alpha value of 0.5, the alternative (H1) is accepted. It means that people believe that alcohol consumption can increase the likelihood of road traffic accidents?

Discussion of Findings

The finding also shows that motivation, good health, getting awareness are the major reason why drivers take alcohol. This is in line with the finding Onifade et al (2012) who found that the use of alcohol among commercial drivers follows patterns which have been like precedence to the new ones taking up the business. There are different levels of indulgence in this behaviour and some factors to the use of substances emanated from the idea of being energetic and to increase concentration on duty.

It was found in the study that said poor awareness on the consequences of consuming alcohol, availability of alcohol drinks in parks, lack of orientation are the factors that cause commercial drivers to consume alcohol. This result is in tandem with the findings of many researchers including; Abiona et al (2006), Adekoya, et al. (2011); Olokesusi (2011) Oluwadiya & Akinola (2012) and Aditjat & Ritura (2015) agreed that commercial drivers in Nigeria access alcohol right in their motor parks. For instance, Kehinde & Adegoke (2012) attested that paraga outlets are located either in or near motor parks in their Osogbo study location, where commercial drivers and cyclists have easy access to them, while Adekoya,

et.al. (2011) personally observed that drinks in forms of beer, gin, and palm wine are available in some motor parks.

Similarly, the study found that the negative effects of alcohol consumption are as follows: it can lead to road accident, it reduces the ability to drive, it can lead to health issues, it can lead to sudden sleep, and it can make the driver to lose concentration. This findings agrees with the finding of Majerza (2016) who revealed that alcohol can cause slurred speech, drowsiness, vomiting, diarrhea, upset stomach, headaches, breathing difficulties, distorted vision and hearing, impaired judgment , decreased perception and coordination, unconsciousness, anemia (loss of red blood cells), coma, blackouts (memory lapses, where the drinker cannot remember events that occurred while under the influence). In the same vein, Kandel, Huang & Davies (2011) submitted that alcohol use can affect all parts of the body but particularly the brain, heart, liver, pancreas, and immune system. This can result in mental illness, an irregular heartbeat, liver failure, and an increase in the risk of cancer, among other diseases.

The study also found that the rate of alcohol consumption among commercial drivers is high, and the majority of the respondents said it is dangerous. This is in agreement with the findings of Makanjuola et al (2008) who documented that alcohol use was second to cigarette use among long distance vehicle drivers.

The study also found that alcohol consumption impair the ability to drive. Similarly, it was also found that alcohol consumption increases the likelihood of road traffic accident. This is consistent with the finding of Ayodele (2016) who found that there is a strong link between alcohol abuse and human errors in driving. In addition, it was also established that alcohol impairs the driver, making him susceptible to preventable mistakes while driving. In fact, it was estimated that 50% of crashes on Nigeria roads are related to alcohol use by the drivers International Council on Alcohol, Drugs & Traffic Safety-ICADTS (2012) reported that of 1,490 cases in their study, impairment from alcohol was a major contributing factor to crash causation in 274 (18.4%) cases. Also, more than 40% of the drivers who were alcohol impaired have incurred at least one previous road infringement. In their review, Kehinde & Adegoke (2012) and Atubi (2015) concurred that alcohol has an important effect on drivers behaviours and performances and that these effects increase as the Breath Alcohol Concentration (BAC) level increases. The fact that driver's drunkenness is a major factor responsible for human errors, made the ban on alcohol sales in motor-parks very necessary.

Conclusion

Based on the findings of this study, it is no exaggerations to state that majority of commercial drivers in Nsukka consume alcohol, most times above tolerable level. Sale of alcohol in the park and the environs contribute a great deal to the drinking habit indulged by commercial drivers in Nsuka. This is similar to findings in other parts of Nigeria and these drinks in the form of beer, gin, palm-wine, are often freely available during most social occasions, and are also available in some motor parks, where it is frequently prepared as a herbal concoction to cure a wide variety of ailments. Alcohol is a CNS depressant and is capable of causing impairment of mental and motor functions, both of which are critical to the performance of a driver. It affects judgment of speed, distance, and risk. It can also cause blurring of vision. Alcohol also contributes the adverse health condition of most drivers. The final pathway of all these effects may be a road traffic accident (RTA), which is often very serious. Trading in alcohol near the vicinity of motor packs is banned in Nigeria, but this needs better vigilance and enforcement to limit the availability of alcohol near on-duty drivers. A survey of blood alcohol levels of drivers involved in RTA revealed that a high percentage of drivers in Nigeria are driving under the influence of alcohol. This is not good for troad transportation in Nsukka in particular and Nigeria as a whole. Consequently, since driving under the influence of alcohol is a punishable offence, efforts should be made to ensure that offenders are duly punished to serve as a deterrent.

Policy Recommendations

Alcohol consumption is prevalent among commercial drivers in Nsukka specifically and Nigeria as a whole. From the findings of this study therefore, the following recommendations are made.

1. Nsukka Local Government administrators should set up a task force to monitor and enforce the law banning sale of alcohol at motor parks and nearby environments. This will reduce the availability and accessibility of these alcoholic drinks to commercial drivers thereby reducing the rate of drunk driving among commercial drivers in Nsukka.

2. An enlightenment and awareness programme should be conducted by owners of transport companies, government and non governmental agencies to sensitize commercial bus drivers on the negative consequences of driving under the influence of alcohol. This sensitization programme if well handled will debunk the wrong notion among commercial drivers that alcohol energizes drivers and enhances capacity to drive.

3. Government at the local level should be equipped to try and convict commercial drivers who are proven to be driving under the influence of alcohol. This will deter others from engaging in such offensive act knowing full well that it will lead to conviction.

4. Government should state and enforce compliance to maximum legally permissible blood alcohol concentration (BAC) among drivers

Declaration

Conflict of interest: The authors declare that they have no known competing financial interests or personal relationships that could have appeared to influence the work reported in this paper.

References

Abiona, T.C., Aloba, O.O.& Fatoye, F.O. (2006). Pattern of alcohol consumption among commercial road transport workers in semi urban community in South Western, Nigeria.EastAfricaMedicalJournal.83(9)494-499.

Adams, A.J., Brown,B., Haegerstrom-Portnoy, G., Flom, M. C., & Jones, R. T. (1978). Marijuana, alcohol, and combined drug effects on the time course of glare recovery. Psychopharmacology,vol.56,no.1,pp.81–86.

Adekoya, B. J., Adekoya, A. O., Adepoju, F. G., & Owoeye, J. F. A. (2011). Driving under the influence among long-distance commercial drivers in Ilorin, Nigeria. *International Journal of Biological & Medical Research*, 2(4), 870-873.

Aditya, M. B., & Rituraj, C. (2015). A study of incidence of alcohol use in fatal road traffic accidents. International Journal of Indian Academic Forensic Medicine, 37(1), 12-15.

Akpan, G., & Ikorok, M. (2014). The prevalence of alcohol consumption among commercial drivers in Uyo Local Government Area, Akwa Ibom State, Nigeria. *Journal of Sports and Physical Education*, 1(7), 37-51.

Alonso, F., Pastor, J. C., Montoro, L., & Esteban, C. (2015). Driving under the influence of alcohol: Frequency, reasons, perceived risk, and punishment. *Substance Abuse Treatment, Prevention, and Policy*, 10:11. https://doi.org/10.1186/s13011-015-0007-4

Aniebu, P. N., & Okonkwo, K. O. B. (2008). Prevalence of psychoactive drug use by taxi drivers in Nigeria. *Journal of College of Medicine*, 13, 48-52.

Atubi, A. O. (2015). Epidemiology of deaths from road traffic accidents in Nigeria: A baseline study of Lagos State. *International Journal of Science and Technology*, 4(1), 24-36.

Ayodele, R. B. (2016). Ban on alcohol drinks sales in motor parks: Facts against its workability in road accident prevention in Nigeria. *European Journal of Physical Education and Sport Science*, 2(5), 158-163.

Bekibele, C. O., Fawole, O. I., Bamgboye, A. E., Adekunle, L. V., Ayayi, R., & Baiyeroju, A. M. (2007). Risk factors for road traffic accidents among drivers of public institutions in Ibadan, Nigeria. *African Journal of Science*, 14, 137-142.

Bello, S., Ndifon, W. O., Mpama, E. A., & Oduwole, O. O. (2011). Pattern of alcohol use among drivers of commercial vehicles in Calabar, Nigeria. *East African Medical Journal*, 88(3), 75-79.

Brown, S. (2001). Developing measures of fatigue using an alcohol comparison to validate the effects of fatigue on performance. *Accident Analysis and Prevention*, 33(3), 313–326.

Dumbili, E. (2013). Changing patterns of alcohol consumption in Nigeria: An exploration of responsible factors and consequences. *A Journal of the BSA Med. Soc. Group, Medical Sociology*, 7(1), 20-33.

Ehikhamenor, E., & Agwubike, E. O. (2004). The need for Blood Alcohol Concentration (BAC) legislation in Nigeria. *The Glory of the Latter House Publishing Coy*, pp. 4.

Eze, B. (2012). Road traffic accidents in Nigeria: A public health problem. www.oafrimedic/shortcommunication. Retrieved: August, 2022.

ICADTS. (2012). Drinking and driving in Nigeria. *ICADTS Reporter*, pp. 3-7.

Keall, M. D. W., Frith, J., & Patterson, T. L. (2004). The influence of alcohol, age, and number of passengers on the night-time risk of driver fatal injury in New Zealand. *Accident Analysis and Prevention*, 36(1), 49–61.

Kehinde, O. S., & Adegoke, A. E. (2012). Taking alcohol by deception: An analysis of ethanol concentration of 'paraga' an alcoholic herbal mixture in Nigeria. *BMC Research Notes*, 5, 127.

Lasebikan, V. O., & Baiyewu, O. (2009). Profile of problems associated with psychoactive substance use among long-distance commercial automobile drivers in Ibadan. *Nigerian Journal of Psychiatry*, 7, 7-16.

Li, Y., Xie, D., Nie, G., & Zhang, J. (2012). The drink driving situation in China. *Traffic Injury Prevention*, 13(2), 101–108.

Makanjuola, B. A., Oyeleke, S. A., & Akande, T. M. (2007). Psychoactive substance use among long-distance vehicle drivers in Ilorin, Nigeria. *Nigerian Journal of Psychiatry*, 5, 14-18.

Muazu, M., & Aliyu, A. A. (2008). Prevalence of psychoactive substance use among commercial motorcyclists and its health and social consequences in Zaria, Nigeria. *Annals of African Medicine*, 7, 67-71.

Onifade, C. A., Aduradola, R. R., & Amoo, S. O. (2012). The effect of socio-economic survival of okada riders on African cultural values. *Global Journal of Human Social Sciences, Art and Humanities*, 12(14), 45-52.

Oridota, S. E., Ashingdoitiang, M. A., Olatona, F. A., Olajide, T. O., Akanmu, O. N., & Soriyan, O. O. (2013). Substance and alcohol utilization among commercial drivers and its interrelationship with road traffic accidents. *Journal of Medical Research and Practice*, 2(2), 65-68.

Oriji, C. C. (2015). Effects of alcohol abuse and bad road on road traffic accidents: A study of commercial bus drivers on East/West road in South/South Nigeria. *Research on Humanities and Social Sciences*, 5(18), 213-219.

Punch. (2012). Alarming rate of road accidents. Retrieved from http://www.punching.com/editorial/alarming-rate-of-road-accidents.

Taiwo, A., Atibioke, O., & Chinyio, E. (n.d.). Pattern of alcohol consumption and psychological well-being among commercial bus drivers and okada riders in Ibadan, Nigeria. *Unpublished*.

WHO. (2015). Alcohol and accidents: Facts about road safety. Retrieved from www.who.int.drinkaware.co.uk.

World Health Organization (WHO). (2004). Road traffic deaths index 2009 country ranking. Retrieved from http://en.wikipedia.org/wiki/trafficcollision. WHO (2009). Road accident kill 32,000 yearly in Nigeria. Retrieved from http://www.nigerianbestforum.com/index.php?topic40011.0.

Zhao, X., Zhang, X., & Rong, J. (2014). Study of the effects of alcohol on drivers and driving performance on straight road. *Mathematical Problems in Engineering*, 2014, 607652. https://doi.org/10.1155/2014/607625.