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## Exploring Interplay of Alcohol Use, Commercial Driving Occupation, and Sexual Behavior among Commercial Drivers in Ekiti State, Nigeria: Case Study of Local Alcoholic Cocktail

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### Abstract

There is growing concern regarding the influence of alcohol on behavioral choices, especially in the transportation and occupational settings. Also of concern is gender presence within the male-dominated commercial driving workforce, presenting a knowledge gap on how gender moderates the relationships between alcohol use and sexual behavior among commercial driver. This research explored the associations between alcohol use, commercial driving occupation, and sexual behavior among commercial drivers in Ekiti State, Nigeria, while considering the moderating role of gender. A total of 150 participants, primarily male (93.3%), mean age of 40.12 years, married (57.3%), with 63.3% who completed secondary education were used for the study. Self-report measures were used to assess alcohol use and hypersexual behavior among 57.3% of the participants. T-tests and multiple regression were conducted to examine the relationships between these variables. There was a positive correlation between alcohol use and hypersexual behavior ( $r = 0.40$ ,  $p < .05$ ). Individuals reporting high alcohol use ( $M = 37.78$ ) exhibited significantly higher levels of hypersexual behavior compared to those with low to moderate alcohol use ( $M = 33.94$ ). Gender differences in hypersexual behavior were statistically significant, with females ( $M = 41.30$ ) exhibiting significantly higher levels of hypersexual behavior than males ( $M = 34.29$ ). A 2x2 ANOVA analysis revealed a statistically significant interaction effect between local alcoholic cocktail use and occupation on hypersexual behavior,  $F(2, 149) = 5.269$ ,  $p = .006$ . Okada riders exhibited significantly lower levels of hypersexual behavior when local alcoholic cocktail use was low to moderate compared to when it was high. It is concluded that alcohol use and hypersexual behaviour are prevalent among commercial drivers which call for intervention by relevant agencies like Federal Road Safety Corps.

**Keywords:** Alcohol use, commercial driving occupation, sexual behaviour

## **Introduction**

Alcohol consumption and commercial driving are two interconnected phenomena that have garnered significant attention in Nigeria, particularly in Ekiti State. Commercial driving is an integral part of the developing economies of the world, with Nigeria being no exception (Arthur, 2015). However, the activities of commercial drivers have undesirable effects, including road accidents caused by negligence, which constitute a major cause of morbidity, mortality, disability, and socio-economic loss (Arthur, 2015). Alcohol consumption is common among commercial drivers due to its availability in motor parks, and it has been linked to various socio-cultural consequences, including domestic violence, divorce, inhibiting sexual intercourse, pregnancy, and high-risk behaviors like unsafe sex (Arthur, 2015). The commercial driving occupation in Ekiti State is characterized by long working hours, high levels of stress, and exposure to various social and environmental factors that may influence alcohol consumption patterns (Ogundipe et al., 2020). Hypersexual behavior has been identified as a prevalent issue among commercial drivers, with potential implications for their health and safety, as well as that of other road users (Ogundipe et al., 2020). Hypersexual behavior among commercial drivers, which refers to engaging in excessive sexual activity or having difficulty controlling sexual urges, leading to distress or impairment in social, occupational, or other important areas of functioning (Reid et al., 2011). Alcohol consumption among commercial drivers is measured by the frequency and quantity of alcohol consumed, as well as the presence of alcohol-related problems, using validated instruments such as the Alcohol Use Disorders Identification Test (AUDIT) (Saunders et al., 1993). Commercial driving occupation is assessed based on factors such as years of experience, type of vehicle driven, and working conditions. Socio-demographic factors include age, marital status, education level, and income. Previous research has shown that alcohol consumption can impair judgment and increase sexual risk-taking behavior among individuals, leading to hypersexual behavior (Marshall, 2023).

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Moreover, the stress and long working hours associated with the commercial driving occupation may contribute to alcohol consumption as a coping mechanism, which in turn may exacerbate hypersexual behavior among drivers (Ogundipe et al., 2020). Gender moderation is also an important aspect to consider, as research suggests that males and females may respond differently to alcohol consumption and occupational stressors, potentially influencing the manifestation of hypersexual behavior (Jepsen et al., 2023). Despite efforts to address road safety issues in Nigeria, road traffic accidents remain a significant public health concern, with commercial drivers often implicated in these incidents. One contributing factor to these accidents is the consumption of alcohol among commercial drivers, which has been linked to impaired driving and risky behaviors on the road (Akande et al., 2023). Moreover, hypersexual behavior among commercial drivers has emerged as a prevalent issue, with potential implications for their health, safety, and the well-being of other road users (Ogundipe et al., 2020). Hypersexual behavior can lead to distracted driving, increased likelihood of engaging in unsafe sexual practices, and overall impairment in occupational functioning (Reid et al., 2011). While previous research has examined the individual relationships between alcohol consumption, commercial driving occupation, and hypersexual behavior, there is a lack of comprehensive understanding of how these factors intersect and influence each other among commercial drivers in Ekiti State, Nigeria. Furthermore, the potential moderating effect of gender on these relationships remains poorly understood. Therefore, understanding the relationships between these variables is crucial for developing targeted interventions aimed at reducing alcohol-related harm and promoting safer driving practices among commercial drivers in Ekiti State, Nigeria. This research aims to address the following research questions:

1. What is the relationship between alcohol use and hypersexual behavior among commercial drivers in Ekiti State, Nigeria?

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2. How do gender differences influence hypersexual behavior among commercial drivers in Ekiti State, Nigeria?
3. Is there a significant interaction effect between local alcoholic cocktail use and commercial occupation on hypersexual behavior among commercial drivers in Ekiti State, Nigeria?

### Objectives:

1. To examine the relationship between alcohol use and hypersexual behavior among commercial drivers in Ekiti State, Nigeria.
2. To investigate the influence of gender differences on hypersexual behavior among commercial drivers in Ekiti State, Nigeria.
3. To determine if there is a significant interaction effect between local alcoholic cocktail use and commercial occupation on hypersexual behavior among commercial drivers in Ekiti State, Nigeria.

### Literature Review:

#### Alcohol Use among Commercial Drivers.

A study on the socio-cultural effects of alcohol consumption behavior among young commercial drivers in southwest Nigeria revealed that alcohol consumption among commercial drivers is associated with domestic violence, divorce, inhibiting sexual intercourse, pregnancy, and high-risk behaviors like unsafe sex (*Adejumo, & Olubunmi, 2013*). The study also found that the majority of commercial drivers in Nigeria engage in alcohol consumption at least twice a day, with all the participants being male (*Adejumo, & Olubunmi, 2013*).

Alcohol use among commercial drivers in Nigeria is a significant public health concern. According to a study by Bello et al. (2011), the prevalence of alcohol use among drivers of commercial vehicles in Nigeria has been documented, but not much is known about its social determinants. The study identified social determinants of alcohol use among commercial drivers in Calabar, Nigeria, including history of use by parents, friends, and ready availability. The study found that alcohol use was

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associated with family use, friends' use, and use of other drugs. Ojugbana et al. (2012) investigated the existence and effectiveness of Alcohol control policy for commercial drivers in Nigeria. The study found that there was no state legislation on Blood Alcohol Content (BAC) limit in all the states investigated, and the national road traffic laws reviewed showed that drunk driving was an offence but no established BAC limit. The study concluded that the non-existence of BAC limit policy hinders enforcement and prosecution of drivers who drive under the influence of alcohol. Alcohol use has been linked to sexual risk behaviors among adolescents, including early sexual activity, unprotected sexual intercourse, teenage pregnancies, and sexual intercourse with multiple partners (Arasi & Ajuwon, 2020). Alcohol is commonly used as a sex facilitator and perceived enhancement of confidence to approach the opposite sex, symbolizing masculinity, which is often linked to the ability to have multiple partners, imbibe alcohol, and engage in promiscuous behavior (Arasi & Ajuwon, 2020). A research report show that the COVID-19 pandemic has increased alcohol intake among commercial drivers, leading to malnutrition due to insufficient essential nutrients or the prevention of proper absorption, digestion, and use of those nutrients (Edo & Nwosu, 2022). A study on the association of alcohol use and dietary lifestyle of commercial drivers during the COVID-19 pandemic in Nigeria revealed that 63.5% reported daily consumption of alcohol, and 51% claimed that it does not affect their appetite, while 64.5% of the respondents stated that alcohol does not present them with any health problems (Edo & Nwosu, 2022). Additionally, a study by Edo and Nwosu (2022) on the association of alcohol use and dietary lifestyle of commercial drivers during the COVID-19 pandemic in Nigeria found that alcohol intake, particularly to cope up with stress and depression experienced by commercial drivers during the peak of the COVID-19 pandemic, is alarming. The study revealed that alcohol consumption may interfere with the ability to absorb and use the nutrients consumed, leading to malnutrition.

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### Hypersexual Behavior in Relation to Alcohol Consumption.

Hypersexual behavior has been identified as a prevalent issue among commercial drivers, with potential implications for their health and safety, as well as that of other road users. Hypersexual behavior has been associated with alcohol consumption, with up to 40% of individuals with substance use disorders (SUDs) reporting hypersexual behavior (Jepsen et al., 2023). The relationship between alcohol consumption and hypersexual behavior is complex, with both risky use and dependence on alcohol being associated with clinically relevant hypersexual behaviors (Jepsen et al., 2023). The use of drugs to enhance sexual experiences, known as chemsex, is also associated with sexual risk behaviors, infection with sexually transmitted diseases, impairments in social functioning, and the development of psychosis (Jepsen et al., 2023). Studies have shown that alcohol consumption is associated with increased sexual risk-taking behavior, including hypersexual behavior (Akande et al., 2023). Alcohol consumption may impair judgment, reduce inhibitions, and increase the likelihood of engaging in risky sexual behavior.

### Intersection of Occupation and Hypersexual Behavior.

The intersection of occupation and hypersexual behavior has received limited attention in the literature, particularly in the context of commercial driving in Nigeria. However, studies have shown that certain occupations, such as commercial driving, may be associated with increased risk of hypersexual behavior (Akande et al., 2023). The long working hours, high levels of stress, and exposure to social and environmental factors may contribute to the development of hypersexual behavior among commercial drivers.

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### Gender Differences in Hypersexual Behavior.

Gender differences in hypersexual behavior have been identified in the literature, with females displaying higher levels of hypersexual behavior compared to males. However, the relationship between gender and hypersexual behavior among commercial drivers in Nigeria has received limited attention. Gender differences in hypersexual behavior are evident in recent literature, with men and women showing distinct patterns. Slavin et al. (2020) found that while both genders can experience hypersexuality following sexual abuse, men may be more affected by cumulative abuse experiences. Kurbitz and Briken (2021) noted higher rates of Compulsive Sexual Behavior Disorder (CSBD) in men, with women showing different symptomatology influenced by neuroticism and stress vulnerability. Jepsen et al. (2023) proposed a study to explore the association between substance use disorders (SUD) and hypersexual/hyposexual behaviors, emphasizing the role of traumatic experiences. Marshall (2023) highlighted the mediating effect of alcohol use in the relationship between sexual victimization and hypersexuality among college women, indicating a complex interplay of trauma, substance use, and sexual behavior. These findings underscore the need for gender-sensitive interventions addressing trauma, substance use, and individual vulnerabilities to effectively prevent and treat hypersexual behavior. This study aims to address this gap in the literature by examining gender differences in hypersexual behavior among commercial drivers in Ekiti State, Nigeria.

## **Method**

### **Design**

The method employed in this study is a correlational research design, which is a non-experimental research design used to examine the relationships between two or

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more variables. This design was chosen because it allows for the investigation of the relationship between alcohol use and hypersexual behavior among commercial drivers in Ekiti State, Nigeria. A correlational design is appropriate for this study because it enables the researchers to explore the potential associations between alcohol use and hypersexual behavior without manipulating or controlling any variables. This design is particularly useful in situations where it is not feasible or ethical to manipulate the variables of interest.

### **Participants**

The study sample consisted of 150 commercial drivers in Ekiti State, Nigeria, with a mean age of 40.12 years ( $SD = 8.23$ ). The majority of the participants were male (93.3%), married (57.3%), and had completed secondary education (63.3%). Participants were recruited from commercial driving associations, organizations representing the interests of commercial drivers in Ekiti State. Inclusion criteria required participants to be commercial drivers in Ekiti State, Nigeria, and at least 18 years old. Exclusion criteria included a history of alcohol or drug abuse, or a diagnosed mental illness. These socio-demographic characteristics provide essential context for understanding the study population and interpreting the findings within the specific socio-cultural context of Ekiti State, Nigeria.

### **Measures**

**Socio-demographic Profile:** The socio-demographic profile of the participants in this study was comprehensively captured through various indicators, including age, gender, marital status, educational attainment, location, type of vehicle, and driving experience. These data were collected as part of the participant recruitment process and obtained directly from the participants through self-report.



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### Alcohol Use Disorders Identification Test (AUDIT)

AUDIT, developed by Babor, Higgins-Biddle, Saunders, & Monteiro (2001), is a 10-item self-report questionnaire designed to assess alcohol consumption, drinking behaviors, and alcohol-related problems among commercial drivers. Items are scored on a scale from 0 to 4, with higher scores indicating greater alcohol use and related problems. *Classification of Scores:*

- Scores 0-7: Indicates low-risk alcohol use.
- Scores 8-15: Indicates hazardous or harmful alcohol use.
- Scores 16-19: Indicates harmful alcohol use.
- Scores 20 and above: Indicates likely alcohol dependence.

Higher scores suggest greater severity of alcohol-related problems and may indicate a need for further assessment or intervention. *Sample Items:* “How often do you have a drink containing alcohol?” “How often do you have six or more drinks on one occasion?” The AUDIT has demonstrated good reliability and validity across various populations and settings. The AUDIT has shown good internal consistency ( $\alpha = 0.82$ ) and test-retest reliability. It has also demonstrated strong criterion validity in identifying individuals with alcohol use disorders.

### Hypersexual Behavior Inventory (HBI)

The HBI, developed by Reid, Carpenter, Spackman, & Willes (2011), is a 19-item self-report questionnaire designed to assess the frequency and intensity of hypersexual behaviors among commercial drivers. Items are scored on a Likert scale, typically ranging from 0 to 4, with higher scores indicating greater frequency or intensity of hypersexual behaviors. Higher scores may indicate a greater level of hypersexual behavior and may be associated with negative consequences such as relationship problems or distress. *Sample Items include* “How often do you engage in sexual

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activities?”How often do you feel out of control regarding your sexual behavior? The HBI has demonstrated good reliability and validity in assessing hypersexual behavior. The HBI has shown good internal consistency ( $\alpha = 0.87$ ), test-retest reliability, and construct validity. It has been found to correlate positively with other measures of hypersexuality and related constructs. These measures were chosen based on their established reliability, validity, and relevance to the study aims, enhancing the rigor and credibility of the study findings.

### **Procedure**

The study was conducted in Ekiti State, Nigeria, with the approval of the Ethics Committee of the Federal University, Oye-Ekiti. Participants were recruited from commercial driving associations and were informed about the study's objectives, procedures, and confidentiality. Written informed consent was obtained from all participants. Participants were asked to complete a survey that included the AUDIT and the HBI. The survey was administered in a private and quiet location to ensure confidentiality. Participants were informed that their participation was voluntary and that they could withdraw from the study at any time.

### **Data Analysis**

Descriptive statistics were calculated for all variables, including alcohol use and hypersexual behavior. Correlation analyses were conducted to examine the relationships between alcohol use and hypersexual behavior. Gender differences in hypersexual behavior were examined using t-tests. A 2x2 ANOVA analysis was conducted to examine the interaction effect of local alcoholic cocktail use and occupation on hypersexual behavior. The data were analyzed using the Statistical Package for the Social Sciences (SPSS) version 25. In addition to the statistical analyses, the researchers also reviewed the literature on alcohol use and hypersexual behavior to provide context and interpretation for the study findings. The

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researchers also considered the limitations of the study and the implications of the findings for future research and practice.

### **Results**

#### **Socio-demographic characteristics**

The study included a sample of 150 participants, with a mean age of 40.12 (SD = 8.84) years. The sample was 98.0% males and 2.0% females. Most of the participants identified as Christian (67.3%), while 30.7% identified as Muslim and 2.0% identified with a traditional religion. 30.7% of participants were single, while 69.3% were married. 31.3% of participants had completed primary education, 54.0% had completed secondary education, 7.3% had completed tertiary education, and 7.3% had no education. The larger percentage of participants identified as Yoruba (87.3%), while 10.0% identified as Igbo and 2.7% identified as Hausa. Most of the participants were bus or car drivers (91.3%), while 2.0% were tricycle drivers and 6.7% were Okada riders. The sample was largely from the Oye (52.0%) and Ado (30.7%) local governments, with a smaller proportion from the Ifaki local government (17.3%).

**Table 1: Descriptive statistics, Means (M), standard deviation (SD) and correlations among the study variables**

	Cronb																
	ch α	Mean	SD	1	2	3	4	5	6	7	8	9	10	11	12	13	
Hypersexual Behaviour	.75	34.76	8.38	--	.421**	.123	.209*	-.143	.230**	-.164*	-.293**	.241**	-.209*	.149	-.159	-.002	.154
Local alcohol cocktail use	.77	27.74	11.38	--	.310**	.039	-.114	.029	-.091	-.244**	.436**	-.002	.154	-.159	-.002	.154	-.159
Age		35.17	6.14		--	-.226**	-.018	.540**	-.181*	-.165*	.149	-.209*	.149	-.209*	.149	-.209*	.149
Sex		1.07	.25			--	.090	-.310**	-.044	-.159	-.002	.154	-.159	-.002	.154	-.159	-.002
religious affiliation		1.34	.48				--	-.035	-.119	-.297**	.154	-.159	-.002	.154	-.159	-.002	.154
marital status		1.57	.50					--	-.025	-.112	.174*	-.209*	.149	-.209*	.149	-.209*	.149
ethnicity		1.03	.16						--	.285**	-.189*	-.209*	.149	-.209*	.149	-.209*	.149
occupation		1.51	.86							--	-.635**	-.209*	.149	-.209*	.149	-.209*	.149
local government		2.01	.89								--	.301**	-.209*	.149	-.209*	.149	-.209*
level of education		2.27	.54									--	.301**	-.209*	.149	-.209*	.149

\*\* . Correlation is significant at the 0.01 level (2-tailed).

\* . Correlation is significant at the 0.05 level (2-tailed).

The Cronbach alpha values for Sexual behaviour (Hypersexual behaviour) behavior and alcohol use were .77 and .75, respectively. The correlation matrix presented in Table 1 displays the relationships among hypersexual behavior, local alcohol cocktail use, age, sex, religious affiliation, marital status, ethnicity, occupation, local government, and level of education among the participants. Mean and standard deviation (SD) values for each variable are provided for context. The mean score for hypersexual behavior was 34.76 (SD = 8.38), while the mean score for local alcohol

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cocktail use was 27.74 (SD = 11.38). Correlation coefficients revealed significant associations between hypersexual behavior and local alcohol cocktail use ( $r = .421$ ,  $p < .01$ ), age ( $r = -.226$ ,  $p < .01$ ), sex ( $r = .209$ ,  $p < .05$ ), religious affiliation ( $r = .230$ ,  $p < .01$ ), marital status ( $r = -.293$ ,  $p < .01$ ), ethnicity ( $r = .241$ ,  $p < .01$ ), occupation ( $r = -.263$ ,  $p < .01$ ), local government ( $r = .310$ ,  $p < .01$ ), and level of education ( $r = -.164$ ,  $p < .05$ )

### Alcohol Use and Hypersexual Behavior

**Table.2. Regression Analysis Results of Alcohol Use on Hypersexual Behavior**

	Coefficient	SE	Beta	t Value	p Value	R	R	F	Sig
Constant	26.145	1.646		15.885	<.001	.421	.178	31.970	<.001
Local alcohol cocktail	0.311	0.055	0.421	5.654	<.001				

The regression analysis revealed a significant positive relationship between alcohol use and hypersexual behavior among commercial drivers ( $R = 0.421$ ,  $R^2 = 0.178$ , Adjusted  $R^2 = 0.172$ ,  $F(1, 148) = 31.970$ ,  $p < .001$ ). The unstandardized coefficient for alcohol use (Localalcoholcocktail) was 0.311 (SE = 0.055), indicating that for each unit increase in alcohol use, hypersexual behavior increased by 0.311 units, holding other variables constant ( $t = 5.654$ ,  $p < .001$ ). These findings suggest that alcohol use is positively correlated with hypersexual behavior among commercial drivers, highlighting the importance of addressing alcohol consumption as a potential risk factor in this population.

### Gender Differences in Hypersexual Behavior

The second hypothesis stated that there will be significant gender difference in Sexual behaviour (Hypersexual behaviour) among commercial drivers. This

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hypothesis was tested using the t-test for independent samples and the result presented in Table 3.

*Table 3: t-test summary table showing gender difference in the level of Sexual behaviour (Hypersexual behaviour) among commercial drivers*

	Gender						t	df	Cohen <i>d</i>
	Male			Female					
	<i>M</i>	<i>SD</i>	n	<i>M</i>	<i>SD</i>	n			
Sexual behaviour (Hypersexual behaviour)	34.29	8.34	140	41.30	6.18	10	2.60	148	8.22

\*\*  $p < .01$ .

From Table 2, the mean level of hypersexual behavior for males was 34.29, with a standard deviation of 8.34. The mean level of hypersexual behavior for females was 41.30, with a standard deviation of 6.18. The results of the independent samples t-test indicated a statistically significant difference in the mean levels of hypersexual behavior between males and females,  $t(148) = 2.60$ ,  $p = .005$ , Cohen's  $d = 8.22$ . This suggests that females had significantly higher levels of hypersexual behavior than males. Therefore, hypothesis two is thus accepted.

### **Main and interaction local alcoholic cocktail use and occupation on hypersexual behavior: Moderating effect of type of commercial driving on hypersexual behaviour**

The hypothesis that there will be a statistically significant interaction between local alcoholic cocktail use and occupation on hypersexual behavior was tested using multiple regression analysis and the result is presented in Table 3 below.

**Table 3 showing 2x2x2 ANOVA analysis of showing interaction between Local Alcoholic Cocktail Use\* Occupation on Dependent variable: Sexual behaviour (Hypersexual behaviour)**

Source	SS	df	Mean Square	F	Sig.	Partial Eta Squared
Local Alcoholic Cocktail Use	221.281	1	221.281	3.821	.053	.026
Occupation	264.506	2	132.253	2.284	.106	.031
Local Alcoholic Cocktail Use * occupation	610.223	2	305.111	5.269	.006	.068
Error	8338.424	144	57.906			
Corrected Total	10467.360	149				

a. R Squared = .203 (Adjusted R Squared = .176)

Table 3 shows that there An analysis was conducted to examine the effects of local alcoholic cocktail use and occupation on sexual behavior (measured as hypersexual behavior). The analysis revealed a statistically significant main effect of local alcoholic cocktail use on hypersexual behavior,  $F(1, 149) = 3.821, p = .053$ , partial eta squared = .026, indicating that local alcoholic cocktail use accounted for 2.6% of the variance in hypersexual behavior. There was no statistically significant main effect of occupation on hypersexual behavior,  $F(2, 149) = 2.284, p = .106$ , partial eta squared = .031, indicating that occupation accounted for 3.1% of the variance in hypersexual behavior. However, there was a statistically significant interaction between local alcoholic cocktail use and occupation on hypersexual behavior,  $F(2, 149) = 5.269, p = .006$ , partial eta squared = .068, indicating that the interaction between local alcoholic cocktail use and occupation accounted for 6.8% of the variance in hypersexual behavior. The overall model was significant, R Squared = .203, Adjusted

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R Squared = .176, indicating that local alcoholic cocktail use and occupation accounted for 20.3% (17.6% adjusted) of the variance in hypersexual behavior."

**Table 4: Mean Table showing interaction between Local Alcoholic Cocktail Use\* Occupation on Dependent variable: Sexual behaviour (Hypersexual behaviour)**

Local Alcoholic Cocktail use	occupation	Mean	Std. Error
Low - Moderate	Bus/Car Driver	35.918	.825
	Tricycle Drivers	42.000	5.381
	Okada riders	28.000	1.367
High	Bus/Car Driver	36.600	1.522
	Tricycle Drivers	48.000	7.610
	Okada riders	41.000	3.107

"Table 4 presents the means and standard errors of hypersexual behavior as a function of local alcoholic cocktail use and occupation. When local alcoholic cocktail use was low to moderate, bus/car drivers had a mean score of 35.918 on hypersexual behavior, with a standard error of .825. Tricycle drivers had a mean score of 42.000, with a standard error of 5.381. Okada riders had a mean score of 28.000, with a standard error of 1.367. When local alcoholic cocktail use was high, bus/car drivers had a mean score of 36.600, with a standard error of 1.522. Tricycle drivers had a mean score of 48.000, with a standard error of 7.610. Okada riders had a mean score of 41.000, with a standard error of 3.107."

**Table 5: LSD Post hoc test for Pairwise comparison interaction between Local Alcoholic Cocktail Use\* Occupation on Dependent variable: Sexual behaviour (Hypersexual behaviour)**

occupation	(I) Local Alcoholic Cocktail use	(J) Local Alcoholic Cocktail use	Mean Difference (I-J)	Std. Error	Sig. <sup>b</sup>
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Bus/Car Driver	Low - Moderate	High	-.682	1.731	.694
	High	Low - Moderate	.682	1.731	.694
Tricycle Drivers	Low - Moderate	High	-6.000	9.320	.521
	High	Low - Moderate	6.000	9.320	.521
Okada riders	Low - Moderate	High	-13.000*	3.394	<.001
	High	Low - Moderate	13.000*	3.394	<.001

Table 5, presents the results of a least significant difference (LSD) post hoc test for pairwise comparisons of the interaction between local alcoholic cocktail use and occupation on hypersexual behavior. When comparing bus/car drivers, there was no statistically significant difference in hypersexual behavior between low to moderate local alcoholic cocktail use and high local alcoholic cocktail use, mean difference = -.682,  $t(144) = -.397$ ,  $p = .694$ . When comparing tricycle drivers, there was no statistically significant difference in hypersexual behavior between low to moderate local alcoholic cocktail use and high local alcoholic cocktail use, mean difference = -6.000,  $t(144) = -.642$ ,  $p = .521$ . When comparing okada riders, there was a statistically significant difference in hypersexual behavior between low to moderate local alcoholic cocktail use and high local alcoholic cocktail use, mean difference = -13.000,  $t(144) = -3.816$ ,  $p < .001$ . This indicates that okada riders had significantly lower levels of hypersexual behavior when local alcoholic cocktail use was low to moderate compared to when it was high."

Means Plots

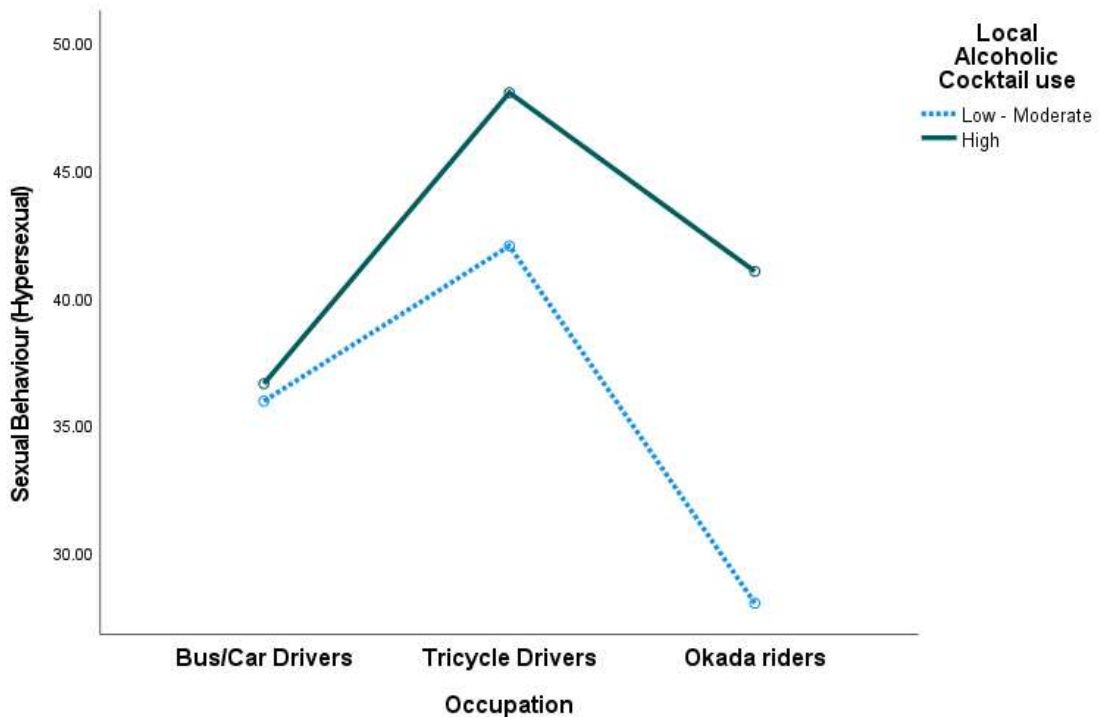


Fig 1. Interaction between Local Alcoholic Cocktail Use\* Occupation on Dependent variable: Sexual behaviour (Hypersexual behaviour)

Discussion

The findings of this study shed light on the complex interplay between socio-demographic factors, alcohol use, occupation, and hypersexual behavior among commercial drivers. The socio-demographic profile of participants revealed several significant associations with hypersexual behavior. Specifically, females exhibited

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higher levels of hypersexuality compared to males, consistent with prior research on gender differences in sexual behavior. Additionally, age showed a negative correlation with hypersexual behavior, indicating that older individuals tended to report lower levels of hypersexuality, reflecting potential age-related changes in sexual activity. Furthermore, religious affiliation, marital status, ethnicity, occupation, local government, and level of education were also correlated with hypersexual behavior, highlighting the influence of socio-cultural factors on sexual behavior patterns. These findings underscore the need to consider diverse socio-demographic factors when studying and addressing hypersexuality in different populations. The study examined the relationship between alcohol use and hypersexual behavior among commercial drivers, gender differences in hypersexual behavior, and the moderating effect of local alcoholic cocktail use and occupation on hypersexual behavior (Jepsen et al., 2023). Another study by Adewuya et al. (2016) in semi-rural communities in Nigeria found a 57.9% lifetime prevalence of alcohol use and 23.7% current alcohol use. Alarmingly, 69.1% of current drinkers were at moderate or high health risk from alcohol use. Younger age, male gender, being unmarried, low education, low socioeconomic status, unemployment, and being Christian were associated with higher alcohol consumption.

There was a significant positive correlation between alcohol use and hypersexual behavior among commercial drivers, aligning with previous studies linking alcohol consumption to risky sexual behaviors (Jepsen et al., 2023). Regression analysis confirmed that alcohol use significantly predicts hypersexual behavior, emphasizing the need to address alcohol consumption as a risk factor for risky sexual behaviors. Several studies in Nigeria have examined the link between alcohol consumption and risky sexual behaviors, which include hypersexual behavior. A study by Dada et al. (2020) found that about 50% of adolescents in Ibadan had ever consumed alcohol, and 39.5% were current users of sachet alcohol (cheap, locally-produced alcoholic beverages). Notably, 33.6% of sexually active adolescents reported consuming sachet

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alcohol before sex, and there was a significant association between sachet alcohol use and risky sexual behaviors.

On gender differences in hypersexual behavior, the results showed that females exhibited significantly higher levels of hypersexual behavior compared to males among commercial drivers, contradicting earlier studies but aligning with recent research on hypersexual behavior trends (Jepsen et al., 2023). This gender difference highlights the importance of gender-specific interventions targeting risky sexual behaviors in this population. Furthermore, a qualitative study by Olley (2015) explored gender dynamics in alcohol consumption in Nigeria, revealing that traditional gender norms are being challenged, with women increasingly consuming alcohol and using it to construct gender identity. This aligns with the finding by Jepsen et al. (2023) that females exhibited higher levels of hypersexual behavior compared to males among commercial drivers, contradicting earlier studies.

Examining the moderating effect of local alcoholic cocktail use and occupation, the study revealed a significant interaction between local alcoholic cocktail use, occupation, and hypersexual behavior among commercial drivers in line with the findings of Jepsen et al., (2023). Different commercial driving professions showed varying levels of hypersexual behavior based on alcohol use. Notably, okada riders exhibited significantly lower levels of hypersexual behavior with low to moderate alcohol use, emphasizing the need to consider occupation-specific factors in addressing risky sexual behaviors among commercial drivers. These findings align with the study by Jepsen et al. (2023), which highlights the link between alcohol use and hypersexual behavior, as well as the moderating effects of occupation and local alcoholic cocktail use. The widespread availability and affordability of sachet alcohol in Nigeria may contribute to increased alcohol consumption and associated risky sexual behaviors among certain populations, such as adolescents and commercial drivers. empirical studies from Nigeria consistently demonstrate a significant association between alcohol use, particularly the consumption of locally-produced

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alcoholic beverages, and risky sexual behaviors, including hypersexual behavior. These findings highlight the need for targeted interventions addressing alcohol consumption and risky sexual behaviors, considering gender, age, socioeconomic status, and occupation-specific factors.

### **Implications and Recommendations**

These findings have important implications for interventions aimed at promoting sexual health and reducing risky behaviors among commercial drivers. Targeted interventions should take into account the socio-demographic characteristics, alcohol consumption patterns, and occupational factors of this population.

Educational programs focusing on safe alcohol use and responsible sexual behavior may help mitigate the risks associated with hypersexual behavior among commercial drivers. Additionally, efforts to address gender disparities in hypersexuality and promote gender-sensitive approaches to sexual health are warranted. Furthermore, interventions tailored to specific occupational groups, such as bus/car drivers, tricycle drivers, and Okada riders, may be more effective in addressing the unique challenges and risk factors faced by each group. In conclusion, this study contributes to our understanding of the complex relationship between socio-demographic factors, alcohol use, occupation, and hypersexual behavior among commercial drivers. By identifying key predictors and risk factors, interventions can be developed to promote sexual health and well-being in this vulnerable population.

### **Conclusion**

In conclusion, the current study contributes to the existing literature by providing empirical evidence on the relationship between alcohol use and hypersexual behavior among commercial drivers. The findings not only confirm previous research but also uncover new insights into gender differences and occupation-specific influences on risky sexual behaviors. Future research should further explore

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these factors and develop targeted interventions to promote safer sexual practices and reduce the risk of adverse outcomes among vulnerable populations like commercial drivers.

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