

**DRUG ABUSE THREAT ON EDUCATIONAL CAREER OF COMMERCIAL MOTOR-
CYCLE AND BUS DRIVERS IN ZARIA URBAN CENTER, KADUNA STATE.**

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ABSTRACT

The study examined drug abuse threat on Educational Career of commercial bus drivers and motor-cycle riders in Zaria urban center. Questionnaires were used to collect data. The instrument used was validated and tested for reliability. 250 sampled respondents were used with 150 administered to motor-cycle drivers while 100 to bus drivers respectively. Administration of questionnaire was done at the various parks/terminals to ensure that only registered members/residents were interviewed not passer-byes. Descriptive statistics such as frequency counts, percentages and mean were used to analyse data collected. Majority (68%) of the respondents abused drugs such as Tobacco or Marijuana randomly and 50%-64% were either drop-out or had only informal education. Frequent rates of school drop-out was attributed to drug abused as the major cause, hence, it was recommended amongst others that Schools, Unions, Government, Communities, parents and owners of the machines/buses should monitor the activities of the

drivers through application of strict measures to avoid access and abuse of such drugs. It was also recommended that certain level of education e.g. secondary certificate should be the minimal certification to permit one drive such commercial automobiles as applicable to political office seekers.

KEYWORDS: Drug abuse threat, Educational Career, Commercial Motor-Cycle and Bus Drivers.

INTRODUCTION

The threat of “Drug Abuse” on Educational Career has for long assumed a societal issue because of its negative implications on individual, families and the society at large. World Health Organization (WHO, 2002) defined drug abuse as “self-administration of a drug for non-medical reasons, in quantities and frequencies which may impair an individual’s ability to function effectively, and may result in social, physical, or emotional harm”.

Alti-Muazu and Aliyu (2008) explained that, drugs have been of tremendous benefits to man, but it has been established also that the inappropriate used (Abuse) of same can do incalculable harm not only to individual academic career but also to his/her destiny.

Commercial driving buses and motorcyclists are the most complex psychomotor task undertaken by every person on a daily basis, most especially in Zaria urban center. Many drivers as Aliyu and Alti-Mu’azu upscit attested that out of ignorance many believe that they operate these automobile safely and efficiently when under the influence of drugs. But on the contrary, Sonderstrom, Dischinger, Kerns and Trillis (1995) earlier clarify that drug abuse has been found to play a significant role in school drop-out and other negative acts across the United States. Porter, 1999; Joy, Watson and Benson (2000) and National Highway Traffic Safety Administration (NHTSA , 2000) buttress that literature search has revealed that drug abuse can damage short term memory, distort perceptions and impair judgment and complex motor skills while altering heart rate.

The use of motorcyclists which compliment other means of public transport became popular in Lagos in 1992. Zaria like other urban areas, there has been an increase in these commercial motorcycles, for example, Manasseh (2011) reported an increase of registered commercial motorcycles by 1495 (29%) in contrast with Aliyu and Alti-Muazu (2008) who reported 3621 registered motorcycles. Both Aliyu and Alti-Mu’azu (2008) with Manasseh (2011) work further reported that, not only that those involved in the activities are male and youths but, majority has no formal education. There are only few community based studies as claimed by Aliyu and Alti-Mu’azu (2008) that have investigated related problems in other parts of the country and similar implications or consequences on education were established, hence the need for this research to be carried out in Zaria urban center so as to ascertain the threat of drug abuse on educational carrier of commercial drivers for appropriate management.

Statement of the Study Problem

Though the operation of buses and motorcycles in Zaria urban center seems to have bridge the huge gab created by public transport in most cities across Nigeria, but is not without the threat posed to drivers’ educational development. This caution is or may be related to the incessant abuse of drugs, claims of youthful lives by these automobiles and the non-enrolment of those piloting the machines to acquire formal education as reported by Manasseh (2011). Records from Federal Road Safety Cp (RTC Report Book) Zaria Unit Command indicated that from June-July 2011, a total number of recorded accidents of commercial vehicles within Zaria environment was 176 with 603 victims. Out of this number, of accident vehicles, commercial buses were 101 (57.4%) with 468 (77.6%) victims. Threatening to note is the number of drop-out or out-of school children in Nigeria with specific reference to Northern Nigeria as at 2020 according to UNICEF that Nigeria has the highest number of school drop-out in the world (10.5 million). Out of the 10.5 million, 60% are said to be from the Northern part of Nigeria with urban Zaria inclusive. Reflecting on the alarming

number of school drop-out and the cases of commercial automobile accidents, this study was born to answer the following research questions;

- I) Do Zaria commercial motorcyclist and bus drivers partake in drug abuse?
- II) What types of drugs are abused by the commercial drivers?
- III) Where do they source the drugs from?
- IV) What is their educational status?
- V) Are there drop-outs among the commercial drivers?
- VI) Does drug abuse have any resultant consequences on commercial drivers' of buses and motorist educational carrier in Zaria?
- VII) How can this menace of drug abuse on commercial drivers be stopped?

The Study Aim:

The aim of the study is to examine the threat of drug abuse on educational carrier of commercial motorcyclists and bus drivers in Zaria Urban center, Kaduna State, Nigeria.

Study Objectives:

The above aim will be achieved through proffering solutions to the following set objectives: To

- Identify the ratio of commercial drivers involved in drug abuse among the respondents in the study area.
- Identify the different types of drugs they abused and their sources.
- Uncover the reasons for the abuse of these drugs and its resultant consequences on commercial drivers' educational carrier.
- Analyses the effect of drug abuse on commercial motorists' educational carrier in Zaria urban center.
- Proffer workable solutions to eradicating this un-wanton monster that is engulfing the educational future of commercial motorists in Zaria.

The Significance of the Study:

Drug abuse which is the misuse of drug or its maltreatment by the users for the purpose it is non-intended for. Its investigations and subsequent proffering of solution will go a long way in reducing the rate of school drop-outs, incessant rate of commercial automobile accidents, degradation of lives, and the disobedience to commuter's law and order. Furthermore, this research will be useful to drug law enforcement agencies, commercial motorists, bus drivers, hospitals, academics, road safety agencies and to Ministry of Education among others.

The Study Scope:

This study centered on commercial motorcyclist and bus drivers in order to establish the effect of drugs abuse on their academic carrier in Zaria urban center, Kaduna State. Data was gathered from registered members of automobiles at various parks or terminals of Zaria.

The Study Area:

Zaria is located between latitudes 11°00"N & 11°12"N of the equator and between longitudes 7°36"E - 7°45"E of the GMT (Dept. of Geography, FCE, Zaria, 2020; see fig.1). Zaria Urban center where this study is conducted comprises of areas namely; Samaru, Sabon Gari, Tudun Wada, Wusasa and Zaria City with surrounding villages such as Dambo, Dakachi, Dumbi, Wanka, Dutsen Abba (Tukur-Tukur) and Mujeru. Zaria established on the 17th century is one of the ancient historical cities of importance in Northern Nigeria based on its nodal location along with varied institutional composition (Yakubu, 2008).

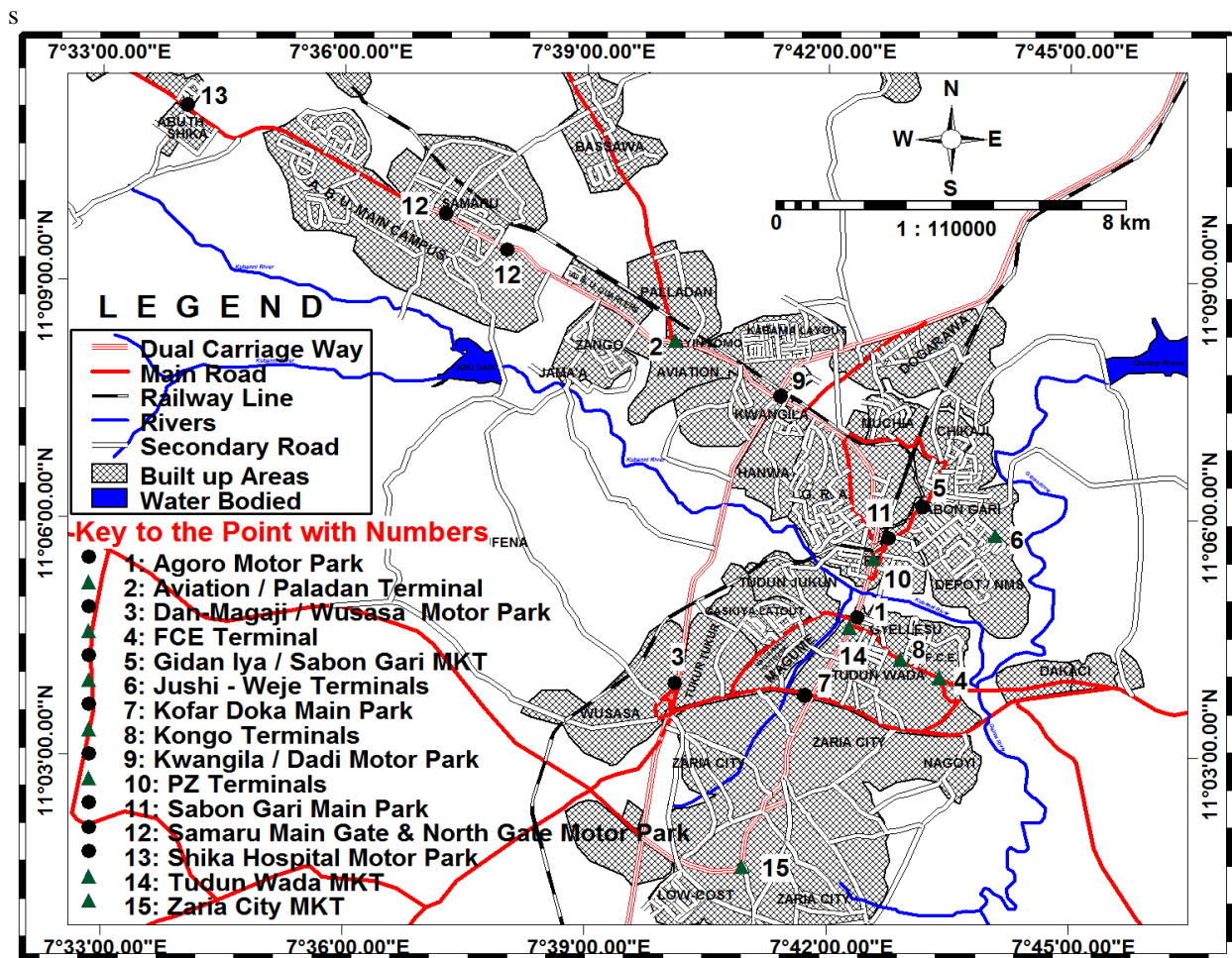


Fig. 1: Urban Zaria Showing the Location of some Motor Park & Terminals.
Source : Department of Geography, Federal College of Education, Zaria.

Though the urban center is a nucleated, clustered and compacted settlement in terms of population, it is still presently witnessing serious residential expansion. Based on the 2006 National census, Zaria population was reported to have 450, 830 person and projected to be about 600, 000 in 2010, a number expected to have been attained by now (FRSC Official Gazette, 2007). It is predominantly a Muslim Hausa-Fulani community with settlers from other ethnic nationalities. Zaria urban center is linked by different road network from South, West and far Northern Nigeria and has different tertiary institutions among which includes; the popular Ahmadu Bello University (A.B.U), Nigeria Institutes of Chemical and leather Research, Federal College of Education, State Polytechnic, Nigeria College of Aviation, National Institute of Transport Technology, Nigerian Military School etc. Thus, education and transport plays a vital role in controlling the socio-economic activities of the area. Like in other urban centers of Nigeria, buses and motor-cycle (Kabu-Kabu or Express) has dominated the transport operation within the metropolis with youths forming the major operators (Aliyu and Alti-Muazu, 2008).

Zaria has other industries such as the Sun-seed Nigeria Company, Rigid pack Industry, Nigeria Metre Company, the Nigeria Tobacco Company and the people are involved in other economic activities such as tailoring, weaving, fishing, livestock rearing, and produces food like Beans, Yam, Rice, Guinea Corn, Millet, Vegetables and Ginneries that enhance transport businesses.

Research Methodology:

This aspect is devoted to data handling with analytical tools which covered; research design, research population, sampling and sampling technique, research instrument, administration of research instrument and statistical techniques for data analysis.

Research Design:

The research was designed to look into the level of drugs abuse and its influences on commercial motorcyclists and bus drivers with specific interest to their performance and educational pursued in Zaria urban center.

The study is cross-sectional and descriptive in design over a period of two years from February 2018 to February, 2020.

At the time of this study, there were 3,921 registered commercial motorcyclists and 2951 bus drivers distributed among the thirty seven commercial motorcyclist's terminals and fifteen bus parks that constitute the study population as received from the Executives of (NURTW/ NARTO) which formed the primary sampling units, while the registered motorcyclists and bus drivers formed the secondary sampling units.

From these thirty seven major motorcyclist terminals and fifteen bus parks; ten major bus parks each were chosen at random for the study, minding the list of registered operators (drivers) for sample size selection.

Using Taro Yamani formula to determine the respondents' population size as follows; $n = N / 1 + N (e)^2$

Where n = Sample size, N = Total Population size, e = Level of precision or sample of Error, which is $\pm 5\%$ or 0.05

Hence, $n = 6872 / 1 + 6872(0.05)^2 = 9.999 \approx 10 \times 25$ sampled terminals and parks = 250.

Thus, 250 respondents were randomly administered with questionnaire and interviewed.

A total of one hundred and fifty motorist and one hundred bus drivers where interviewed based on ratio of registered members of each association.

A multi-stage cluster sampling techniques was used to sample respondent of both the commercial motorcyclist and bus drivers registered with the central union after consent was obtained from the executive of NURTW and NARTO.

In each of the selected terminals (parks), a structured close ended questionnaire and interview was administered to collect data on their academic status, socio-demographic characteristics, types of substance (drugs) abused, reasons for abusing the substance (drugs), work duration, accident rates and crimes involves among others.

To validate the instrument used, the questionnaire was subjected to supervision by the researcher and then tested in each of both commercial motorist and bus drivers' parks.

The set questions provided answers to the research goal and objectives as follows; Out of the twenty motorcyclist and bus drivers interviewed during the pilot survey, not less than 60% of them are drop-outs and involved in drug abuse. Though there were challenges of refusal to response and unwillingness to give reasons for their involvement, the final administration will take care of such constraints through varied options.

The statistical methods used to analyse the study data included frequency count, percentages and mean as the relationship between drug abuse and school drop-out among commercial drivers in Zaria urban center was established to be positive.

This study provides important vital information on the academic status, drug abuse, frequency of accidents and crimes among commercial motorist/ bus drivers in Zaria urban center that can be useful for road safety and human health Protection.

Result Presentation and Discussion:

This is the aspect of the research findings where issues (facts) are vividly present and discussed for use by those in need as follows;

Table 1: Age Group and Gender of Respondents

S/No	Age group	Frequency	Percentage (%)	Sex (gender)	
				M	F
a.	15 – 20	25	10	25	-
b.	21 – 25	133	53.2	133	-
c.	26 – 30	51	20.4	51	-
d.	31 – 35	31	12.4	31	-
e.	36 – 40	7	2.8	7	-
f.	41+	3	1.2	3	-
	TOTAL	250	100%	250	NIL

Source: Field Survey 2021.

From Table 1 above, out of the 250 commercial motorist and bus drivers interviewed, 53.2% with a mean of 25.4 ± 3.9 years were of the age 21-25years through random sampling using multi-stage techniques. The result concurred with Aliyu and Alti-Mu'azu (2008) work on the prevalence of psychoactive substance use among commercial motorist and its health, social, educational consequences in Zaria where 53-73.6% fall within the age of 21 – 30years.

Fischer, Unger and Keechi (2012) in their work on age related aspects of addiction emphasized that substance use, abuse and addiction are not limited to specific age group, but it is estimated that the number of people age 50 years and above are in need of substance related addiction treatment, which increase by 300% in the united states in 2020.

Table 2: Academic Qualification of respondents

S/No	Academic level	Frequency	Percentage (%)
a.	Non-formal	36	14.4
b.	Drop-out	125	50
c.	Artisans	27	10.8
d.	Primary	37	14.8
e.	Secondary	20	8
f.	Tertiary	5	2
	TOTAL	250	100%

Source: Field Survey 2021.

Though the ranking of non-formal and primary leavers seems to be equal (14.4 and 14.8% respectively), the number of drop-out of school takes the lead. Reasons for this fact above is not far fetch but from Table 3 and 4 where participants in the business seem to have no alternative and find it the best alternative to make quick money (income) respectively.

Adenekan and Osibogun (1999); Makanjola; Oyeleke; Akande (2007) and National Drug Law Enforcement Agency (2009) confirmed that most of the drivers partaking in the activities of drugs abuse are either illiterates or drop-out from various academic institutions. Jiloha (2009) buttressed that prevalence smoking is more common in families which are with low socio-economic & educational status. Kaoje, Raji, Saliu, Gada, Bakare and Oladigbou (2017) study also uncovered that majority (63.6%) of motorcycle operators in Sokoto metropolis had only Qur'anic and secondary schools certificates. Furthermore, Oweoye, Adekoya, Adekoya and Adepoju (2011) in their findings on driving under the influence of drugs in Ilorin also established that Majority (42.1%) of the drivers had no forms of western education and only 3-5% had post-secondary education.

Table 3: Reason(s) for the Choice of Occupation.

S/No	Reason(s)	Frequency	Percentage (%)
a.	I enjoy it	3	1.2
b.	No alternative	78	31.2
c.	Under pressure	65	26
d.	Additional source of revenue	43	17.2
e.	Because others are into it.	34	13.6
f.	Inherited	25	10
g.	Others	2	0.8
	TOTAL	250	100%

Source: Field Survey 2021.

The basic reason for the choice of driving profession according to sampled respondents is primarily because there is no alternative to it. Though 34.4% give excuse that driving yield fast money more than any other alternative as reflected in Table 4, but other said it is under socio-economic pressure and their inability that lead to such choice. Litman, Patric, Spengler and Schuler (2012) linked this necessity to land use dynamics, economic equity, and technology. On whether an alternative arrangement to the conduct or type of occupation to be offered to them, 79.6% percent opted for while 4% were undeceive to the option.

Table 4: - Reason(s) for Rejecting Schooling as Alternative to Commercial Driving.

S/No	Reason(s)	Frequency	Percentage (%)
a.	I don't need it	54	21.6
b.	I can't be able	67	26.8
c.	It's a taboo in my religion	10	4
d.	It's useless in my locality	30	12
e.	It doesn't yield to fast money	86	34.4
f.	Others specify	3	1.2
	TOTAL	250	100%

Source: Field Survey 2021.

With reference to table 5 above, the majority of respondents objected to the alternative offer for economic reason. That school does not yield fast money and it is time consuming. Furthermore, some (26.8%) and (21.6%) shows in ability to cope and refusal tendency respectively.

Though no reason given by Aliyu and Alti-mu'azu (2008), but majority (60.5%) of their respondents had no formal education, a synonymous system of rejection (disagreement) with western education ("Boko Haram").

Table 5: Drugs Abused By Respondents in the Study Area.

S/No	Drugs abuse	Frequency	Percentage (%)
a.	Tobacco	89	35.6
b.	Marijuana	41	16.4
c.	Alcohol	32	12.8
d.	Cola nut	30	12
e.	Tramol	10	4
f.	Zakami (Hausa)	17	6.8
g.	Valium	5	2
h.	Rafenol/Paracetamol	3	1.2
i.	Ibumol	12	4.8
j.	Tutolin	1	0.4
k.	Gutter	2	0.8

l.	Benelin	1	0.4
m.	Grand human shit	1	0.4
n.	Yar-kamaru	2	0.8
o.	Chnics/Niger tea	2	0.8
p.	Snuff	2	0.8
q.	Others specify	-	-
	TOTAL	250	100%

Source: Field Survey 2021.

From Table 5 above, out of more than sixteen drugs enlisted none is said not to be used in the area, but the most common and highest abuse is Tobacco (35.6%), followed by Marijuana, Alcohol, Kolanut, Zakami and Ibumol, with Tutolin and grinded human shit as the least.

Aliyu and Alti-Mu'azu (2008) ascertain a similar predicament using a cross-sectional and descriptive design within 12 month and the most used drugs were Marijuana, (Indian hemp), solution and caffeine (Kolanut) with the percentage of 25.8%, 24.5% and 16% respectively

Table 6: - Source of the Drugs.

S/No	Source	Frequency	Percentage (%)
a.	Friends	47	18.8
b.	Beer parlor	39	15.6
c.	Homes	25	10
d.	Provision stores	12	4.8
e.	Doctors	2	0.8
f.	Parent medicine stores	24	9.6
g.	Hawkers	98	39.2
h.	Others	02	0.8
	TOTAL	250	100%

Source: Field Survey 2021.

The drugs according to the report shown in table 6 indicate that, there are different sources to which victims get substances but the most accessible sources is through hawkers (39.2%) that is those that move from door to door selling. Friends (peer group), beer parlor are also viable outlets with 18.8- 15.6% influence but Doctors to drug sources has less or negligible influence to drug sourcing for commercial automobile drivers with 0.8% influence in Zaria urban center. Antwi, Adeje, and Twene (2003) confirm access rates of abuse for students in Ghana to be from schools and within the communities.

Table 7: - Reason(s) for the intake.

S/No	Reason(s)	Frequency	Percentage (%)
a.	To overcome fear	182	72.8
b.	To get high feelings	14	5.6
c.	To gain acceptance by friends	34	13.6
d.	Copying from parent	5	2
e.	Occupational tradition	13	5.2
f.	Others	2	0.8
	TOTAL	250	100%

Source: Field Survey 2021.

The synthesis made in table 7 shows that, the major (72.8%) need for the intake is to overcome fear, likewise in Antwi, Adeje, and Twene (2003) study in Ghana established that it was based on social peer pressure (35.5%); flashing at the source in Table 8, it is easier for the victims to obtain because most parks and motorcycle points are where hawks find it vulnerable to display (sale) there goods in the study area to peer groups. Antwi Adeje, and Twene (2003) states that they used statement such as; it makes one brilliant, Happier, Stronger, work for long hours , brave, increase confidence and bosky appetite to lieu their prey into drug abuse, while Shehu and Idris (2008) summaries it to be through friends influence at parties, school mates and relatives.

Table 8: Number of Times Drug Abusers and Non- Abusers had Accident.

S/No	No. of times	Abusers		Non Abusers	
		Frequency	%	Frequency	%
a.	None	2	0.90	15	55.56
b.	Once	62	27.80	7	25.93
c.	Twice	136	60.98	4	14.81
d.	Three times	23	10.32	1	3.70
	TOTAL	223	100%	27	100%

Source: Field Survey 2021.

Table 9: Respondents' Consent on Casualty/Injury.

S/No	Consent	Frequency	Percentage (%)
a.	Yes	247	98.8
b.	No	3	1.2
	TOTAL	250	100%

Source: Field Survey 2021.

Table 10: - Major effect(s) of drugs on drivers.

S/No	Effect(s)	Frequency	Percentage (%)
a.	Increase sleepiness	48	19.2
b.	Decrease concentration which leads to accidents	56	22.4
c.	Leads to school drop-out/non-enrolment	98	39.2
d.	Cause high blood pressure	10	4
e.	Result to chronic fatigue/emotional disorders.	38	15.2
	TOTAL	250	100%

Source: Field Survey 2021.

The major effect of drugs abuse on commercial drivers as shown in table 10 indicates that drug abuse leads to accidents, decreases in concentration and thus causes drop-out of school. Smith; Keyl, Schneider and Danbacher (2001) reported that alcohol as an abused substance has been found to be a factor in an estimated 70% of motorcycle drivers who are killed in an accident and are thought to have been drinking prior to the accident. Jackson, Usher and Louise; Mugo (2005) also warn that drug abuse is accompanied with medical issues such as lungs disease, stroke, cancer, mental disorder, risk of suicides, loss of Job and dentations of workers' productivity.

Table 11: - Common offences committed by Drug Abused Commercial Bus and Motor-Cycle Drivers in Zaria.

S/No	Offence(s)	Frequency	Percentage (%)
a.	Lack of enrolment/Drop-out of school.	80	32
b.	Wrong overtaking.	32	12.8
c.	Refusal to wear helmet/sit belt.	40	16
d.	Harassment of passengers	21	8.4
e.	Wrong parking.	9	3.6
f.	Wrong parking	9	3.6
g.	Thuggery	3	1.2
h.	Sexual harassment	4	1.6
i.	Theft (bad snatching)	10	4
j.	Kidnapping/Insurgency	36	14.4
k.	Others specify	5	2
TOTAL		250	100%

Source: Field Survey 2021.

Table 11 shows that school drop-out is the major (32%) offence committed by the commercial drivers, while others are refusal to wear helmet, seat belts with kidnapping/insurgency. United State Department of Justice (1994) fact about drugs related crime includes violation of laws, lack of participation in legitimate economy, education and exposure to situation that encourage crime.

Table 12: Suggestions made by respondents to curtail drug abused and rate of school drop-out among commercial drivers in Zaria urban center.

S/No	Suggested Ways	Frequency	Percentage (%)
A	Through Drugs Testing of Drivers.	38	15.2
B	Drug-Safety/Educational updates of Drivers.	58	23.2
C	Drug Abuse Reduction Strategies by Stake holders	41	16.4
D	Wellness Programs & Strategies applicable to Victims.	6	2.4
E	The use of Local Authorities	108	43.2
F	Direct legislation	40	16
TOTAL		250	100%

Source: Field Survey 2021.

From varied Suggestions made in table 12; 43.2% suggested the use of local Authorities to combat drug abuse in Zaria urban center. Other relevant suggestions include drug-safety sensitization and educational updates of commercial Transporters, employment of drug abuse reduction strategies and direct legislation to eradicate their excesses. Aliyu and Alti-Mu'azu (2008) earlier suggested above all the needs for public awareness campaign on road safety education and health consequences of psychoactive substances used (drugs abuse) among commercial drivers.

CONCLUSION

The central objective of this study was to examine the level of drugs abuse and its consequences on commercial drivers educational pursue it/performances in Zaria urban centers in order to provide improve prevention strategies to school drop-out among commercial drivers of motor-cycles and buses.

The result shows that drugs are been abused by these drivers in a random rate, with Tobacco (35.6%) and marijuana (16.4%) taken the lead. 39.2% as the majority, source their drugs from hawkers and 18.8% from friends with farming as their parental main occupation. 50-64.4% of the respondents are drop-outs or have non-formal education with 31.2% having no alternative job (engagement) than commercial driving. Though excuses were given for the abuse of these drugs as to overcome fear feelings (72.8%) and to gain acceptability by friends among others; This was not without its implication(s) as it result to frequent non-enrolment and school drop-out, as 39.2% of the abusers had drop-out of school. Hence, suggestions to combat drug abuse by commercial drivers include; the employment of drug safety educational sensitization strategies and the use of local authorities/legislatures to make laws that will combat drug abuse among others.

RECOMMENDATIONS

The following recommendations were made to avert future occurrences;

- a) Commercial drivers should be educated by professionals at the federal, state level and specifically Kaduna state government. on how to use drugs to maintain both physical and mental health before engaging in driving.
- b) Consequences on the misuse of drugs must also be spell- out to these drivers on regular bases by professionals and law enforcement agencies at various level.
- c) Government and Road Traffic Unions should provide appropriate health services and how the drivers can access them easily.
- d) Government should limit commercial drivers' certification to a minimum of secondary school level as applicable to political contestants.
- e) Government, local authorities and other stake-holders must monitor the activities of commercial drivers of all automobiles in relation to school enrolment as it is applicable to JAMB, WAEC and insecurity in the country.

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