

FACTORS INFLUENCING WORK-TIME ALCOHOL USE AMONG COMMERCIAL MOTORCYCLISTS IN IREPODUN/IFELODUN LOCAL GOVERNMENT AREA, EKITI STATE, NIGERIA

Awosusi, Ajoke Olukemi

Department of Human Kinetics and Health Education, Faculty of Education, Ekiti State
University, Ado-Ekiti

Abstract

Observation has shown that work-time alcohol use among commercial motorcyclists is on the increase. The study investigated the regularity of work-time alcohol use and factors influencing work-time alcohol use among commercial motorcyclists in Irepodun/Ifelodun Local Government Area of Ekiti State. Descriptive research design of the survey type was used to conduct the study. Due to the transitory nature of the study group, convenience sampling technique was used to select 220 registered commercial motorcyclists. A validated structured questionnaire was used to elicit information from the respondents. The reliability of the instrument was determined using Cronbach Alpha with item by item reliability coefficient of 0.81. Administration of the questionnaire was done with the aid of three research assistants. Descriptive statistics of percentage was used to answer the research questions while Linear logistic regression was used to determine the influencing factor that would most contribute to work-time alcohol use among the commercial motorcyclists. Finding shows that 36.8% of the respondents are more regular users of alcohol while the commonly used substances were 'paraga' 19.6% and beer 19.1%. Respondents used alcohol more regularly to ward off stress and to increase performance. The commonest sources for obtaining the substance are through hawkers and from motorcycle parks. It was recommended that sale of alcoholic substances should be prohibited in the parks and provision of recreation centres for relaxation of the commercial motorcyclists.

Keywords: Commercial motorcyclists; 'okada'; work-time; alcohol use; regularity, influencing factors

Introduction

Motorcycle became means of public transportation in Nigeria following the introduction of the economic policies termed Structural Adjustment Program in 1980's (Ezeibe, Nzeadibe and Ali, 2017). The untoward hardship resulting from the policies include lack of adequate vehicles for public transportation for the teeming population. Poor road network with the

attendant need to dodge numerous potholes, inadequate vehicles, affordability and accessibility to commercial motorcycle vis-à-vis the increasing unemployment of the youths contributed to the booming of the business of commercial motorcycling (Raji, Salu, Gada, Bakare, Oladigbolu and Kaoje, 2017). The significant contribution of commercial motorcycling to poverty

reduction and social life was documented by scholars. The relative relevance of motorcycles became questionable based on the records of the numerous road accidents among this group of road users. Studies have revealed that majority of commercial motorcyclists drink-drive. Riding a motorcycle under the influence of alcoholic substance has been associated with many risky forms of behaviour on the road such as over speeding, not using helmet, not having driver's licence (Santos, Coelho, Bonfim and Ceballos, 2019). Inability to obtain drivers' license may be an indication that such motorcyclist is riding without adequate training.

The high prevalence of work-time alcohol use among commercial motorcycle riders is becoming alarming and a concern in public health. Alcohol use has been described as a global problem resulting into social and public health problems in many societies (Ogundipe, Omotola, Alabi,

Oluwadare

and Obawole, 2019). Ogundipe, et al., (2019). Commercial drivers in sub-saharan Africa have been referred to as notable high-risk drinkers with prevalence rate of use ranging from two-thirds to over four-fifth (Bello, Ndifon, Mpama and Oduwale, 2011). Anecdotal evidence assumes that work-time alcohol use is

very common among commercial motorcycle riders at the same time, extant literature have established increasing rate of alcohol use among commercial motorcyclists (Ogunmodede, Adio, Ebijuwa, Oyetola and Akinola, 2012; Johnson and Bada, 2015; Seyed, et al, 2016). Omumu, Tibi and Chenube (2017) asserted that commercial motorcyclists have alcohol problems. The study done on alcohol use among road users discovered a higher prevalence of 34% among motorcyclists and 17% among motorists (Damsere-Derry, Palk and King, 2018). On the other hand, Abiona, Aloba and Fatoye (2006) discovered a prevalence of 67.2% which was adjudged to be high though majority claimed to drink after work hours with very few engaging in hazardous drinking.

Based on the impact of alcohol in road traffic accidents and other social and health conditions, drivers have been described as a group that deserves special attention with regards to alcohol control (Bello et al, 2011). Road accidents linked with motorcyclists riding under the influence of alcohol has been recorded among younger age group motorcyclists that are current alcohol drinkers who self-reported alcohol consumption 12 hours preceding the accident (Tumwesigye, Atuyambe and Kobusingye, 2016). A

similar study conducted among commercial drivers in a semi urban community in South western Nigeria, found a prevalence of 67.2% alcohol use out of which 47% of were heavy alcohol users, 15.3% moderate and 37.7% were occasional users (Abiona, Aloba and Fatoye, 2006)

Alcoholic beverages are derived from sugar fermented by yeast. It could also be described as fermented liquor that contains ethanol. Commercial motorcyclists drink various types of alcoholic substances. Kehinde and Adegoke (2012) described the three common alcoholic substances as: beers which contains 3 to 8 percent alcohol as well as wines containing 8 to 12 percent alcohol and distilled spirits in forms of whiskey, vodka, gin containing 40-50 percent alcohol. The study of Ogunmodede et al (2012) revealed that 76.7% of commercial motorcyclists take local dry gin while 12.7% take beer with 10.7% taking palm wine. Abiona et al (2006) discovered beer as the most commonly used alcoholic substance followed by palm wine.

Some factors influencing alcohol use by commercial motorcyclists have been recorded by scholars. Akpan and Ikorok (2014) asserted that the reason for the high prevalence of alcohol use among

drivers is its ready availability and the perceived good feeling associated with its use. Alti-Muaza and Ahigu (2008) linked the use of alcohol among commercial motorcyclists with the need to suppress fatigue and to keep awake. Ogunmodede et al, (2012) claimed that the presence of alcohol retailers in and around okada parks provides accessibility thereby encouraging patronage. Ogundipe et al (2019) reported that majority of the commercial cyclists couldn't conduct their business without using locally brewed alcohol in the morning due to the cold weather and in some instances to conform with the peer group culture. Akpan and Ikorok (2014) discovered that commercial drivers believed that the use of alcohol will improve their performance significantly and keep sleep at bay for as long as possible. Commercial motorcyclists also use alcohol frequently for social reasons. In addition, the mood alteration characteristic of alcohol would enhance its use in masking unease or pains and group association (Makinde, Awomodu, Oyerinde and Adeoye, 2016)

Scholars have documented the high prevalence of hazardous alcohol use among commercial motorcyclists. The use of alcohol otherwise known as "opaehin", "apeteshi", "sapele water", "ogogoro", "kainkain", "paraga" depending on

The locality in Nigeria, has been discovered not to have time constraint. For instance, Makinde et al (2016) lamented that a visit to any okada park as early as 8 am will reveal a lot of disgusting sights concerning their level of drug addiction and this habit continues among them till late in the night. It is in view of this background that this study aimed to find out the regularity of alcohol use while working, the types of alcoholic substances used, as well as the sources where commercial motorcyclists obtained their alcoholic drink and the factors influencing the use of alcohol among commercial motorcyclists in Irepodun/Ifelodun Local government Area of Ekiti State. The study was also to determine which of the influencing factors will most contribute to work-time alcohol use.

Research Questions raised for the study are

1. What is the regularity of alcohol use?
2. What are the types of alcoholic substances used by commercial motorcyclists?
3. What are the factors influencing work-time alcohol use?
4. Where do commercial motorcyclists obtain alcoholic substances used?

Research Hypothesis formulated for the study include:

HO₁: Which of the influencing factors will contribute most to work-time alcohol use among commercial motorcyclists

Methods

Descriptive research design of survey type was used to examine the work-time alcohol use and the influencing factors among commercial motorcycle riders in Irepodun/Ifelodun Local Government, Ekiti State. The sample size was made up of 220 respondents selected using simple random sampling and convenience sampling methods. The Local Government Area headquarters and two towns were used for the study. Simple random sampling was used in selecting 11 motorcycle parks and 20 consenting respondents were selected from each park using convenience sampling technique. The study adopted the use of 21-item structured self-report questionnaire which consists of two sections. The first part was used to elicit information on demographic characteristics of the respondents and the second part sourced for information on the conceptual domains of work-time alcohol use, regularity and factors influencing alcohol use. The reliability of the questionnaire was determined using Cronbach alpha where a reliability

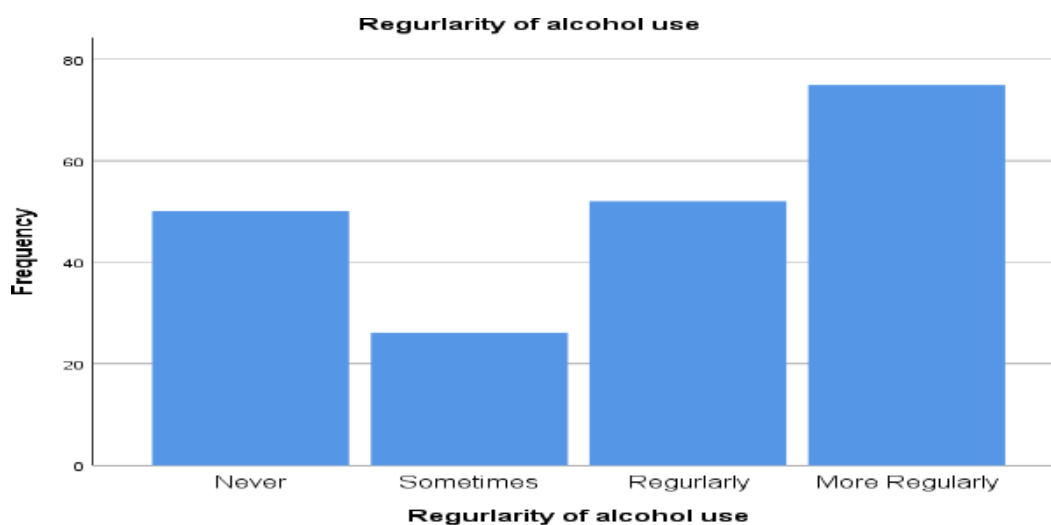
coefficient 0.81 was obtained. The administration of the research instrument was done with the aid of three research assistants who helped in the explanation of the purpose of the study. With the assistance of their union leaders, the willing motor cycle riders responded to the items in the questionnaire. Out of the 220 copies of questionnaire administered,

a total of 204 were retrieved with complete responses representing 92.9% response rate. SPSS 20.0 version was used to analyse the data. The research questions were answered using descriptive statistics of frequency and percentage. The contribution was determined using linear logistic regression analysis.

Results

Research Question 1: What is the regularity of work-time alcohol use?

Figure 1: Bar Chart showing the regularity of work-time alcohol by commercial motorcyclists in Ifelodun/Irepodun Local Government Area in Ekiti State.

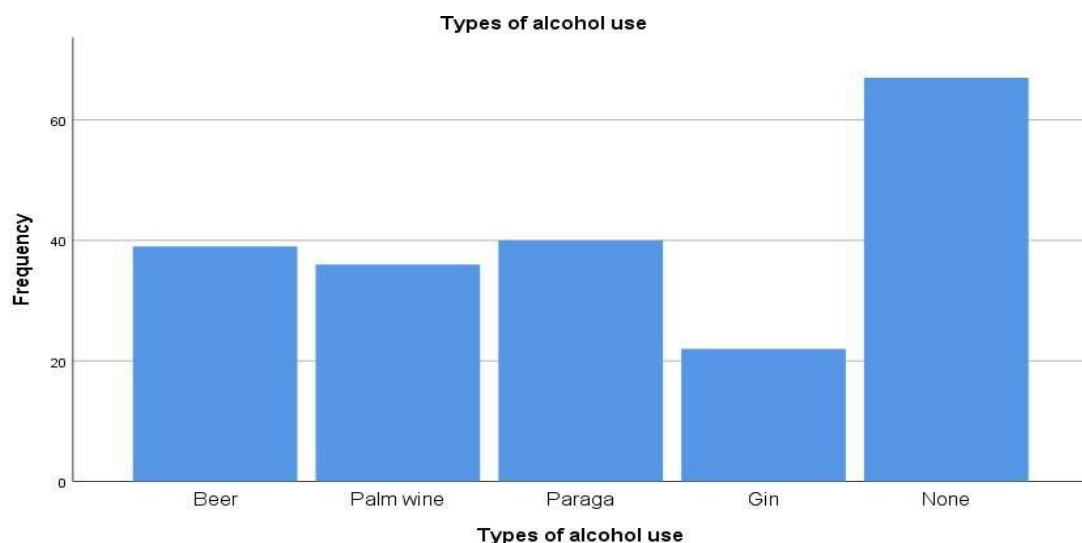


The bar chart in Figure 1 reveals that majority of the commercial motorcyclists 75 (36.8%) more regularly engage in work-time alcohol use while 52 (25.2%) are regular users. Only 26 (12.7%) of the commercial motorcyclists sometimes

practice work-time alcohol and 51 (25.0%) has never engaged in work-time alcohol use.

Research Question 2: What are the types of alcoholic substances used by commercial motorcyclists?

Figure 2: A bar chart showing the types of alcoholic substances consumed by commercialmotorcyclists



Findings on the types of alcoholic substances as displayed in Figure 2 reveals that though 67 (32.8%) do not consume any of the identified alcoholic substances. 'Paraga' 40 (19.6%) topped the list of the types of alcohol consumed by

commercial motorcyclists followed by beer 39 (19.1%) and palm wine 36 (17.6%) while the least use was gin with only 22 (10.8%) consumers.

Research Question 3: What are the factors influencing work-time alcohol use?

Table 1: Frequency and percentage of factors influencing work-time alcohol use

	More Regularly		Regularly		Sometimes		Never	
	<i>f</i>	%	<i>F</i>	%	<i>F</i>	%	<i>F</i>	%
To ward off stress	71	34.8	50	24.5	17	8.3	66	32.4
To feel good	49	24.0	54	26.5	27	13.2	74	36.3
To relief fatigue	60	29.4	49	24.0	26	12.7	69	33.
For social interaction	60	29.4	54	26.5	26	12.7	64	31.4
To be alert	68	33.3	43	21.1	21	10.3	72	35.3
To increase performance	71	34.8	48	23.5	16	7.8	69	33.8
Because it is easily available in parks	64	31.4	35	17.2	20	9.8	85	41.7

Table 1 clearly shows the factors influencing work-time alcohol use among commercial motorcyclists. To ward off stress and to increase performance 71

(34.8%) are the commonest factors

influencing use of alcohol, followed by to be alert 68(33.4%) and easily available in parks 64 (31.4%). That alcohol is easily available in okada parks would not be of interest to 85 (41.7%) as they reported

they will never use alcohol despite the availability.

Research Question 4: Where do commercial motorcyclists obtain alcoholic substances used?

Table 2: Frequency and Percentages of sources of alcohol to commercial motorcycle riders

Sources of alcohol	More Regularly		Regularly		Sometimes		Never	
	<i>f</i>	%	<i>F</i>	%	<i>f</i>	%	<i>F</i>	%
Bars	49	24.0	25	17.2	36	17.6	84	41.2
Local shops	57	27.9	30	14.7	29	14.2	88	43.1
Home	44	21.6	30	14.7	33	16.2	97	47.5
Okada Parks	64	31.4	35	17.2	20	9.8	85	41.7
Friends	62	30.4	51	25.0	18	8.8	73	35.8
Alcoholic substances sold by Hawkers	64	31.4	38	18.6	16	7.8	86	42.2

Table 2 shows that ‘Okada’ parks 64 (31.4%) and alcohol hawkers 64 (31.4%) are the major sources from which commercial motorcycle riders regularly obtained alcohol used at work-time. The other competing sources from which commercial motorcyclists regularly

obtained alcohol is from friends 62 (30.4%) and local shops 57 (27.9%)

Hypothesis 1: Which of the influencing factors will contribute most to work-time alcohol use among commercial motorcyclists

Table 3: Linear Logistic Regression of factors influencing work-time alcohol use

	Unstandardized coefficients		Standardized coefficients			95% Confidence interval	
	Beta	Standard error	Beta	T	Sig.	Lower	Upper
Constant	.604	.124		4.87	.000	.360	.849
To ward off stress	.318	.091	.335	3.515*	.001	.140	.497
To feel good	.074	.083	.074	.882	.379	.238	.091
To relief fatigue	.221	.086	.227	2.577*	.011	.052	.390
For social interaction	.049	.105	.049	.463	.644	.159	.256
To be alert	.025	.077	.026	.320	.749	.127	.176
To increase performance	.279	.088	.297	3.17*	.002	.105	.453
Alcohol hawkers available	.015	.059	.017	.262	.794	.101	.131

Because it is easily available in Okada parks	.007	.054	.008	.137	.891	.113	.098
--	------	------	------	------	------	------	------

The linear logistic regression of the contribution of determinants of work-time alcohol use among commercial motorcyclist reveals that to ward off stress $\{B = .335 \quad t = 3.32 \quad p = .001\}$ will contribute 33.5% to work-time alcohol use. To increase performance $\{B = .297 \quad t = 3.17 \quad p = .002\}$ will contribute 29.7% and to relief fatigue $\{B = .227 \quad t = 2.577 \quad p = .052\}$ will contribute 22.7% to work-time alcohol use while easily available in 'okada' parks $\{B = .007 \quad t = .137 \quad p > .05\}$ will contribute 0.8% which is the least among all the factors

Discussion

The descriptive statistical result shows that 36.8% of the respondents engage in work-time alcohol use more regularly while 25.2 % are regular users. The summation of the two clearly shows that commercial motorcyclists engage in work-time alcohol use. The findings agreed with the findings of Kehinde and Adegoke (2012) in a similar study among commercial motorcyclists where three-quarters of the respondents were discovered to be moderate and heavy alcohol users. Likewise, Abiona et al (2006)'s record of 67.2% prevalence of alcohol use as well as the high prevalence rate recorded in related studies of Omumu et al. (2017) and Ogundipe et al. (2019) without any contrary

Submission establish that commercial motorcyclists engage in work-time alcohol use.

Sources where the substances used were obtained from revealed that, 'okada' parks, hawkers of alcoholic substances and friends were the predominant sources. National News (2013)'s survey of Lagos motor and motorcycles parks reported the influx of cheap alcohol sellers in the parks and that the sellers of herbal drugs steeped in indeterminate alcohol content were drawn to the parks because the commercial motor drivers and commercial motorcycle drivers constitute the greater part of their customers. Kehinde and Adegoke (2012) reported that "paraga" is commonly sold by vendors in motor parks where commercial motorists and motorcyclists have easy access to them. The easy access to 'paraga' at the parks could be linked with the findings in this study that 'paraga' is the commonest alcohol consumed by the motorists as opined by Akpan and Ikorok (2014) that alcohol in parks and the environs contribute a great deal to the drinking habit indulged by commercial drivers. The regularity of alcohol use as discovered in this study could be linked with the assertion of Ogunmodede et al (2012) that the presence of alcohol retailers in and around 'okada' parks ensured accessibility

thereby encouraging patronage. Availability of alcohol in and around the parks may encourage experimenting with alcohol and subsequent use.

The discovered self-reported factors influencing work-time alcohol use among commercial motorcyclists are to ward off stress and to increase performance. Both buttressed the view of scholars such as Alti-Muaza and Ahigu (2008) that discovered that alcohol was used to suppress fatigue while Akpan and Ikorok (2014) revealed that alcohol is used to enhance performance. Further statistical test revealed that the duo: to ward off stress will contribute 33.5% and to enhance performance will contribute 29.7% to use of alcohol during the working period. Close to them is to relief fatigue with the contribution of 22.7%. The least contribution to work-time alcohol use is the availability of alcoholic substance at the parks. The need of work-time alcohol use to increase performance as discovered in this study could be laid on the premise that most commercial motorcyclists start the business with the aim of generating income because better alternatives are not available (Kolawole and Afolabi, 2017) as well as the need to make enough money to settle owners of motorcycles or pay the instalment on the motorcycle to take risks (Sanusi and

Emmelin, 2015). The fact that getting income to sustain themselves and family may require boosting their strength as such will enhance their performance. Similarly, majority of commercial motorcyclists work under stress as stated by Kolawole and Afolabi (2017) that commercial motorcyclists work between 6 and 7 days per week may necessitate the use of alcohol to ward off stress

Conclusion and Recommendations

The study revealed a high prevalence of work-time alcohol use among commercial motorcyclist while at work. It shows that many commercial motorcyclists drink drive while at work. Availability of alcoholic substances at 'okada' parks and obtaining alcoholic substances from hawkers were the common sources from which users get the substances and the main factors influencing usage. The major factors influencing use are to ward off stress, to enhance performance and to be alert. It was clearly revealed that to ward off stress and to enhance performance will contribute to work time alcohol use more than the other factors. It was thus recommended that government should prohibit the sale of alcoholic substances in 'okada' parks. Health educators should organize educational programme to sensitize the commercial motorcyclists on

the physical and social health implications of work-time alcohol use and the government should provide recreational centre around the park where the commercial motorcyclists could ease off the stress.

References

- Abiona, T.C., Aloba, O.O. & Fatoye, F.O. (2006). Pattern of alcohol consumption among commercial road transport workers in a semi urban community in South western Nigeria. *East African Medical Journal*. 83(9): 494-499
- 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): 47-51
- Alti-Muazu, M. and Ahigu, A. A. (2008). Prevalence of Psychoactive substance use among commercial motor cyclist and its health and social consequences in Zaria, Nigeria. *Annals of African Medicine Journal*. 7(2): 67 – 71
- 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
- Damsere-Derry, J., Palk, G. & King, M. (2018). Prevalence of alcohol among nonfatally injured road accident casualties in two level III trauma centers in northern Ghana. *Traffic Injury Prevention*. 19(2). 118-124
- Johnson, T.O. & Bada, B. (2015). Alcohol use and locus of control as predictors of accidents among commercial motorcycle riders in Abeokuta, Nigeria. *African Journal for the Psychological study of Social Issue*. 18(131). www.researchgate.net
- 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 <https://doi.org/10.1186/1756-0500-5-127>
- Kolawole, T. G. & Afolabi, O.J. (2012). An assessment of motorcycle operation in Ado-Odo Ota Local Government Area of Ogun State, Nigeria. *The Pacific Journal of Science and Technology*. 16(1). 163-174
- National News (2013). How Cheap Alcohol Takes Over Motor Parks in Lagos <https://www.informationng.com/2013/12/how-cheap-alcohol-takes-over-motor-parks-in-lagos.html>
- Ogundipe, L., Omotola, A., Alabi, Q.K., Oluwadare, T. & Obawole, A. (2019). Prevalence of early morning alcohol consumption among commercial motorcyclists and its health consequences in Ado Ekiti, Nigeria. *Journal of Public Health*. <https://doi.org/10.1093/pubmed/fdz136>
- Ogunmodede, T.A., Adio, G. O., Ebijuwa, A.S. and Oyetola, S.O. (2012).

- Factors Influencing High Rate of Commercial Motorcycle Accidents in Nigeria. *American International Journal of Contemporary Research*. 2(11). 130-140
- Omumu, F., Tibi, P. &Chenube, O. (2017). Commercial Cyclists (Okada Riders) and Alcohol Related Problems in Delta State. *NigeriaCovenant International Journal of Psychology (CIJP)*. 2(1): 63-74
- Raji, M.O., Saliu, O., Gada, I. A. Bakare, A.T., Oladigbolu, R.A. &Kaoje, A.U. (2017). Determinants of knowledge and use of psychoactive substance among commercial motorcyclists in Sokoto metropolis, Northwest, Nigeria. *Global Journal of Medicine and Public Health*. 6(5)
- Sanusi,A.A.&Emmelin, M. (2015). Commercial motorcycle drivers' perception of risk and road safety in urban Nigeria: an explorative study. *International Journal of Injury Control and Safety Promotion*. 22(4). 328-339
- Santos, W.J., Coelho, V. M., Bonfim,C. V. Ceballos, A.G. (2019). Alcohol and risky behaviour in traffic among motorcyclists in a city in northeastern Brazil. *Traffic Injury Prevention*.20(3). 233-237
- Seyed, T.H., Mehrdad, V., Armin, A., Kamran, B.L., Yaser, S., Kazem, J., Ali-Akbary, M.A., Mojtaba, M.K. & Reza, T. (2016). Prevalence and risk factors of alcohol and substance abuse among motorcycle drivers in Fars Province, Iran. *Chinese Journal of Traumatology*. 19(2). 79-84
- Tumwesigye, N.M., Atuyambe, L.M. &Kobusingye, O.K. (2016). Factors Associated with Injuries among Commercial Motorcyclists: Evidence from a Matched Case Control Study in Kampala City, Uganda. <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0148511>

