

**SOCIO-PERSONAL AND PSYCHOLOGICAL FACTORS AS  
PREDICTORS OF VIOLENT BEHAVIOUR AMONG ROAD  
TRANSPORT WORKERS IN OGUN STATE, NIGERIA**

**BY**

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## **CERTIFICATION**

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## **DEDICATION**

This work is dedicated to God the creator and controller of the universe, the greatest Determinant of my fate and the Controller of my destiny and to the living memory of my late parents Pa Moses Adeyemi TITIOYE and Mrs Christianah Odunola TITIOYE who were my first teachers and mentors and whom I would have loved to witness this success.

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## ABSTRACT

The Road Transport Workers (RTWs) contribute socially and economically to national development. However, reports have shown that the activities of RTWs are often characterised by Violent Behaviour (VB). Previous studies largely focused on interventions to reduce RTWs' violence with little emphasis on predicting the influence of socio-personal and psychological factors. This study was, therefore, designed to investigate the social (Peer Pressure - PP, Explosive Social Relations - ESR and Violent Political Practice - VPP), personal (mentoring and age) and psychological (Anti-social Personality - AsP, Aggressive Behaviour - AB, Risk Perception - RP, intimidation and Immune Delusion Syndrome - IDS) factors predicting RTWs' VB in Ogun State, Nigeria.

The Frustration-Aggression and Social-Ecological System theories provided the anchor, while the survey design of correlational type was adopted. Two major inter-state Motor Parks (MPs) were purposively selected from each of the sub-ethnic groups (Remo, Ijebu, Yewa and Egba) of Ogun State. The Taro Yamane sampling formula was adapted to select members of the National Union of Road Transport Workers (NURTW) 377 and the Road Transport Employers Association of Nigeria (RTEAN) 377, across the selected eight MPs. The instruments used were AsP ( $\alpha=0.85$ ), AB ( $\alpha=0.75$ ), RP ( $\alpha=0.86$ ), Intimidation ( $\alpha=0.78$ ), PP ( $\alpha=0.79$ ), IDS ( $\alpha=0.71$ ), ESR ( $\alpha=0.77$ ), VPP ( $\alpha=0.74$ ) and Mentoring ( $\alpha=0.88$ ) scales, and VB Questionnaire ( $\alpha=0.85$ ). Eight key informant interview sessions were held with crime/traffic agents, while 10 in-depth interviews were held with officials of NURTW and RTEAN. Quantitative data were analysed using descriptive statistics, Pearson's product moment correlation and Multiple regression at 0.05 level of significance, while the qualitative data were content- analysed.

The RTWs were mostly males (91.6%) and married (76.9%) with a mean age of  $35.16\pm 3.25$  and  $15.12\pm 4.27$  years of driving experience. Involvement of RTWs' in VB was occasional conflicts with: police (56.4%), rival leadership factions (56.0%), passengers (48.9%), union members and members of the same union (46.4%), supporters of politicians (37.9%) and duty collectors (37.1%). Disposition of RTWs' to VB was struggle for power (89.0%), space (75.5%), political activities (54%), poor up-bringing (81.5%), drugs (92.5%), PP (72.5%) and AsP (85.0%). The VB was resolved by union leaders (68.0%), traditional rulers (59.0%), the military (48.0%) and the police (48.0%). The VPP ( $r=0.67$ ), AsP ( $r=0.60$ ), age ( $r= -0.49$ ), RP ( $r=0.47$ ), mentoring ( $r=0.45$ ), ESR ( $r=0.43$ ), intimidation ( $r=0.33$ ), PP ( $r=0.26$ ), IDS ( $r=0.17$ ) and AB ( $r=0.13$ ) correlated with RTWs' VB. Socio-personal and psychological factors had joint significant prediction on RTWs' VB ( $F_{(3;753)}=244.21$ , Adj.  $R^2=0.49$ ), accounting for 49.0% of its variance. The PP ( $\beta=0.27$ ), ESR ( $\beta=0.21$ ), VPP( $\beta=0.32$ ), mentoring ( $\beta=0.41$ ), age ( $\beta=0.11$ ), AsP ( $\beta=0.39$ ), AB ( $\beta=0.23$ ), RP ( $\beta=0.36$ ), intimidation ( $\beta=0.30$ ) and IDS ( $\beta=0.14$ ), personal ( $\beta=0.13$ ) and psychological ( $\beta=0.12$ ) factors relatively predicted RTWs' VB. Perceived ruling government and security agents' bad treatment and intimidation made RTWs to react violently to the slight provocation, while the peculiar nature of MPs shielded them from reprimand.

Violent political practice, anti-social personality, age, risk perception, mentoring, explosive social relations, intimidation, peer pressure, immune delusion syndrome and aggressive behaviour influenced violent behaviour among road transport workers in Ogun State, Nigeria.

**Keywords:** National Union of Road Transport Workers, Road Transport Employers Association of Nigeria, Violent behaviour in Ogun State

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## **CHAPTER ONE**

### **INTRODUCTION**

#### **1.1 Background to the Study**

The desire of individuals is to live peacefully in whatever environment they find themselves. In essence, the environment in which individuals are operating should be free of acrimony, fear, hatred, anxiety, harm and violence. This is because, constant violent behaviours from any quarter pose significant threats which often hinder individuals from realising their dreams and living in an environment with prevalent tranquility. There are different types of behaviours that are associated with different social, occupational, professional or career groups. That of, some members of the road transport personnel in Nigeria is obviously unique especially with a negative trait. These groups, through certain members of their various unions, have been identified with diverse violent behaviours such as dangerous driving, explosive social relations, dangerous union/ power tussles, use of lethal weapons and dangerous charms to wrest power from incumbents, and many more .

For instance, in every democracy, the emergence of a leader is usually effected through the ballot boxes but in the case of road transport workers in Nigeria, the reverse is the case. To this category of occupational group, power politics is real war. In essence, a combination of physical and psychological battle, which often involve the use of charms, knives, machetes, clubs, guns and other dangerous weapons are usually employed to settle scores in the bid to build, retain, change or remove the perceived political caucus of the various unions of road transport workers.

In most cities in Nigeria, the motor park environment is such a volatile domain and anytime road transport workers want to show their displeasure, the unruly ones among them often go on rampage. Their activities not only affect members of the unions but other innocent members of the society who are adversely affected by their various violent behaviours. This category of road transport workers endanger the lives of innocent citizens who have the misfortune of being in their vicinities when the recalcitriant ones amongst them go on rampage in a “free-for-all”. In cases like that, innocent members of the public

often get hit by stray bullets, some suffer knives and machete injuries, properties and businesses are destroyed, and in extreme cases lives are wasted.

The violent behaviours of some members of the road transport workers outfit and the bulk of the violence that are often attributed to the group is usually motivated by inordinate political ambition, insatiable appetite for material and wealth acquisition. Attempt to have unfair advantage above others, as well as the desire to establish an identity that would be revered, and quest for status change are also factors that trigger their turmoil. The belligerent groups among road transport workers see themselves as actors who represent the broader group. This group regularly perpetrate intergroup collective violence and other violent behaviours on behalf of their own group, towards other groups including the larger society (Winiewski and Bulska, 2020). It is a fundamental truth, all over the world, that no group of people has an exclusive monopoly of violence but in the case of a section of road transport workers, theirs tilt towards the extreme; and this has been a source of grave concern to both governments and the general public, though with a negative undertone of resignation that nothing could be done about it.

Basically, the road transportation industry is the backbone of the local economy, especially in developing climes in particular and it has countless advantages. When well developed, the road transportation system provides easy access to local areas and communities, which is essential for easy and smooth operation of manufacturing, production, retail businesses, labour, agriculture and real estate markets (Olamigoke & Emmanuel; 2013). Road transportation plays a supportive role to other means of transportation - air, water, rail and animals (beasts of burden). All these can be grossly impeded and heavily debilitated in the absence of suitable road transportation industry.

There is, therefore, a general notion among scholars that the road transportation industry, which is a subset of the transportation industry, occupies a pride of place in the socio-economic development of the human race (Olanrewaju & Falola,1986; Olukoju, 1996; Daniel, 2011, in Olubomehin, 2012). Generally, the services provided by road transport workers have significant impact on the society. In developing economies like Nigeria for instance, a bulk of the population moves on commercial vehicles; people embark on journeys for businesses, festivities, recreation and other social and religious as well as

cultural activities through road transportation. In addition, raw materials and finished goods are equally moved over a long distance either for production or to consumers through the same medium (Adejumo, 2013). It is therefore valid to conclude that deficient road transportation system can hinder a nation's ability to adequately utilise its natural resources; convey foods and other finished products, harmonise the manufacturing and agricultural strata of the economy as well as make provision for education, medical and other infrastructural facilities (Olamigoke & Emmanuel, 2013). Succintly, road transportation is the lifeline of every nation's economy and it is even more pronounced in developing climes. As applicable to most human institutions, the road transportation industry functions within institutional frameworks populated by personnel referred to as road transport workers. Road transport workers in post- colonial Nigeria have been a part and parcel of the social and economic development of the country. They have always been working hand-in-hand as agents of social change. They work in tandem with and have been active participants in diverse life changing and development programme of successive administrations (Federal, States and Local governments).

The road transport workers union is one of the regular, highest income generating sources of the governments and the economy lifeline of an average Nigerian; hence they are regarded as the "mover of the nations economy". Paradoxically, some members are confronted on a daily basis with diverse inflicted self challenges, such as negative peer influence, high level of illiteracy, destructive social values and so on. These categories of road transport workers are specifically with peculiar attitudinal dispositions, which mostly borders on violent behavioural tendencies. It is evident that a proportion of road transport workers worldwide are highly predisposed to violent behaviour which put them in extreme danger, social stress and high mortality rates with its backwash on the larger society (Pel, Wang, Pel-Luen, Rau & Salvendy, 2011; Agbonkhese, Yisa, Agbonkhese, Akanbi & Mondigha, 2013; Osayomi & Areola, 2015). The maverick ones among them mostly engage in various violent behaviours without taking cognizance of or appreciating the enormity of the consequences of their actions and inactions. These violent behaviours include dangerous driving, explosive social relations, violent politics and political practices, criminal acts and many more.



Studies have shown that individuals who are involved in one form of violent behaviour stand to extend it to other violent behaviours (Antonowicz, 2004; Bentin, Slovic & Severson, 1993 in Goren, 2012). The violent behaviour of the belligerent ones amidst road transport workers are impelled by multiplicity of factors, which, impose huge societal costs. This is because, the road transport workers in Nigeria have a high population of over 1.5 million vibrant members (National Union of Road Transport Workers (NURTW) Diary, 2011), which gives the group the opportunities to exert a considerable influence on national life. The violent behaviour of the unruly ones among the road transport workers impact adversely on the larger society, leading, in most cases, to high morbidity and mortality, as well as business collapse (Olubomehin, 2012; Agbonkhese, Yisa, Agbonkhese, Akanbi & Mondigha, 2013; Federal Road Safety Commission, 2015). According to the 2015 report of the Federal Road Safety Commission (FRSC), Ogun State Command, between January 2008 and November 2015, within the jurisdiction of the Command, there occurred 5,319 road traffic crashes leading to 15,958 injured victims and 2,587 deaths. The road transport workers played significant roles in the whole carnage (see table 1 in appendix).

Judging from the huge and significant socio-economic and political roles played by the road transport workers, it is disturbing to find some of them exhibiting behaviours that could be inimical to the development of the society as well as to themselves. Perhaps a better understanding of the factors predisposing these violent behaviours among these significant few road transport workers will help to curb or minimise their occurrence and consequences. These and many other questions motivated the investigation of the socio-personal and psychological variables in this study, as it predicted the various violent behaviours among the affected road transport workers.

Socio-personal variables in this instance may involve those factors that border on peer pressure, explosive social relations, violent political practice, mentoring, and chronological age among others. All these factors collectively account for disposition towards violent behaviours. On the other hand, psychological variables may involve factors having to do with anti-social personality, aggressive behaviour, risk perception, intimidation and immune delusion syndrome among others. In the first instance, in the submission of Animasahun (2007), road transportation is an accidental career, which

implies that a lot of the personnel in that industry never prepared for such occupation. Some of them might have had poor formal educational foundation which makes it relatively difficult for them to get decent work, while frustration might have pushed some into it. Besides their educational destitution, there are other factors under the socio-personal variables such as peer pressure, explosive social relations, violent political practice, mentoring, chronological age, personality types and notion of immunity. Some of these can lure people into engaging in deviant behaviours such as lawlessness, violent behaviours, dangerous driving and many more (Johnell, Laflamme, Mohler & Monarrez-Espino, 2014). Peer pressure for instance, despite its enormous gains has at other extreme, negative contributions such as acting under impulsivity, failure to intelligently evaluate situations before acting and reacting and many other mischiefs.

Also relevant to this study are the psychological variables, which often border on anti-social personality, aggressive behaviour, risk perception, intimidation and immune delusion syndrome. These as entities, and in relation to the socio-personal variables, all play significant roles in the evolution of violent behaviours, especially, within occupational groups such as road transport workers. As an illustration in the case of immune delusion syndrome, this is a state of mental distortion or denial of actual facts. In its characteristic manner, individuals affected by this disorder tend to “wish away” apparently lethal situations with a mere religious expression and fatalistic philosophical resignation. This is a development which encourages certain individuals to get involved in violent behaviours such as dangerous driving. This often happens under the assumption that simply appeasing a particular deity provides a safety assurance against road traffic crashes. (Olagunju, 2010). This phenomenon is described by the Federal Road Safety Commission of Nigeria, as Road Accidents Immune Delusion Syndrome (RAIDS) (Osita, 2008).

Various studies have been carried out, on road transport workers in Nigeria. For instance, Animasahun, (2007) examined ‘measured effect of emotional intelligence education in the remediation of aggressive behaviours among the members of the NURTW in Ibadan metropolis’. Epetimehin, (2014) studied ‘risks exposures, vulnerability and mitigation methods among road transport workers in Nigeria’. Also, Adejumo (2013) investigated ‘socio-cultural effects of alcohol consumption behaviour of young

commercial drivers in South-West Nigeria’, while Akpan & Ikorok, (2014) looked into ‘the prevalence of alcohol consumption among commercial drivers in Uyo Local Government Area, Akwa Ibom State, Nigeria’. ‘The influence of public enlightenment programme of the Federal Road Safety Commission on commercial drivers’ behaviour in Southwestern Nigeria’ was also examined by Sunmola, (2014) while Ademowo, (2015) studied ‘they are poor and violent, stereotype and the Ibadan urban motor park’. Equally, Mabayoje, (2019) investigated ‘multimedia-based road safety education and driving behaviour among interstate commercial mini-bus drivers in Ibadan metropolis Nigeria’ and so on. However, most of these past studies have been focusing largely on the consequences of the actions or violent behaviours of the road transport workers. Not much of the studies made concerted efforts towards comprehensive understanding of the predictors of these violent behaviours; especially, employing a combination of socio-personal and psychological variables, hence the need for a study of this nature.

## **1.2 Statement of the problem**

Despite the laudable socio-economic contributions and national importance of road transport workers in Nigeria, the social crisis and the terror unleashed on a regular basis on the larger society by certain individual members of the road transport workers cannot be underestimated. These erring members of the road transport workers unions have high propensity for experimenting with or venturing into missions that involve lots of violence, which often result in dire consequences on not only themselves but also on the larger society. There are anecdotal evidences that these erring members of the road transport workers union engage in different types of violent behaviours. This imposes on them the highest form of morbidity which is usually of major consequences. Some of the violent behaviours border on dangerous driving behaviour, explosive social relations, violent political practices and criminal acts among others.

In certain instances, violence easily break out among road transport workers over bickering on leadership positions in lucrative and flourishing transportation business. This usually leads to killings, burning and or vandalization of properties including vehicles which are road transport workers’ main sources of livelihood. Generally, the activities of

the belligerent ones among road transport workers are mostly characterized by brutality, killings, thuggery, maiming and all forms of violent behaviours. The implications of these include increased morbidity and mortality rates (Atubi, 2012), destruction of properties and loss of lives. Political thuggery, promotion of out of school children, involvement in anti-social activities such as kidnapping for ransom and pilfering are common features among the belligerent road transport workers. Some of them also indulge in substance use, resulting into reckless driving and road crashes leading to road accident injuries and, in more extreme cases, deaths. The violent behaviours of this category of road transport workers pose serious public health risks and exerts both direct and indirect costs on the society.

The rampant violence among the belligerent ones among road transport workers leads to destruction of lives and property. Some of such incidents are reported while many are under reported. One therefore continues to wonder what, is responsible for this? The impact in terms of injury and deaths, psychological trauma, family and social disruption, economic loss, loss of potentials, diminished quality of life, short and long term disabilities and mental anguish is enormous. In addition, these violent behaviours of the maverick cliques among road transport workers sometimes impedes social advancement and stifle economic growth and development. This forces the society to expend a chunk of its resources on violence related healthcare, crime fighting and increased spending on criminal justice system.

Due to these grave consequences, the violent behaviour of these categories of road transport workers has been a major concern to the government and other stakeholders. In the actual sense, it is not known if the violent behaviour of these unruly cliques among road transport workers is a fallout of group dynamics or that of professional group perception of invulnerability and pseudo-infallibility. Equally, it cannot be pinned on the predisposition of the false protection provided by their political mentors, that encourages them to get involved in myriads of violent behaviour. This therefore raises concern over the predisposing factors of such violent behaviours.

Though, lots of studies have been carried out on the activities of road transport workers in Nigeria, such as ‘measured effect of emotional intelligence education in the remediation of aggressive behaviours among the members of the NURTW in Ibadan

metropolis' (Animashaun, 2007), 'risks exposures, vulnerability and mitigation methods among road transport workers in Nigeria' (Epetimehin, 2014); 'socio-cultural effects of alcohol consumption behaviour of young commercial drivers in South-West Nigeria' (Adejumo, 2013), 'the prevalence of alcohol consumption among commercial drivers in Uyo Local Government Area, Akwa Ibom State, Nigeria' (Akpan & Ikorok, 2014), 'they are poor and violent, stereotype and the Ibadan urban motor park' (Ademowo, 2015) and so on. However, none of the previous studies specifically focused on the socio-personal and psychological predisposing factors impacting on the violent behaviours of road transport workers using the multi-variate approach. Hence, this study examined the extent to which socio-personal and psychological factors predict violent behaviour among road transport workers in Ogun State.

### **1.3 Objectives of the study**

The major objective of the study is to examine the extent to which socio-personal and psychological factors predict violent behaviour among road transport workers in Ogun State, Nigeria. The specific objectives of the study are to:

- i) Assess the prevalence as well as causes of violent behaviour among road transport workers, in Ogun State,
- ii) Ascertain the level of reported incidents of violent behaviour of the road transport workers by members of the public affected by such behaviour and law enforcement agents to the appropriate body of the unions,
- iii) Examine the disposition of members of the road transport workers unions to the various violent behaviours,
- iv) Determine the control techniques (as well as their effectiveness) adopted by the road transport workers union as bodies in addressing issues of violent behaviours among its members, and
- v) Assess the extent to which socio-personal and psychological variables relate with violent behaviours among road transport workers in Ogun State, Nigeria.

### **1.4 Research Questions**

RQ1: What are the prevalence and causes of incidents of violent behaviour among road transport Workers in Ogun state, Nigeria?

- RQ 2: What is the level of reported incidents of violent behaviour of road transport workers in Ogun State, Nigeria?
- RQ3: What is the disposition of members of the road transport workers' unions to the various violent behaviours of their members?
- RQ4: What are the control techniques (as well as their effectiveness) adopted by the road transport workers' unions in addressing issues of violent behaviours among their members?
- RQ5: To what extent do socio-personal and psychological variables predict violent behaviours among road transport workers in Ogun State?

### **1.5 Hypotheses**

The following null hypotheses which are derived from the objectives of the study were used to guide the work:

- HO<sub>1</sub> There is no significant relationship between anti-social personality and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>2</sub> There is no significant relationship between aggression and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>3</sub> There is no significant relationship between risk perception and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>4</sub> There is no significant relationship between intimidation and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>5</sub> There is no significant relationship between peer pressure and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>6</sub> There is no significant relationship between immune delusion syndrome and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>7</sub> There is no significant relationship between explosive social relations and violent behaviours among road transport workers in Ogun State, Nigeria,
- HO<sub>8</sub> There is no significant relationship between violent politics/political practice and violent behaviours among road transport workers in Ogun State, Nigeria.
- HO<sub>9</sub> There is no significant relationship between age and violent behaviours among road transport workers in Ogun State, Nigeria and

HO<sub>10</sub> There is no significant relationship between mentoring role and violent behaviours among road transport workers in Ogun State, Nigeria.

## **1.6 Significance of the study**

The findings of this study have unraveled the predictors of violent behaviours among road transport workers in Ogun State, Nigeria. The successful execution of this study has been significant and will be of benefits in diverse ways to the society. It will also serve as a framework for policy makers such as Federal and State governments, government agencies, the road transport workers' unions and transport administrators in understanding the predictors of violent behaviours among road transport workers.

The findings of this study will also help in enhancing safety behaviours. This is because it advocates a concerted effort at changing the violent behaviours of road transport workers such as dangerous driving, aggression, criminal acts, weird occupational culture, negative risk perception, violent political practice and explosive social relations. This will go a long way in putting under control these deadly behaviours among belligerent road transport workers. In similar circumstances, violent behaviours are known all over the world to be highly traumatic and extremely counterproductive to the development of the society. Hence, this study will broaden the horizon of road transport workers' unions such as the National Union of Road Transport Workers (NURTW), the Road Transport Employers Association of Nigeria (RTEAN) on peaceful co-existence. Other well meaning individuals, social and community based organisations and all other stakeholders involved in the overall development of the road transport sector and the larger society will also be enlightened by the findings of this study. This is because a reduction in violent behaviours is one of the necessary pre-requisite for genuine, successful and sustainable socio-economic development. Even the achievement of the Sustainable Development Goals (SDGs) and most importantly the safety of law abiding members of the society are contingent upon eliminating violent behaviours in the society.

The findings of the study equally stimulates interest by unraveling causes of violent behaviours among certain categories of road transport workers, and also inculcates in the participants adequate emotional intelligence education and social skills. A realistic

sense of self esteem and self worth in all facets of life among road transport workers is also brought to the fore. The reason is that, empathetic and considerate reasoning is imperative in curbing violent behaviours among the populace in general and road transport workers in particular. In addition, findings from this study has assisted in exposing the constraints to the display of humane behaviours among road transport workers and deepened research on rational behaviour among personnel in the road transport industry. The study has equally provided a data base for road traffic crashes, violent union and secular politics, explosive social relations, criminal acts, weird cultural behaviour and many other vices among road transport workers.

Data obtained from this study shall be useful to diverse stakeholders such as traffic instructors, traffic administrators, law enforcement agents, healthcare services practitioners, policy makers, actuary outfits and other relevant stakeholders. Making available reliable data within a socio-political system is germane to motivating the political office holders to treat with concerted efforts towards addressing violent behaviours as a top priority. In this instance, generated data can be used in the mass media to create awareness among the general public on legislation and behavioural changes that can lead to improvement in safety and security of lives and properties in the society. Data are imperative to identifying dangers and putting in place strategies and intervention to address unwholesome behaviours. In another dimension, the findings from this study has revealed the socio-political and economic impact of violent behaviours. This is also capable to influence decisions with due regard to legislation and policy formulation machinery to ensure saner social and road transportation systems (Schopper, Lormand & Waxweiler, 2006; in Sunmola, 2014). The study has provided a data bank for Social Welfare officers, road transport workers' bodies and unions to determine the predictors for violent behaviours among road transport workers. Lastly, this study has provided additional source of literature for further researches on transportation management, social welfare, industrial relations and social psychology.

### **1.7 Scope of the study**

This study was delimited to the examination of socio-personal and psychological factors as predictors of violent behaviour among road transport workers in Ogun State



Nigeria. Ogun State was chosen as the area of study due to its prominence as gateway and proximity to many states of Nigeria in the Southwestern axis, notably Lagos, Oyo, Ondo and Osun and a land link to the Niger Delta and Eastern axis of Nigeria. In addition, being close to Lagos State, the commercial nerve of the Federal Republic of Nigeria, the State witnesses heavy vehicular movement to different parts of the Nigerian Federation.

In addition, the study was restricted to the inter-state mini bus units. Precisely, Ita-Osin and Kuto motor parks in Abeokuta (Egba Division), Isale-Oko and Express junction motor parks in Sagamu (Remo Division), Lagos and Ibadan motor parks at Ijebu-Ode (Ijebu Division), as well as Sango and Idiroko motor parks (Yewa-Awori Division) were used for the study. The parks were chosen due to the fact that some are situated on international routes, some are on inter-regional routes and some are in provincial and state headquarters where lots of economic activities are daily occurrence.

The study was further restricted to only registered members of the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN) in the inter-state mini bus units of the eight motor parks used for the study. These units by the nature of the operations of their members, travel out of their domains to other locations outside the State and even outside the country. This group tend to exhibit a more volatile and aggressive patterns of behaviours which border more on dangerous driving behaviour, explosive social relations, violent union and secular politics as well as criminal acts in comparison with the intra-city unit of the unions. The choice of these road transport workers' unions can be attributed to the leading roles they play in the road transport sector of the State economy as well as long years of establishment, spanning decades.

## **1.8 Operational Definition of Terms**

The following terms that were used frequently in this study are given operational definitions to avoid ambiguities and misinterpretation:

**Road Transport Workers**-These are registered members of the professional drivers' body based on the following criteria: age, self-employment, possession of drivers' licence and being resident in any local government area of Ogun State.

**Violent Behaviours** - These are harmful behaviours that are exhibited by road transport workers and which constitute danger to the peaceful cohabitation of the society as well as members of the road transport workers union themselves.

**Social Factors**- These refers to all forms of social indices associated with violent behaviours among road transport workers in Ogun State, Nigeria such as peer pressure, explosive social relations and violent political practice.

**Peer Pressure**- Connotes a nature of social interaction among road transport workers often borne out of the pressure to conform with the dispositions, ideologies and world views of members of the group by other members of that group.

**Explosive Social Relations**- This connotes the audacious, intimidating and vicious behaviours of the unruly ones among road transport workers against members of the public including law enforcement agents.

**Violent Political Practice**- This indicates a peculiar political practice and establishment of a unique power structure among road transport workers which borders on gunboat democratic practices for its sustainance.

**Personal Factors**- These refers to all forms of personal indices associated with violent behaviour among road transport workers in Ogun State, Nigeria. These include mentoring and age among others.

**Mentoring**-This is a professional guidance especially that which exists between a more experienced member of the road transport workers' clique. This results in developing specific skills and knowledge for professional and personal growth, of relatively inexperienced members.

**Age**- This refers to part of the duration between beginning and any given time, especially that stretch of life in which an individual attains complete personal rights, responsibilities and capabilities.

**Psychological Factors** - These refers to all forms of psychological indices associated with violent behaviour among road transport workers in Ogun State, Nigeria which borders on

anti-social personality, aggressive behaviour, risk perception, intimidation and immune delusion syndrome.

**Anti-Social Personality-** This indicates road transport workers that have problems with their personality composition and subsequently exhibit erratic, destructive, harmful, intimidating pattern of behaviour without any feeling of remorse.

**Aggressive Behaviour-** This, indicates those volatile behaviours often bordering on callousness, aggression and violent relationships among others, often considered as an emotional asset and exhibited by the belligerent ones among road transport workers.

**Risk Perception-** This connotes the subjective evaluation and delivery of verdict on issues by the unruly ones among road transport workers, in most cases, without weighing the consequences of such on the recipients.

**Intimidation-** This connotes deliberate action on the part of the vicious ones among road transport workers aimed at striking grave fear in the minds of individuals so as to subjugate and dominate such people.

**Immune Delusion Syndrome-** This implies the feelings of personal and collective survival of road transport workers, which stems from the belief that they are immune to danger and if such happens they have a safety pad on which they can land.

**NURTW-** The full meaning of this acronym is the National Union of Road Transport Workers. This is a foremost road transportation union outfits spread out through the length and breadth of the Nigerian federation.

**RTEAN-** The full meaning of this acronym is the Road Transport Employers Association of Nigeria. As applicable to the sister union NURTW, this union is also spread throughout the length and breadth of Nigeria. However, it mostly comprises of employers of labour in the commercial road transportation industry.

## CHAPTER TWO

### LITERATURE REVIEW

This chapter dwells on the review of related literature and theories relevant to the study. It examines the major constructs involved in the study to bring out their relevance. Items discussed in the chapter are focused under the sub-headings below:

#### 2.1 Concept of violent behaviour

##### 2.1.1 The Nigerian Police and the activities of road transport workers

##### 2.1.2 The Nigerian Federal Road Safety Commission and violent behaviour of road transport workers

##### 2.1.3 Nigerian Government and management of violent behaviours of road transport workers

##### 2.1.4 Road Transport Workers unions and management of violent behaviours

##### 2.1.5 Violent Behaviour as a dimension of Anti-Social Personality Disorder

#### **Socio-personal and psychological factors of violent behaviours**

#### 2.2 **Social Factors**

- Peer Pressure
- Explosive Social Relations
- Violent Political Practice

#### 2.3 **Personal Factors**

- Age
- Mentoring

#### 2.4 **Psychological Factors**

- Anti-Social Personality
- Aggressive Behaviour
- Risk Perception
- Intimidation
- Immune Delusion Syndrome

#### 2.5 **Social factors and violent behaviour**

- Peer influence and violent behaviour
- Explosive social relations and violent behaviour
- Violent political practice and violent behaviour

- 2.6 **Personal factors and violent behaviour**
  - Age and violent behaviour
  - Mentoring and violent behaviour
- 2.7 **Psychological factors and violent behaviour.**
  - Anti-Social Personality and violent behaviour among road transport workers
  - Aggressive behaviour and violent behaviour among road transport workers
  - Risk perception and violent behaviour among road transport workers
  - Intimidation and violent behaviour among road transport workers
  - Immune Delusion Syndrome and violent behaviour among road transport workers
- 2.8 Violent behaviours and Anti-Social Personality Disorder
- 2.9 Violent behaviours of road transport workers in Nigeria
  - Accessibility to drugs/psycho- active substance abuse
  - Aggressive and Dangerous Driving
  - Road transport workers and dangerous sexual relations
  - Road transport workers and explosive social relations
  - Road transport workers and violent politics/ political practices
  - Road transport workers and criminal behaviour
  - Road transport workers and weird occupational based cultural behaviour
- 2.9.1 Appraisal of empirical findings/results
- 2.10 Theoretical framework
  - 2.10.1 The Frustration- Aggression Theory
  - 2.10.2 The Social Ecological System Theory
  - 2.10.3 Conceptual Model

## **2.1 Conceptual Literature on Violent Behaviour**

Violence is characterized as the use of force by one against one or more social subjects with the intention to inflict bodily harm (William, 2008) Violence is the intentional use of physical force or power, threatened or actual against oneself, another person or against a group or community that either results in or has a high likelihood of resulting in injury, death, psychological harm, mal-development or deprivation (WHO 2002; in Yaro, Gobur & Nimbong, 2012). It is an attempted or actual injury (ordinarily not

sanctioned by law or custom) perpetrated on persons or property with the actual or intended consequences of effecting transformations either within the structure of political authority or within economic and/ or social system (William, 2008; Adejobi & Adejuyigbe 2014). In another dimension, violence can also be described as the unlawful use of threat or force; it is the illegitimate use of coercion resulting or intended to result in the death, injury or intimidation of persons or the destruction or seizure of property (Ademowo, 2015).

Acts of violence are those acts that deal with considerable usage of force or destructive force against people or things, especially a use of force that goes against norms (Albert, 1994 in Ademowo, 2015). In the submission of Ademowo, violence has to do fundamentally with the use of force to access what the other party will not voluntarily let go, he was of the opinion that, the exerted force employed in violence, be it covert or overt is meant to intimidate, subdue and if necessary destroy others all in the bid to achieve set goals. Violence can be classified into three major divisions, which are- psychological and socio-personal all which involve irrational and murderous use of force like robbery, thuggery among others. The other dimension of violence is ethical in nature and this has to do with the vandalization of another person's property or an outright abuse of the concerned individual's personal freedom and dignity (William, 2008).

Another aspect of violence is political in outlook; and this involves the violent seizure of political power and its reckless and illegitimate use (Ademowo, 2015). Basically in operation, violence can be inter-personal or group-based. In this case, group-based violence, could take the form of social group-based violence and in certain instances, it could be occupational group-based violence. These entail collective violent act by a body of people doing the same kind of work. A good illustration of this phenomenon is the one involving members of the road transporters' unions, whose core occupation centers around the road transportation industry. Certain categories of road transport workers often engage in series of scuffles which often affect both the rank and files of the various unions, with adverse affect on other members of the larger society. The most destructive aspects of the backwash of the violent clashes among this class of road transport workers is often triggered by violent behaviour among the intemperate ones among them. This is usually as a result of issues pertaining to space acquisition, route control, chapter and outright

park control known in the local parlance as ‘garage’ power politics and governance (Ademowo, 2015; Olaniyan & Bello, 2016).

As a pointer, the use of violent force is a major tool for disengaging individuals from the executive echelon of the respective road transport workers bodies. Usually when this happens, it often leads to infliction of injuries on union members as well as innocent and law abiding members of the public. In operation, ‘the guerilla warfare tactics’ is always a welcome development among the belligerent members of this occupational group in resolving issues.

The nature of violent behaviour among road transport workers who are more boisterous in most instances results into manslaughter, murder and killings all of which are rooted in power play. Most often, their leaders are propelled by the quest to amass material wealth so as to rise above others. Sometimes, they want to carve a niche for themselves and become a personality cult hero invariably leading to an elevated social status within their groups (Ademowo, 2015)

The metropolitan police of the United Kingdom sees anti-social behaviour, a subset of violent behaviour, as having to do with a multiplicity of unacceptable activities that endangers the lives of many people on a daily basis. Basically, these behaviours often leave those at the receiving end with feelings of helplessness, desperation and with a heavily compromised quality of life (London Metropolitan Police). Violent behaviour can also be viewed as a sort of predisposition to act which has every tendency to cause harassment, embarrassment, alarm, distress or pains to one or more persons not of the same household as the person causing the disorder (Antisocial Behaviour Act 2003 and Police Reform and Social Responsibility Act 2011). An apt understanding of the phenomenon, antisocial behaviour, will pave way for a better understanding of the phenomenon violent behaviour and its effects on individuals who are the agent provocateur, their victims, social life, business and the general society at large.

Commenting on the evolution of violent behaviour in individuals and the community at large, Farrington (1997) opines that such behaviour has a sort of trajectory. To him, violent behaviour does not generally appear suddenly. It does not, for instance, appear in the teenage years of individuals without warning. The reason is that, before its emergence at that stage of life, it would have been preceded by childhood antisocial

behaviour and eventually appears as its adulthood counterpart with its outright exhibition of violent behavioural tendencies.

Farrington is of the view that, if the negative development does not get arrested at the childhood stage, there is bound to be continuity over time. Based on the submission of Farrington, the antisocial child becomes the antisocial teenager and the antisocial teenager grows into the antisocial adult, and the antisocial adult, through procreation, tends to produce another antisocial child (Farrington in Rutter, 1997). The same applies to the development of antisocial personality by the affected individual(s).

In furtherance of this, individuals with violent behavioural tendencies, right from the onset, tend to be initially dishonest and troublesome. They later tend to become aggressive and develop the traits of pathological lying at a relatively higher stage. They eventually become practically anti-social in a multiplicity of ways, which may include heavy alcohol consumption, heavy smoking, substance abuse, and heavy gambling. They are also prone to becoming promiscuous by having multiple sexual partners and engaging in unprotected sex.

Other negative behaviours arising in childhood and persisting into adulthood in the words of Farrington, have to do with individuals finding it difficult to hold on to a job. An unstable job records, drink driving, spending time hanging about on the street, getting involved in antisocial group activities, involvement in violence and developing an anti-establishment attitudinal disposition are their common traits.

The Cambridge City Council, (2014) commenting on anti-social behaviour, an integral part of the umbrella term violent behaviour, sees it as any conduct that can cause people to feel harassed, alarm or distressed. According to the council, such behaviours often cause criminal acts. Some other anti-social behaviours that could not be directly linked to criminal acts or may not be referred to as one, can cause fear, and anxiety; and can equally degrade the quality of life for individuals, neighborhood or even the whole community (Cambridge City Council, 2014). In essence, violent behaviour constitutes a serious threat to every individual in any sane human society; hence the need for proper management to avoid a total breakdown of the social system becomes imperative.

In essence, violent behaviour denotes acting in a way that can lead to pains or distress to one or more people in the neighbourhood. According to Citizen Advice Scotland (2015),



for a behaviour to be termed 'violent' it must be regular. To this body, violent behaviour can include acts such as noise, rowdy behaviour, intimidation of others through threats or actual acts of violence, harassment, verbal insults or abusive behaviour aimed at causing distress or fear to certain people (for example, the elderly or the disabled). It also includes offensive dumping of rubbish, vandalism, animal nuisance, driving in an inconsiderate or reckless manner and many more.

### **2.1.1 The Nigerian Police and Activities of the Road Transport Workers**

The nature of the relationship between the foremost paramilitary agency in Nigeria, the Nigeria Police and road transport workers, especially the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN) has always been that of mixed blessings. In many instances, the three bodies have worked as partners in progress in resolving important social challenges. At times, it is a sort of symbiotic relationship while in some instances, it is outrightly parasitic. At times, the relationship takes a smokescreen approach and at times the relationship could be frosty. However, the fact remains that the Nigerian Police, irrespective of the nature of relationship that exists between it and the road transport workers unions, have not condoned indiscipline, indulgence and destructive tendencies from the road transport workers union members. For countless number of times, the Nigerian Police have put in place symposia, workshops and other means of enlightenment to broaden the reasoning of members of the Nigerian road transport workers union, basically to discourage the hot-headed ones among them from anti-social activities and violent behavioural tendencies.

In another dimension, but in more extreme situations, the Nigerian Police have exchanged gun shots with the more militant units of the road transport workers unions. Nigerian law enforcement agents have equally effected the arrests of dangerous criminals among road transport workers, declare officially some kingpins as "wanted" in the local parlance. The body also, prosecute and got conviction of the erring and more criminally minded ones. The Nigerian Police even go to the extent of issuing official warnings against violent acts among members of the unions and make practical efforts at bursting

clandestine activities of some criminally minded members of the unions ( Lawal 2016, Akintokunbo, 2016).

### **2.1.2 The Nigerian Federal Road Safety Commission and Violent Behaviour of Road Transport Workers**

The Federal Road Safety Commission of Nigeria was established in 1988, and one of its main objectives is the enforcement of total road traffic rules and regulations. Other objectives also include enlightening Nigerians on road safety and crash prevention matters (Osita, 2008). Since inception, the agency has been working hand in hand with members of the road transport workers unions in diverse areas and in different parts of the country in the bid to reduce and put under control violent behaviours of road transport workers in the country. Parts of such efforts include standard setting which involves policy formulation. A good illustration here is the Road Transport Safety Standardization Scheme (RTSSS) a regulatory policy which stipulates minimum safety requirements for road transport users.

The establishment act of the agency equally empowers the Federal Road Safety Commission of Nigeria to maintain a databank of all transport operators having up to five vehicles in their fleet. The commission's duty also include certification and registration of operators, safety officers and all necessary operational activities as may be required from time to time (Olagunju, 2010). The agency equally has made it a point of duty to ensure that all transport operators especially those on inter-state road transport services establish a safety unit. The commission appoints a safety officer as the head of the unit as well as sanction any unit that fails to comply. The agency also ensures that fleet owners employ competent and well trained drivers; provide standard terminus/registered office in locations that will not lead to traffic problems and congestion, ensure provision of road safety policy, operate comprehensive vehicle maintenance policy; that is, ensure road worthiness of their vehicles . In addition to this, the agency equally brought on board the issue of passengers manifest especially on inter-state journeys.

Coupled with the above functions, the agency (FRSC) also carries out vehicle inspection and assessment to verify claims of compliance by commercial vehicles owners and drivers. The agency also carries out enforcement of standards, (this is done in

collaboration with other security agencies). The Road Safety Agency in Nigeria, (FRSC), is also responsible for certification of driving schools; carries out public enlightenment programmes, (Obayemi, 2010) and licensing. This is, all in the bid to check the violent behaviour of tempestuous road transport workers in Nigeria. In certain cases, the Federal Road Safety Commission of Nigeria collaborates with members of the road transport workers union to organize motor park rallies on deviant behaviours of road transport workers such as indiscriminate parking, sexual promiscuity, dangerous driving, substance abuse and so on. This is done to impart safety consciousness among commercial vehicle drivers, especially in Nigeria.

Besides this, the agency tend to legislate, prosecute defaulters and even impound vehicles in the bid to establish sanity. The agency equally organises in-house educational programme for drivers and staff of transport companies to minimise dangerous behaviours.

### **2.1.3 Nigerian Government and Management of Violent Behaviours of Road Transport Workers**

The rapport between members of the Nigerian road transport workers unions and successive administrations in the country, as is the case with the Nigerian Police, is almost the same. There is a working relationship between road transporters and the ruling elites though the relationship sometimes drift into some negative transactions. In the submission of Olubomehin, (2012), having offered their support and loyalty to those on the corridor of power as well as their closeness to people at the grass roots, Nigerian political ruling elites often use members of the road transport workers' unions to influence the electorates to enable those in power to achieve their political goals.

Aside from their involvement in politics, the road transport workers unions especially the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN), also carry out important activities in the society especially in collaboration with governmental and non-governmental organizations. The unions have successfully participated in series of road safety campaign programme of the government, immunization programme, family economic advancement programmes, mass transit implementation and Road Accident Health Insurance Scheme.

The Nigerian road transport workers unions have also been active in the campaign against the spread of HIV/AIDS and have collaborated with national, local and international agencies to create awareness on modes of transmission and prevention, thereby contributing to government's efforts at checking the spread of HIV/AIDS in Nigeria. Despite this laudable symbiotic relationship between the Nigeria government (different strata) and the road transport workers unions in the country, the government has never condoned any form of indiscipline, indulgence nor handle any dangerous, anti-social and violent behaviours among members of the road transport workers union with kid gloves. Nigerian government has always been adopting enforcement (laws) education (public awareness) and emergency response (post-crash medicare) as tools (Sumaila 2013). Other areas include licensing, setting driving hours rules and inspection as well as adopting policy and policing measures to address violent behaviours among road transport workers. This, the government does, using uniformed officers, plain clothes officers, supervision, police/driver collaboration, crime analysis and management, displaying pictures of offenders, legislation, arrest and prosecution of offenders (Nakanish & Fleming 2011; Lincoln & Gregory 2015).

Apart from the above, the government, through its numerous established agencies such as the Vehicle Inspection Unit (VIU) the Federal Road Safety Corps (FRSC), holds regular interactive sessions with members of the road transport workers unions. Usually, the meetings primarily centre on encouraging commercial vehicle drivers and road transport workers to obtain valid vehicle documents and keep their vehicles in good working conditions and in road worthy state. Government, through these agencies, also teaches the road transport workers the imperativeness of behaving well to passengers and other road users, abstaining from reckless sexual behaviours, substance abuse, over speeding and desisting from social violence (Olubomehin, 2012).

#### **2.1.4 Road Transport Workers' Unions and Management of Violent Behaviours**

The main objectives of road transport workers' unions in Nigeria majorly centres on protecting, defending and promoting the rights and well-being as well as the interest of all workers in the unions. In essence, in the submission of Olubomehin (2012), the primary goal of the unions is to promote the economic welfare of its members. The unions

also work hand-in-hand with government, non-governmental agencies, international agencies and private individuals in carrying out community services. These often includes filling potholes on public roads and cutting roadside weeds to aid drivers' visibility in corners and other dangerous spots on the roads, an act which usually benefits all member of the society.

In addition to the above, and in the bid to control the violent behaviours of some of their wild members, road transport workers unions in Nigeria always make it a point of duty to regularly organize sensitization programme on various areas of life that pose enormous danger to all members of the unions in particular and the larger society in general. As a pursuance of this, the unions carry out sensitization/awareness programme on over speeding, dangerous driving, war against political thuggery, campaigns against sexual recklessness and HIV/AIDS as well as other Sexually Transmitted Infections (STIs).

The unions also educate their members on the need to eschew social violence, abstain from substance abuse, violent secular and union politics, criminal acts such as armed robbery, touting, kidnapping, rape, thuggery, and other violent activities. The unions have even at various times practically got involved in conflict resolution among warring factions within the unions (Ibe-Sally, Nwoke, Emerole, Onyeocha, Nwawume & Nwaokoro, 2014). The road transport unions equally have ways of carrying out sanctions on erring members by imposing financial sanctions such as "ticketing" in the motorpark parlance, occasionally, suspension from operating in the parks for a considerable length of time and, in extreme cases, outright expulsion.

## **2.2 Socio-personal and psychological factors of violent behaviours**

### **Social Factors**

#### **Peer Pressure**

Peer pressure is the influence exerted on observers or an individual who gets encouraged or compelled to follow others by altering their attitudes, values or behaviours to conform to those of the group or individual that influences them. Social groups commonly affected by peer pressure include both groups in which individuals are formally recognized as members and cliques in which membership is not clearly defined. However, an individual

needs to be a member or be aspiring to be a member of a social group before being affected by peer pressure (Brown and Brown, 2014). Peer pressure is commonly associated with episodes of risk taking, because risky activities usually occur in the company of peers (Steinberg & Monahan, 2007). Affiliation with peers who have high propensity for risky behaviours and risk taking predisposes individuals who belong to such group to act in the same way. In short, peer pressure is a strong predictor of violent behaviours in individuals (Durkin, 1996).

Basically, certain factors predispose individuals to negative peer pressure, some of which are inability of individuals to trust their personal instincts, lack of free flow communication and the desire to experiment with various variables by testing the bounds of the society. Peer pressure from research has been linked to violent behaviours among individuals (Cherie & Berhane, 2012; Abiodun, 2013). While commenting on the issue of peer pressure and its bearing on violent behaviour, Gardner and Steinberg (2005) identify age issues and other psychosocial capacities such as impulse control or sensation seeking as important determinants.

Among the belligerent members of road transport workers, peer pressure plays a significant impact as it contributes to acting under impulsivity, inability to intelligently assess situations before acting, and failure to accurately weigh the pros and cons of a particular action before carrying it out. All these and many more account for the dominant roles played by peer pressure as a significant agent provocateur in the occurrence, exhibition and participation in violent behaviours among members of social or occupational groups.

### **Violent Politics and Political Practice**

Violent politics and political practice deals with the intentional use of violence and brutality for political purposes. It is simply, the criminalisation of politics, and when politics is criminalised it is left in the hands of ruffians, thugs and hooligans, while the good citizens are scared away. On the whole, in the submission of Njoku (2015) violent political practice is characterised by robbery, intimidation, gangsterism, murder and political assassination and physical assault. It often involves physical combat between two opposing gangs or groups which ultimately generates inter-personal or group hostilities.

In the views of Abe and Bello (2017), myriads of reasons are responsible for violent political practice in Nigeria; ranging from unemployment, underemployment, the phenomenon of godfatherism in politics, both union and secular as well as spiritual politics. Other factors include desperation or winning at all cost syndrome among politicians, the impact of urban violence and street gangsterism, pseudo-democratic practices, the negative impact of 'money politics', the glorification of gunboat politics, veneration of bunker democratic practices and many more.

Whether it is union based or secular politics, violent politics and political practices often lead to the militarisation of the political terrain. It contributes to the proliferation of arms and ammunition and creates unfortunate scenarios in the social system. Violent politics and political practice is equally responsible for the evolution and sustenance of violent political culture in all strata of life in the country. It is a tool for the perpetration of political violence and subversion of democratic order which discourages the electorate from executing their franchise, thereby creating an unfortunate political situation of low voters turnout during elections. Individuals who participate in violent political practice have high propensity of being obnoxious and vicious. They are prone to displaying demeaning indiscipline and rowdiness, arson and violence as part of an established and sustained political culture.

### **Explosive Social Relations**

Social relations have to do with relationship between two or more individuals or among members of a group or groups of people. Good social relationships have significant positive impact on individuals and societal health thereby creating a positive behavioural, psychosocial and physiological pathway; and promote a sustained societal peace and harmony (Umberson & Montez, 2010). Evidences have shown that social relationships affect a wide range of behavioural and health outcomes, including physical health, mental health and emotional stability. In its explosive form, social relationship also has to do with threat and insecurity. In essence, explosive social relations has to do with violent behaviour in general and recurrent social violence in particular.

Explosive social relations often take intra or inter societal dimension, often accompanied by a free for all and uncurtailed use of dangerous and sophisticated weapons. When in

this state of fury, explosive social relations can make adherents to unleash terror on their perceived victims, and worst of all, not sparing innocent members of the public going about doing their lawful businesses. Lots of factors predispose individuals to this violent behaviour. For instance, issues pertaining to substance abuse, anger and aggression, emotional maladjustment, poor risk perception, history of participating in social violence without adequate sanction by the state among others play significant roles in this regard (Williams, Aderanti and Womiloju, 2017).

Also, explosive social relations have to do with violence in general and social violence in particular. According to Kelly (2014), violence is the deliberate use of brutal force or power threatened or actual, against oneself, another individual, or against a group or community, that either results in or has a high likelihood of resulting in injury, death, psychological harm, mal-development or deprivation.

In separating general violence from violence in its social context, Kelly is of the view that social violence is a fusion of communal and societal violence, and in her submission, this can range from an interpersonal act of violence between two individuals to a lethal shooting by just an individual. Social violence can also take a group form (something that can threaten the entire peace and stability of a whole community). Basically, violence can have a profound effect on families, local communities and the society as a whole. Over a long duration of time, reactions to social violence can lead to mental health disorders such as depression, anxiety and post-traumatic stress disorder. It can also generate and nurture other risky behaviours such as aggression and substance abuse. Generally speaking, social violence is usually a fall out of multiplicity of factors which are often complex involving such demographic features like age, education, income, genetics, brain lesions, personality maladjustment, substance abuse and a history of experiencing, witnessing and partaking in violent behaviour (Patrick, 2008).

### **2.3 Personal Factors**

#### **Mentoring**

Mentoring is a developmental relationship between a mentor and a protégé or mentee who have different levels of expertise and skills (Rokwoo, 2017). A mentor is usually a competent senior employee or individual who have rich experience in a



particular field or profession while protégés are assumed to have limited skills and experience. Mentoring may be formal or informal. Basically, the functions of mentoring are occupational support, psychosocial aid and role modeling (Lankan & Scandura; 2002). In doing this, the successful mentor provides opportunities for the protégés to acquire new skills and challenging project assignments, while at the same time engendering emotional safety and encouragement for the mentee through friendship (Hu, Wang & Wu, 2014). In most cases, when a mentee associates and identifies with a mentor, he/she may try to emulate the mentor's attitudes, values and dispositions.

Lots of studies have identified mentoring with a range of positive outcomes for mentees. For instance, it is perceived as strategy for positive youth development and as a deterrent of risky youth behaviour, as a way to improve the academic achievement, retention and success of college students and as a means to facilitate career development among employees (DuBois & Karcher; 2005, Kracher; 2005, Kram, as cited in Eby, Allen, Evans, Ng & Du Bois, 2008). Mentoring cuts across all spheres of life and work organizations as well as occupational groups and the purpose is the personal and professional growth of the mentee (Kram, as cited in Eby et al, 2008). The mentor may be a supervisor or another individual within the organization but outside the individual being mentored chain of command or an individual in another work setting.

Mentoring is a good means of promoting desirable behaviours such as pro-social behaviour, improved job performance dexterity. As a phenomenon, mentoring can expose the mentee to business, social and lifetime opportunities which may open the mentees' eyes to diverse possibilities and encourage them to seek out new experiences, set achievable goals and realise significant results.

Within organizational context, mentoring is often viewed as training and development (T & D). Here, the discourse centres on utilizing mechanisms and programme that can be used to improve and increase a group's and or individuals' potentials to execute specific duties and responsibilities, familiarize with new ways of doing things, receive career assistance and for developmental and psychosocial support (Johnson et al., 1991; Long, 2002; Cummings & Worley, 2009; Ismail, Abdullah & Francis, 2009).

## Age

The Oxford Advanced Dictionary (2011) sees age as that duration between beginning and any given time, most importantly that stretch of life in which an individual attains complete personal rights and capabilities. It is a stage of life at which certain significant responsibilities, power and or authority is vested in an individual. Certain social institutions are strengthened by advanced chronological age, these institutions are in most cases reserved for individuals that are mature owing to the expected level of responsibilities. In addition to the level of responsibility, is the high level of commitment such institutions attract (Animasahun, 2011).

In line with this, Animasahun (2011) is of the stance that chronological age among others provides a strong buffer against mistaken expectations in every area of social situations, including the world of work.

A major negative index of young age is that, individuals at this stage of life tend to often have inadequate self knowledge and are not always sure of their potentials and future prospect.

This development, tend to make them susceptible to engaging in series of violent behaviours such that can put their lives and those of others in grave danger ( Rasanen, Lintonen & Koku, 2015). This is often exacerbated in situations, where individuals at young stage of life are bereft of qualitative education both formal and informal. The absence of this, tend to adversely affect the quality of their reasoning. It also affects any other mental asset they are expected to possess, including emotional intelligence. When such happens, the individuals are susceptible to misunderstanding, misevaluating and giving wrong diagnosis to situations, including social relationships (Gardner and Steinberg (2005). In most cases, emerging adults who are apparently of young chronological age owing to their inexperience, have high propensity for unbridled excitement, sensation seeking, display high level of impulsivity, extraversion, aggression and normlessness. All these, results into unassuming behavioural tendencies (Grey, Triggs & Haworth 1989).

## **2.4 Psychological Factors**

### **Anti-Social Personality Disorder**

Most individuals with violent behaviours have serious problems with their personality which are characterised by high level of volatility, belligerency, impulsivity and aggression. Individuals in this category struggle to relate with other people. Due to this, they show patterns of behaviour that can be regarded as dramatic, erratic, disturbing and threatening. In the submission of Zimmerman and Groves, (2010), individuals prone to Anti-social Personality Disorder display outright disregard for the feelings of others and exhibit behaviours such as rule breaking, lying, impulsivity, poor planning, belligerence, recklessness and lack conscience or empathy.

The National Institute for Health and Care Excellence (NICE) United Kingdom (2014) is of the position that, individuals with antisocial personality disorder have the tendency to see other individuals as vulnerable and may threaten, intimidate or bully them without any feeling of guilt or remorse. These individuals lack concern about the outcome of their actions and or their inactions. In the submission of NICE, the symptoms commonly displayed by individual with antisocial personality disorder include:

- Lack of regret or remorse and concern about the distress of other people.
- Absolute disregard for acceptable and normal social behaviour.
- Serious challenge with sustaining relationships on a long-term basis.
- Inability to manage their tantrum and tolerate frustrating situations.
- Insensitivity to personal faults and inability to learn from their mistakes.

Several studies have linked violent behaviours to anti-social personality disorder and are mostly exhibited through egotism, narcissism and paranoia (Fazel, Sjodsted ,Langstrom & Grann, 2007).

### **Intimidation**

Violence is a normal occurrence within every strata of human society. It is the fulcrum on which the ideal and mission statement of certain social institutions are built (Briggs, Broadhurst & Hawkins, 2015). Intimidation is a major instrument in the perpetration of violence which oftentimes could be used to inflict serious psychological threats on victims, thereby causing last long and irreparable damage.

Victims of intimidation are prone to psychological conditions such as Post Traumatic Stress Disorder and, in some cases, permanent debilitating change. Generally, intimidation is a deliberate act that causes the victim trepidation and injury. Intimidation often takes the form of physical brawl, mental manipulation, outright ridicule, glowering looks among others.

Intimidation is usually expressed in form of threatening behaviour where the perpetrator deliberately put the victim in fear of imminent attack. Other means of expression could be utterance of diatribe, rough hand gestures, raised fists, use of weapons and intentional physical assault. Bullying is a good display of act of intimidation. In analyzing bullying as an offshoot of intimidation, Bucur, Ursoniu, Caraion-Buzdea, Ciobanu, Florescu and Vladescu, ( 2020) posit that, the whole gamut of intimidation, has to do with negative verbal or physical action with underlying hostile intent. This action, causes extreme discomfort to the recipients, in essence, the victims.

### **Risk Perception**

Risk perception is the subjective assessment individuals make about the nature, characteristics and severity of an issue at stake. Risk perception is usually a highly personal process of decision making, based on an individual's frame of reference developed over a lifetime (Brown and Brown, 2014).

According to Brown, individuals mentally evaluate risks in similar ways, but risk perception is shaped by several largely unconscious emotional processes. For instance, to him, different characteristics of a threat carry different weights in terms of how people perceive the risk involved. However, the reality of the discourse remains that, human cognition plays a significant role in risk perception. Equally, individual's assessment and human emotion cannot be ruled out in some situations.

In another dimension, considering the issue of poor risk perception as a principal causative factor for diverse violent behaviours, one important variable is usually the inability to recognize cues in dangerous interpersonal situations; often referred to as "risk recognition" (Soler-Baillo, Marx & Sloan, 2005; Wilson, Calhoun & Bernat 1999 in Walsh, Di Lillo & Mesman-Moore 2012). The emotions of individuals equally has a direct bearing on the nature of risk perception; especially, poor risk perception. This is often borne out of emotional difficulties emanating from early trauma exposure, which

often obstruct subsequent risk perception. This is what Walsh & Messman-Moore (2012) refer to as emotion dysregulation and poor risk perception. This often involves individuals having challenges about identifying, labeling and expressing their emotional experiences. They are also weak at pursuing goal-directed behaviours in the face of psychological pressure; and are reluctant at accepting their emotional responses or using adaptive regulatory strategies for specific situation (Feldman, Barrett, Gross, Christensen & Benvenuto 2001; Linehan 1993; Gratz & Roemer 2004; Gross & Thompson 2007 in Walsh D. Lillo & Messman – Moore 2012).

When considered in relation with violent behaviours among certain members of significant social groups, poor risk perception plays a significant role as a major causative factor. For most part, when most of the members of such groups find it difficult to properly assess the gravity of their actions and inactions as well as the consequences of such actions. This is often exacerbated by false sense of infallibility, the stimulation to emulate and impress others and the desire to test the bounds of the society. The drive to prove loyalty to godfathers either in business or politics and many more tend to account for poor risk perception and subsequent violent behaviours among members of such groups.

### **Aggressive Behaviour**

From the point of view of social psychologists, individuals with this personality trait tend to be impulsive and exhibit measures of irresponsibility and cruelty. They are often bedeviled with social history of frequent clashes with the societal justice system. They are noted for belligerent and unwholesome behaviour characterized by aggressive and violent relationships. Individuals with aggressive behaviour often behave in manners that portray deliberate attempt to harm other individuals thus making people to avoid them. The behaviour borne out of aggression has many forms, ranging from physically injuring another person such as hitting, biting, kicking, clubbing, stabbing, shooting and so on. There is also the verbal aspect often referred to as diatribe (violent use of spoken words) such as screaming, shouting, yelling, character assassination and the like. They may also take delight in inflicting economic pressure which revolves around destroying their victim's valuables (Warburton and Anderson, 2015).

Individuals with aggressive behaviour tend to exhibit belligerent personality. Through this, they easily inflict physical or emotional injuries on other people or threaten to do them harm. Their behaviours is usually deliberate, contravene social norms and values and sometimes result in the destruction of social relationships. This view was backed by Alokun and Osakinle, (2015), who were of the view that, aggression, especially when it is negative can be destructive, and it is usually a fallout of inability to control especially pro-social behaviours.

### **Immune Delusion Syndrome**

Immune Delusion Syndrome has a striking semblance with the Acquired Immune Deficiency Syndrome which is ravaging the whole world. Immune Delusion Syndrome is equally a dangerous infection with a highly destructive tendencies which afflicts all the segment of the society including those in government. In the local parlance, it is commonly referred to as “over confidence”. Immune Delusion cuts across all facets of life and is a major predictor of violent behaviours in whatever form it takes. It is an important underlying causative factor for perversion, aggressive driving, violent power politics and all forms of extremism including weird behaviours. Immune Delusion Syndrome is usually conveniently hunged on religious, superstitious, fatalistic belief system and on backing of the authorities. This condition induces individuals to engage in violent and deviant behaviours. For instance, it is not out of place to see individuals driving against traffic owing to religious beliefs. Those in position of authority do similar thing because they feel that governmental apparatus and paraphernalia of office covers them. Military and paramilitary personnel also are guilty of this destructive syndrome as they are often under the illusion that, being uniformed personnel accords them exclusive immunity.

Immune Delusion Syndrome accounts for the myriads of violent behaviours displayed by lots of individuals in every human society. This could be borne out of extreme respect and acknowledgement given to prominent persons who play important roles in social activities. Other possible factors include unbridled societal latitude of acceptance, false sense of infallibility, ready compromise by law enforcement agents,

bribery and corruption, religious and cultural fatalism and skewed societal values. It is also common to see some occupational groups displaying arrogance, which regularly mars inter-personal relationship. This sometimes leads to escalation of social violence, explosive social relations, high rate of involvement in criminal activities, spread of sexually transmitted infections and many more.

Immune Delusion Syndrome is practically displayed in various parks where road transport workers operate. In their daily lives and interpersonal relations, some of them believe in voodooism and other supernatural powers. Some, rather partake in appeasing a particular deity, they regard as the god of metallurgy (or in the local parlance the “god of iron”) instead of attending or partaking in safety (enlightenment) rallies. They have the belief that they are immune to mishaps and can even vanish in case there is one (Olagunju, 2010).

## **Empirical Literature on Socio Personal and Psychological Factors of Violent Behaviour**

### **2.5 Social Factors and Violent Behaviour**

#### **Peer Pressure and violent behaviours**

The peer groups individuals belong to in most cases are strong determinants of their manner of dressing, adoption of peculiar lifestyles, attitudinal disposition, utterances and attitude towards consumption of psychotropic substances. Peer group membership, especially when the individual is under the pressure to conform to the norms of the group, may lead to adaption to weird social philosophy, violence and other criminals as well as belligerent behaviours (Tome, Gaspar de Matos, Simoes, Camacho and Diniz, 2010). The peer group plays significant roles in individuals' socialization; and the degree of negative peer influence on the evolution of violent behaviour and its sustenance can never be underestimated (Wing Lo and Cheng, 2018). In certain situations, the higher an individual's autonomy from the peer group the higher their resilience from the pressure exerted by the peer group members. The same applies to assertive refusal of individual group members provided they can muster the courage to do so.

Generally, peer group influence, when it degenerates to peer pressure, may adversely influence individuals to get involved in violent behaviours. Wakoli, Kiptiony, Chemwei and Chonge (2016) see peer pressure as the influence exerted by a peer group in motivating individual members to alter or modify their attitudinal dispositions, behaviours, values and moral stance in the quest for conforming with group norms. The implication is that strict adherence to the dictates of peer group put them under great pressure, weaken their self-reliance and discretion. Peer pressure, from various studies, have been linked to violent behaviours among individuals (Cherie & Berhane, 2012; Abiodun, 2013). While commenting on the issue of peer pressure and its bearing on violent behaviours, Gardner and Steinberg (2005) cited chronological age issues and other psychosocial capacities such as impulse control or sensation seeking as important determinants in this instance.

Generally, there is a nexus between peer group, peer pressure and violent behaviours; especially, when issues pertaining to elastic group latitude of acceptance and social acceptability are concerned.



This can be aptly corroborated through the Asch experiment, designed to assess how peer pressure impacts on the judgement and individuality of single individuals to adhere to the decision of the majority. In a study carried out using this experiment, the outcome of the experiment revealed that individuals tend to frequently follow the judgement of the majority in a social group even when those majority are wrong. This often happens as a result of individual's desire to achieve acceptance and security within that group. However, contrary views or stance to the position of the group attract sanctions, mostly social ostracization (Suhttleworth, 2011). Due to the fact that most individuals with lower assertive skills easily succumb to peer pressure, they tend to embrace wholly a culture of their peer group which often becomes harder to resist. The implication is that when violence is the hallmark of the culture of a peer group and a strong bond is formed between the individual and such peer group, such individuals automatically adopt violence as a pattern of behaviour (Scott, 2008, Landau, 2012 and Rugg, 2013).

Yavuzer, Karatas, Civilidag and Gundogdu (2014) are of the view that for individuals who lack positive family relationship, peer pressure plays significant roles in their psychosocial development; and this can range from positive to negative effects such as violent behaviours.

For most part with due regard to the behaviours of the maverick ones among Road Transport Workers which conventionally tilt towards violence. Peer pressure plays prominent roles in their acting under impulsivity, problems in intelligently assessing situations before acting and failure in considering the consequences of a particular action before effecting it. All these and many more are responsible for the significant roles played by peer pressure as a significant agent in the occurrence, exhibition of and involvement in violent behaviours among some members of certain social groups.

### **Violent Politics, Political Practice and Violent behaviour**

Violent political practices has as its epicentre the use of threats, coercion, intimidation and physical use of harm to achieve political end. Violent political practice is utilized to influence the electoral processes through deliberately delaying, disrupting and scuttling an election all in an attempt to thwart its outcome (Verjee, Kwaja and Onubogu, 2018). Fundamentally, it deals with the intentional use of violence and brutality for

political purposes is the hallmark of lethal politics and political practice. It is simply the deliberate criminalization of politics; and when this happens, politics is left at the disposal of miscreants, while the law abiding citizens are scared away. On the whole, in the submission of Njoku (2015) the main feature of violent political practice is, intimidation, gangsterism, murder and political assassination and physical assault. Often, it involves physical assault between two opposing gangs or groups against non combatant targets which ultimately generates inter-personal and group hostilities between the warring gangs.

In the submission of Abe and Bello (2017) lots of reasons account for violent political practice in Nigeria. This ranges from excruciating and inter-generational poverty, state influence, unemployment, underemployment, the phenomenon of god-fatherism in both union and secular politics. Other factors include the desperation of achieving electoral victory at all cost syndrome among politicians. The negative impact of urban violence and street gangsterism, pseudo-democratic practices, 'money politics', the glorification of bunker democratic practices and veneration of gunboat politics among others on the societal development is alarming.

Irrespective of its classification, violent politics and political practices promotes the militarization of the political terrain and contributes to unhindered flow of arms and creates destructive scenarios in the social system. Violent politics and political practice nurtures and sustains violent political culture in all strata of the society. It is a tool for the entrenchment of political violence and subversion of democratic practices. This discourages the electorates from exercising their constitutional right, thereby creating an unfortunate political situation of poor voters turnout during elections and many more. Participants in violent political practice have high propensity of being obnoxious and vicious, displaying demeaning indiscipline and rowdiness, arson and violence as part of an established and sustained political culture.

### **Explosive Social Relations and Violent Behaviour**

At the nucleus of social relations is mostly informal relationship between two or more individuals or between a group or groups of people. Good social relationships have significant positive impact on individuals and societal health thereby creating a positive

behavioural, psychosocial and physiological pathway. It also promotes as well as ensures societal peace and harmony (Umberson & Montez, 2010).

Explosive social relations often take intra or inter societal dimension, often accompanied by a free for all and non-restrictive use of dangerous weapons including weapons of war. In a state of fury, explosive social relations motivates adherents to unleash terror on their perceived victims and in extreme cases not sparing innocent members of the public going about doing their lawful businesses. Lots of factors predispose individuals to this lethal behaviour and propensity for substance abuse, anger and aggression, emotional maladjustment and poor risk perception. History of participating in social violence without adequate sanction by the state among other play significant roles in this regard, Akinola (2015).

Explosive social relations have to do with violence in general and social violence in particular. Kelly (2014) sees violence as the intentional use of physical force or power threatened or real, against oneself, others, or against a group or community, that can results in or has a high propensity of resulting in injury, death, emotional harm, mal-development or deprivation.

In separating generic violence from violence in its social context, Kelly (2014) is of the view that, social violence is an amalgam of community and societal based violence and in her submission, this varies from interpersonal act of violence between two individuals to a lethal shooting by just an individual. Social violence can also take a group form (something that can threaten the entire peace and stability of a whole community including the global community). Social violence is usually a fall out of multiplicity of factors which are often complex involving such demographic features such as age, education, income, genetics, brain lesions, personality maladjustment, substance, abuse and a history of experiencing, witnessing and partaking in violent behaviour (Patrick, 2008).

Violence can have a profound effect on both the micro and the macro communities not exempting the global community as a whole. Over a long period of time if inappropriately addressed, responses to social violence can lead to mental health challenges including depression, anxiety and post-traumatic stress disorder as well as generate and nurture other violent behaviours such as aggression and substance abuse.

## **2.6 Personal Factors and Violent Behaviour**

Motivations for involvement in violent behaviours differ from person to person in some situations. Some of the factors that motivate individuals to imbibe such behaviours are highlighted below:

### **Mentoring and Violent Behaviours**

Mentoring is a developmental relationship between a mentor and a mentee who have different levels of expertise and skills (Rokwoo, 2017). A mentor is usually a competent senior professional or individuals with a vast array of experience in a particular field or profession while the mentee is assumed to have limited skills and experience.

Generally, mentors respond to critical needs in the life of the mentees so as to help the latter prepare for greater achievement in life. Mentoring is a developmental caring, sharing and helping relationships, where an individual invests time and technical 'know how'. It is a deliberate effort in enhancing another individual's growth, knowledge and skills. Mentoring basically assists the mentee to remain focused and avoid the pitfall of negativities ( Ubangha, Nwadinigwe and Iyayi, 2014).

Within occupational groups, the notion of mentoring has at its thrusts professional and personal development of the mentee. The mentor may be a professional colleague, a super-ordinate or other individuals within the same occupational group but outside the mentees' chain of command. The major aim of mentoring is to enhance desirable behaviour in line with the culture of the organisation in the mentee. However in organisations in which the core instrument and value for goals attainment centres around violent tendencies, a destructive twist to the conventional positive side of mentoring will always be the outcome. In situations where there is a high presence of individuals who are naturally psychopathic in nature coupled with working in a high risk environment that are violent prone, the tendency is rife to find violence based mentorship. Also, in a workplace entrenched with a deep culture of violence and fluid movement of occupational norms pliable individuals easily yield to violent mentorship.

Individuals who fall into this category, especially those classified as 'significant others', when they eventually become mentors, naturally offer their protégés what can be

described best as destructive mentorship. In the case of road transport workers, there are pockets of individual mentors who are basically recalcitrant elements. The implication is that, through these maverick mentors, the upcoming road transport workers, especially those who share their ideologies tend to acculturate the culture of violence. As a result of this negative development, these categories of road transport workers are always ready tools to be used by whosoever require their services for the purpose of defence or to mete attacks on perceived opponents or any other target. The hot headed ones among road transport workers, who have been wrongly mentored, can go to any length to carry out the biddings of their mentors, which often include killings, massive destruction, maiming or completely obliterating their perceived target (Omomia, 2015).

### **Age and Violent Behaviour**

This has to do with that part of the duration which is between its beginning and any given time, especially the time of life an individual attain full personal rights and capacities. It is the time of life at which some particular responsibilities, power and or capacity is vested in an individual (Oxford Advanced Dictionary, 2011). Age in this instance implies chronological age which connotes the number of years an individual has been in existence, especially ,when used as a standard against which to measure behaviour, intelligence, character and many more. Chronological age can be used to ascertain the worth of an individual as well as the negotiating prowess of such individual.

Age plays significant role in shaping the behaviour of human beings especially in individuals with sound minds most importantly when life philosophy come into the fore, this outrightly shapes thoughts, feelings, mindset, opinions and views of the concerned individual which are elicited in social context. Young age for instance can be a challenging developmental period in which individuals can or may experiment and engage in problem behaviour such as substance abuse, delinquency and gambling, sexual recklessness, explosive social relations, violent driving behaviour and many more (Jensen,2003; Strange & Sorensen, 2008 in Rasanen, Lintonen & Koku, 2015).These behaviour are actions that every rational human society disapproves and which attract social sanctions.

Chronological age ,especially age less than twenty five years(Grey, Triggs & Haworth 1989) low educational background, semi-skilled and unskilled individuals, single marital status, low socio-economic status, recidivism, substance abuse, inexperience and mental health issues, all this and many more account for violent behaviour among individuals. This is often not restricted to a stream line scheme of things but generally transfer to the larger social system (Hassen ,Godeso , Abebe & Girma, 2011). Considering the issue of age , at a particular stage in the lives of individuals, the part of the brain that handles planning and impulse control do not get completely mature until about the age of twenty five. The implication of this is that, road transport workers under the age of twenty-five have the tendency to take sensitive decisions based on impulse without giving due consideration to the consequences of their actions and inactions (Australian Government Department of Social Services, 2015).

From the demographic perspective, inexperience and underage issues are one of the major constraints in the road transport industry in Nigeria. This accounts for why most road transport workers hardly possess the right authorization from government authorized agencies such as the Federal Road Safety Commission and are unqualified before hopping behind the wheels. This is responsible for the high level of illiteracy displayed by most road transport workers especially with due regard to highway codes or traffic orders. The implication of this is that, most road transport workers who fall into this category often put their lives and the wellbeing of other members of the society at risk. This usually leads to road traffic accidents, because due to their inexperience, coupled with their poor training or no training at all, their decision making ability and reaction to important safety issues are often heavily compromised.

## **2.7 Psychological Factors and Violent Behaviour**

### **Anti-Social Personality Disorder and Violent Behaviour**

Violent behaviour is a serious social problem. This in the submission of Kant, Boers, Kempes and Egger (2020) could be viewed from societal and scientific points of view. They posit that, violent beaviours in individuals vary in terms of neurocognitive

profiles. Basically, certain individuals put up behaviour which left others bewildered feeling that the values of the society have been eroded. Individuals who act this way mostly suffer from antisocial personality disorder. Antisocial personality disorder has as its main feature, repeated history of non restrictive negative behaviour in which the rights and privileges of others are infringed upon without any sense of remorse by the perpetrators ( Duru, 2015). Individuals who suffer from antisocial personality disorder exhibit a negative expression which force them to constantly violate socially prescribed behavioural patterns and acceptable norms.

Antisocial personality disorder often involves the sufferer engaging in outright aggression, vandalism, infractions of rules, defiance of authority and deliberate contravention of social norms (Ikediashi & Akande, 2015). Generally, individual sufferers of antisocial personality disorder tend to have high intolerance for frustrating situations. They often act on impulse, suffer poor risk perception, display quick temper and are devoid of all sense of veracity. In addition, most of them are bullies, highly belligerent in their personality make up and bereft of all forms of social skills ( Wachikwu and Ibegbunam, 2012; Williams, Aderanti & Womiloju, 2017).

Generally, most individuals with violent behaviours have serious problems with their personality. Some of them are often characterised by extreme level of volatility, belligerency, impulsivity and aggression. Individuals under this category struggle to maintain positive relationship with others. As a result, they exhibit patterns of behaviour that could be regarded as, erratic, disturbing and threatening. Zimmerman and Groves, (2010) are of the view that individuals prone to anti-social personality Disorder exhibit total disregard for the feelings of others and sometimes display behaviours such as flagrant rule breaking, lying, impulsivity, poor planning, belligerence, recklessness and lack conscience or empathy.

### **Aggression and Violent Behaviour**

Certain individuals tend to behave and display personality traits which portray them as been impulsive, rude, cruel and irresponsible. They always willingly run into collision with the criminal justice system and feel no remorse about it. Their entire life is pervaded by unwholesome and belligerent behaviour and ruled by violent and aggressive social

relationships. Individuals with belligerent personality often put up behaviour that indicates deliberately attempting to inflict injuries or harm on other people.

Aggression as behavioural pattern is the hallmark of individuals with belligerent personality and they find it easy to inflict both verbal, physical and psychological injuries on other people or threaten to do so. Basically, individuals with belligerent personality tend to display hostile aggression ostensibly to hurt other individuals or use considerable force or destruction against them (Ramirez and Andreau, 2006, in Ademowo, 2011). Among road transport workers, the small cliques who are belligerent are often the arrow head of violent behaviours, which unfortunately are associated with the rest of the fold. The fact that they have witnessed many clashes in their various domains tend to get them desensitised from violence and its consequences, hence, they welcome it as the most appropriate strategy for conflict resolution (Ojewola, 2014). Aggressive behaviours among road transport workers include physical violence, regular usage of diatribe, throwing of tantrums, bossiness and emotional outbursts. Most of these aggressive individuals are fearless, vicious and completely lack empathy. In most cases, some of the reasons for this could be found in the drive for social recognition and acceptability, the desire to acquire power, wealth, popularity and leadership (Amadi, Ahamefule and Ojo, 2015). This manifests especially when it comes to controlling the power apparatus in the various parks, controlling more lucrative transport routes and commanding the instrument of respect. When the biddings of these belligerent road transport workers are not done, they willingly unleash terror on the society (Ademowo, 2011; Ikuomola, 2012).

### **Risk Perception and Violent Behaviour**

It is natural for individuals to make decisions on a daily basis on how to behave and take actions. Making decisions is a rather complex cognitive process which often involves a fusion of diverse sources of information. However, a sound risk perception plays significant roles in sound decision making and the resultant actions. Risk perception is the subjective assessment individuals make about the nature, characteristics and severity of an issue at stake. It is usually a highly personal process of decision making, based on an individual's frame of reference, developed over a lifetime (Brown and Brown, 2014).



Brown opines that, people mentally assess risks in almost the same manner, however, risk perception is mostly determined by diverse huge unconscious emotional processes. Brown is of the view that, different threat carry different characteristics and weights in line with how the affected people perceive such risk. Human cognition plays a significant role in risk perception. Equally, assessment and human emotion also cannot be ruled out at the same time. A combination of both internal and external factors can enhance risk perception. This, among others, often include experience, memory, stress level and mood of the individual (internal) as well as the environment, exposure, peer groups and personal values of the individual (external). Risk perception is a subjective evaluation of the possibility of the occurrence of a particular mishap and the preparedness of the concerned human being with the resultant effect. Risk perception comprises a sincere appraisal of the possibility and the consequences of a negative outcome of an event.

Good risk perception affects prosocial behaviour and sound emotional stability among individuals. Generally, perception of risks has a positive relationship with the effective management of violent behaviour. Poor risk perception comes at a higher price, and within the purview of the road transportation sector, it is associated with a high auto crash related issues, explosive social relations and weird occupational cultural based behaviour. This often results in high morbidity and mortality, family disintegration among others (Ajayi, Fatundimu, Olaleye and Hamzat, 2017).

Poor risk perception is a principal causative factor for violent behaviours. One important variable is usually the inability to recognize cues in dangerous interpersonal situations, often referred to as “risk recognition” (Soler-Baillo, Marx & Sloan, 2005; Wilson, Calhoun & Bernat 1999 in Walsh, Di Lillo & Mesman-Moore 2012). The emotions of individuals equally has a direct bearing on the nature of risk perception, especially, poor risk perception. This is often borne out of emotional difficulties emanating from early trauma exposure, which often obstructs subsequent risk perception. This often involves individuals having challenges at identifying, labeling and expressing their emotional experiences, pursuing goal-directed behaviours in the face of psychological pressure. They are also averse to accepting personal emotional responses and using adaptive regulatory strategies for specific situation (Feldman, Barrett, Gross, Christensen & Benvenuto 2001;

Linehan 1993; Gratz & Roemer 2004; Gross & Thompson 2007 in Walsh D. Lillo & Messman – Moore 2012).

When viewed from the perspective of violent behaviours among certain members of significant social groups, poor risk perception plays a significant role as a major causative factor. For most part most of the members of such groups find it difficult to properly assess the gravity of their actions and inactions as well as the consequences of such actions. This often is exacerbated by a false sense of infallibility, the desire to emulate and impress significant others and the desire to test the bounds of the society. Attempt to prove loyalty to godfathers either in business or politics and many more also tends to account for poor risk perception and subsequent myriads of violent behaviours among members of such groups.

### **Intimidation and Violent Behaviour**

Intimidation is simply an intentional behaviour that can cause a person fear of injury or harm and it is a major instrument in the perpetration of violent acts. Violence is a frequent occurrence within and at every strata of human society. It is the fulcrum on which the ideal and mission statement of certain social institutions are built (Briggs, Broadhurst & Hawkins, 2015). Intimidation is a major instrument in the perpetration of violence which is often used to inflict serious psychological threats on victims, thereby causing last long and irreparable damage.

Individual victims of intimidation are prone to some negative psychological conditions such as Post Traumatic Stress Disorder and in some cases permanent debilitating change. Generally, intimidation is a deliberate act that causes the victim trepidation, injury or harm. Intimidation often takes the form of physical brawl, mental manipulation, outright ridicule, glowering looks and so forth. Intimidation is usually expressed in form of threatening behaviour where the perpetrator deliberately put the victim in fear of imminent attack. Other means of expression could be utterance of diatribe, rough hand gestures, outright confiscation of other persons' valuables, destruction of another persons' valuables, use of force to access what others would not willingly part with, raised fists, use of weapons and intentional physical assault (Ademowo, 2015).

### **Immune Delusion Syndrome and Violent Behaviour**

The hypocritical and delusional mental state of certain individuals, social or occupational groups has spelt doom not only to those individuals but, in well known historical cases, the world at large. The erroneous impression and feelings of pseudo-infallibility, impregnability and invulnerability to ominous danger and the erroneous belief that if such occurs there is always an escape route, to some extent account for heightened violent behaviours among the maverick cliques of road transport workers.

There are anecdotal evidencies which confirm belief in certain extraterrestrial powers by these belligerent few as well as their strong reliance on those on the corridors of power. These are strong reasons for the series of reckless and violent behaviour such as aggressive driving, explosive relationship with other people among others which are regularly displayed thereby pushing the society to the brink of collapse (Atubi, 2012; Ayodele, Atere & Bayewu, 2013).

## **2.8 The Motor Park Environment and Violent Behaviour among Road Transport Workers**

This connotes the psycho-social location where human beings develop and operate. Environment, as an entity, goes a long way in shaping the world views of individuals who grow up and operate in them by ‘infecting and affecting their behaviour and attitudinal dispositions. It also determines how and why individuals behave differently in different situations.

Sincero (2012) while analyzing Bronfenbrenner’s social ecological system theory, expresses the view that the type and nature of environment that individuals experience or found themselves in throughout life go a long way in determining their attitudes and behaviours, and by extension, the interpersonal relationships such individuals or group of individuals have with other people in the larger social system.

What the above implies is that the individual’s peers, co-workers, neighbours and those in allied businesses can unilaterally or collectively influence the attitude and behaviour of an individual or group of individuals and the latter can conveniently do the same to the former, sort of symbiotic relationship. In the same manner, the cultural environment in which an individual is raised; which has to do with the socio-economic status cum family background of the individual, their religious beliefs as well as economic status can play a significant role in determining and at the same time shaping the behaviour of an individual or group of individuals.

Fundamentally, the communities individuals evolve from or operate in, can contribute to the development or abhorrence of violent behaviour by the concerned individuals. In those environment in which individuals are regularly exposed to hostile experiences and where the need to fight for survival is the order of the day, it is easy to engage in violent behaviours. For most parts, individuals who fall into this category are often filled with rage and a deep sense of social rejection with strong belief that they owe the society nothing positive and beneficial. Invariably, violence becomes a way of life they perceive as being favourable (Gudyanga, Gudyanga & Matamba, 2015)

In another dimension, individuals who might have been exposed to traumatic experiences in the process of growing up in their respective societies, may struggle to learn diplomatic and rational means of handling social issues; and when this is

exacerbated by communication and information processing challenges, such individuals might resort to violence. Having developed violence mind set in the communities they evolve from, they regularly exhibit violent behaviours (Paterson, 2008 in Gudyanga et al 2015).

The home front is another vital area where violent behaviour can be acquired by individuals. Most importantly, if violence is at the epicenter of activities especially among significant others in the family, individuals raised in such belligerent environment, most likely might end up believing in and adopting violent behaviour as a tool of conflict resolution. The road transport business environment in this instance connotes the exact business domains of road transport workers. These are the various commercial motor parks and transport routes plied by road transport workers, while carrying out their daily business activities. These motor parks are known strongholds for peddling substances which, when consumed, can act as either depressants or stimulants or both with their dire consequences.

The clique of substance users and abusers among road transport personnel have contributed significantly to worsening the spread of HIV/AIDS and other blood related lethal infections such as hepatitis infections, courtesy of high level of drug injection and needle/syringe sharing (Wiwat, 2006:Olugbenga-Bello, Asekun-Olarinmoye & Adeomi, 2011).

Apart from the above, the consumption and abuse of substances is such that has contributed immensely to incidents of anti-social and risky driving resulting in road accidents, claiming lots of lives. Unfortunately, the larger society is always at the receiving end. The reason is that in most cases, the bulk of road traffic crashes victims are usually law abiding members of the society who could fall within the purview of commuters, pedestrians or co-road users. The affected victims often sustain various degrees of injuries that affect them physically, financially, emotionally and in extreme situations resulting in death.( Leon Cal & Salvendy 2005; Wang, Rau & Salvendy, 2011; Eze, 2012).

These substances include alcohol of different varieties and other psycho-active substances, which include aphrodisiac, marijuana, barbiturates, cannabis and many more. These are openly hawked at motor parks, without restraints nor consideration for the

consequences of their usage. The motor park environment in another dimension equally serves as a recruitment base for and mobilization domain for political thugs who are mostly drawn from the rank and files of road transport workers. This is often done under the supervision of significant others as well as with the full backing of state political power brokers. Individuals in position of political authority that are involved, usually provide immunity for the bad eggs among road transport workers whom they use to unleash terror on their perceived political opponents. This sometimes generates mayhem in the larger society with outright confrontations with law enforcement agents, involving exchange of shoot-out (The USA Bureau of Democracy, Human Rights and Labour, 2007).

## **2.9 Violent Behaviour as a Dimension of Anti-Social Personality Disorder**

Most individuals with violent behaviour have problems with their personality make-up according to the National Institute for Health and Care Excellence (NICE), United Kingdom (2014). This is referred to as personality disorder, which the institute has grouped into clusters, A, B and C. Based on the submission of the institute, individuals who have violent behavioural tendencies fall into the cluster B personality disorders. Individuals under this category tend to struggle to relate with other people. Due to this, they show patterns of behaviour that can be regarded as dramatic, erratic, disturbing and threatening. Antisocial personality disorder, according to the submission of the institute, falls into this category.

According to the institute, individuals with antisocial personality disorder tend to perceive other individuals as vulnerable and may threaten, intimidate or bully them without any feeling of guilt or remorse. These individuals lack concern about the outcome of their actions and or their inactions. In the submission of the institute, the symptoms display by individuals with antisocial personality disorder include: total lack of concern, regret or remorse about other people's distress, irresponsibility and disregard for acceptable and normal social behaviour, inability to sustain long-term relationships, inability to tolerate frustration and manage their tantrum, lacking all form of sense of guilt; finding it difficult to learn from their errors and blaming others for the problems in

their lives. This view is aptly supported by Animashaun (2007) in a study carried out on emotional intelligence education and remediation of aggressive behaviour.

The culture of the society plays a prominent role in the nature of people that emanate from that society. This is because in life, in the bid for survival, man needs to acquire certain social skills and there is no way man will not exhibit this in the quest to discharge professional duties as well as in inter-personal relations. Fundamentally, living entails learning on a continuous basis; and the culture in which individual is raised grossly affects the individuals mode of inter-personal relationships. In corroborating the above, the issue of counterculture all over the world has negatively impacted inter-personal relationships. This is a fallout of chronic decline in courtesy, etiquette, cooperation and sincere feelings and affection for other people.

In another dimension, consumer behaviour is equally responsible for violent behaviour in the society. A whole lot of people are victims of consumer behaviour phenomenon, ( upsetting advertisement) involving radio, television, cable, internet, print media and so on which are often consumed without being censored. This usually entails from numerous advertsiment in the formal, informal, print and electronic media, eulogizing the qualities of goods and services such as vehicles, alcohol, drugs, consumables, financial aids (including loans from formal and informal financial institutions) insurance services and other risk mitigation outfits.

Most often, these advertisements do not display the destructive capabilities of the phenomenon they advertise, even at a regulated level. For instance, most auto-manufactures in their bid to whet the appetite of vehicle users often label their products with name of certain wild animals. In Nigeria for instance, names like jaguar, beast, bulldog, evil spirit, monster and other terrible names such as bulldog, cobra ,viper, bullet ,‘coffin’, ‘kill and go’, tiger face and many more. These are used to proclaim the ability of automobiles to take off from the state of rest to a top speed within insignificant seconds. Such advertisements do not inform the prospective drivers of the dire consequences of excessive speed. In another dimension, when viewed from the perspective of the destructive tendency of entertainment and its contribution to violent behaviours, certain individuals having been exposed to media and video game presentations of entertainment,

tend to view life as a battle or sports arcade thereby imbibing aggression and violence into their mindset.

In day-to-day interaction, stability of the emotion of individuals is paramount. The ability to check one's emotion rather than allowing it to control one's life plays a significant role in the entire process. This will enable the individual to successfully manage stress and conflict, an ever present phenomena, in day-to-day life. Failure to do this can lead to dire consequences. Hence the feelings and emotions of individuals must be properly managed. This goes a long way in determining the nature and level of safety of the concerned individual and others. What this connotes is that, it is imperative to consider the state of mind of other members of the society, their world views, and if possible their cultural background. It requires the ability to quickly and accurately predict the behaviour of other people as well as anticipate any reaction that may come from them. When this happens, the tendency of individuals to have confrontations that can result in social crisis will most likely be put under check. The issue of acquisition and utilization of social skills come next to emotional stability; the reason is that, living is a social skill.

Social skills involves the ability to feel what another person is feeling. It is the ability to identify with the feelings of other persons. It is something close to empathy which implies ability to respond with comfort or help, if another person is in distress (Bernstein, Penner, Clarke-Stewart & Roy 2006). Social skill is any skill capable of facilitating interaction and communication with other people. Good social skills are critical to successful functioning in life. These skills enable individuals to know what to say and how to react in certain social situations. It therefore, facilitates interpersonal understanding which engenders concern for other individuals' wellbeing.

However, certain situations often promote the feelings of isolation thereby enhancing feelings of normlessness which renders social values impotent. This feelings of social isolation can also promote depersonalization and dehumanization, in essence, violent behaviour. Another challenge is a situation whereby certain individuals view others as lesser beings, inferior persons or inanimate objects. This is a sort of emotional disorder in which can also viewed as anti-social personality disorder. It is a state in which certain individuals see others as vulnerable and choose to intimidate or bully them without remorse. Such personalities equally lack concern for the consequences of their actions.



When things like this happen, individuals with this type of behavioural maladjustment often have the notion that it is not necessary to treat others with the same courtesy as well as accord them considerations as human beings. To individuals who fall into this category, etiquette is meant for humans not machines. From another dimension, the idea that social bonding does not find any place in the ideology of certain individuals is another major challenge. This categories of individuals often feel that their behaviour, action and inactions in social life situations do not have to be constrained by the definitions of acceptable norms that control social interactions. The issue of anonymity equally plays another terrible role in the evolution of violent behaviour in real life situations; and a lot of criminals hide under this phenomenon. For instance a lot of individuals, under the assumption that we are in a “big world” where the possibility of ever meeting again is relatively low, do wrong things and quickly bolt away.

In essence, there is a high tendency that certain individuals especially those with non functional consciences have the tendency to “temporarily suspend the personal controls that normally restrain them from committing acts that may harm others. If critically viewed, it could be seen that if maladjusted behaviours are properly handled at the onset, especially when the symptoms started emerging in younger folks it can be subdued. At such stage the earlier everything possible is pushed into motion to tame the action at the level of when the affected individual is a minor, the greater advantage, it will be to the larger society. In the alternative, if the society decides to adopt the “silent therapy” or the “culture of silence”, simple minor acts of delinquency or youth deviancy might degenerate into an hydra-headed monster, which the society eventually might not be able to properly manage. Such is the status of violent behaviour.

At a higher level, improperly managed violent behaviour could lead to national disaster such as acts of militancy and at the global level, terrorist acts. Fundamentally, certain personality characteristics have direct bearing with different types of dangerous behaviour, as many individuals with violent behavioural tendencies tend to do things without considering the implications on others. This is called impulsivity; the individuals tend to do things out of a sudden strong feelings that they must do something whether good or otherwise. In essence, they fail to reason before they act, and frequently react without due consideration to the possible outcome of their actions. Usually, the self

centeredness of individuals who fall into this category of impulsivity always blindfold them into only giving due consideration to their own personal immediate needs, without any consideration for the outcome of such actions even if it regularly lands them into problems. Unfortunately, it is not only these individuals who act under impulsivity that bear the brunt; other people pay the greater price.

Coupled with this is another maladjusted behaviour which has to do with certain forms of emotional maladjustment in individuals who have a penchant for activities that involve thrill and excitement as well as risk. Vague reasoning and unrealistic thinking also plays a major role in this phenomenon. This has to do with the inability of certain individuals to reason critically and objectively, a function of defects in their personality make up. This makes the individuals to have an overrated assumption of their capabilities to avoid certain life challenges. It equally makes it difficult for them to admit faults, acknowledge problems and finally down play the risks and booby traps in some certain life situations. Narrowing it down to Nigeria, this is exacerbated by the unscientific feelings of pseudo-infallibility which makes certain individuals have the erroneous impression that they are immune to certain disasters.

Issue pertaining to problem solving is another area where certain individuals have difficulty. Every living human encounters one difficulty or the other on a daily basis. These problems are bound to be solved as they emerge one after the other. Basically, this requires a specialized skill in every right thinking human. Unfortunately it is not everybody that possesses these skills. A good illustration of this are here are those individuals who find it difficult to simply weigh the 'pros and cons' of their actions and inactions. They do not measure the nexus between their actions and stance on certain issues of importance, especially as it affects other people juxtapositionally.

On a regular basis, these individuals easily get themselves into interpersonal conflicts and are usually bereft of the ideas to adequately manage both crisis and other turbulent situations triggered by the conflict. Coupled with the above is the fact that most individuals who have violent behavioural tendencies have a rather parochial view of how the world around them functions especially the fact that individuals need each other. These individuals, being imprisoned in their own 'little world', often care little about how other people feel or think. This is an outright insensitivity usually borne out of sheer ego,

which inhibits the individual's calculation, expectation and thinking regarding how the effect of their actions can affect others.

The above is exacerbated by self centredness, a sort of negative value, which makes certain individuals arrogate undue importance to themselves only. These individuals only think of themselves alone, which implies that, whatever happens to other is insignificant to them. Whatever they feel is good for them is equally good for others and it is the best as far as they are concerned. Basically, this is one of the features that have direct bearing on violent behaviour.

Critically viewed, issues pertaining to violent behaviour of certain categories of individuals cannot be completely divorced from what operates in the socio-cultural milieu within the location where the individual is located. This implies that the pace and stress of modern life and the self-centeredness of the modern society play a major role in this instance. This view is supported by Wang, Rau and Salvendy (2011) who are of the view that improvement in material wealth as well as changes in aspects of people's daily life in a modernized society contribute immensely to anti-social behaviour, and, by implication, violent behavioural tendencies. The issue of rationality is another thing that needs to be considered especially when it comes to assessing individual human being. Man is basically viewed as a rational animal. As relatively correct as this submission is, on some occasions, it is debatable. It is on the basis of this that most societies attempt to manage issues of safety in general and traffic safety in particular -Nigeria inclusive (Road Safety Act 1988). This ranges from training and assessing novice members of the society to deterring careless and dangerous ones through careful monitoring, law enforcement and sanctions strategies.

The controversy earlier mentioned comes into play in the area of the subjective undertone reflected in the above submission, rendering it a mere relative assumption if not a completely faulty one. The reason being that, the above submission is based on the assumption basis that every human being is a rational being. This invariably implies that everybody living in the society is sane and therefore can be subjected to behavioural modifications. It is also assumed that individuals tend to behave on the basis of their realizing the full implications of their actions and inactions. This assumption implies that individuals should be able to adequately evaluate danger, control their emotions, develop

values that promote safe and polite relationships with the general society. In addition, on the basis of the above assumption, individuals are expected to be knowledgeable and have genuine concern for the feelings and safety of other members of the society.

As regards what actually constitutes violent behaviour especially among certain class of road transport workers, this can be understood as the behaviours of individuals who at will contravene societal regulations or who are discourteous, uncooperative, selfish, impulsive, aggressive, thoughtless and rude. It also includes such acts as touting, kidnapping, armed robbery, driving under the influence of substances (drugs, alcohol which could act in the form of stimulant or depressant invariably impairing sense of judgment), explosive social relations, dangerous union and secular politics and myriads of other lawless behaviour. The destructive nature of such acts is glaring to any individual who witnesses or experiences them as a victim.

## **2.10 Violent Behaviour of Road Transport Workers in Nigeria**

As significant as the roles played by road transport workers in the political, social and economic development of Nigeria is, this significant social class is still plagued with myriads of violent behaviour. Such behaviour have even earned them negative tags in the society, to the extent that, majority of the people in the society perceive road transport workers as miscreants, criminals, killers and as being utterly irresponsible. At best, the authenticity of this claim is highly debatable, as it remains for the most part subjective. All the same, some of the attitudinal disposition and behavioural tendencies exhibited by some intemperate road transport workers earn the group such negative nomenclature among others are.

### **Accessibility to Drugs/Psycho- active Substance Abuses**

Substance usage/abuse is also referred to as drug abuse. It is a patterned use of drugs in which the user consumes the substance in amounts or with methods which are harmful to themselves or others. In some instances, some cases of criminal, anti-social and violent behaviours occur when an individual is under the influence of drugs; and long term personality changes may occur in individuals as well. In addition, it leads to possible physical, social and psychological harm.

Individuals abuse substances such as drugs, alcohol, tobacco and many more for many reasons, but the society bears the brunt and pays heavily for this social problem. The consequences include direct damage to health by substance abuse and its link to physical trauma or imprisonment. Substance abuse produces some forms of intoxications that alter sense of judgment, reduces risk perception, suppresses inhibition, attention or physical control, and heightens wrong desire. Apart from this, many substances can bring about withdrawal or other effects caused by cessation or reduction in the amount of the substance used. Withdrawal can range from mild anxiety to seizures and hallucinations and in more extreme cases, drug overdose may also cause death.

Fackjer (1999) as cited in Bello, Fatiregun, Ndifon, Oyo-Ita and Ikpeme (2011) enumerated some of the social problems associated with substance abuse, especially alcohol consumption and alcoholism as accidents, such as road traffic crashes and trauma resulting in disability, spouse abuse, fire accidents and burns. Others, include poverty, under-nutrition and malnutrition, unemployment, divorce, social conflicts, social maladjustment, reduced productivity, criminal behaviours and decreased sexual arousal in both sexes.

For most parts, according to Bello, Fatiregun, Ndifon, Oyo-Ita & Ikpeme (2011) when an individual drinks heavily, it is mostly motivated by social reasons and thus drinking may be influenced by the nature of the job the individual does. To Bello et al, some occupational groups have far greater alcohol use rates than others and the risk of such occupation is probably due to factors such as the availability of alcohol during working hours, strong pressure from workmates and freedom from supervision (Plant, 1979 in Bello, Fatiregun, Ndifon, Oyo-Ita & Ikpeme, 2011).

Bello et al (2011) are equally of the views that there is a strong correlation between alcohol consumption and other substances that could be abused by the individual who consumes alcohol heavily as they all go together. They underscore this by citing as an illustration smoking, alcohol consumption and other substances abuse that have the same etiological sources (Drobes, 2002; Victoir, Eertmans, Van den Bergh & Van den Broucke 2007; in Bello, Fatiregun, Ndifon, Oyo-Ita & Ikpeme 2011). In the view of Hoaken and Stewart (2003), the usage of substances such as heroin, Indian Hemp, Cocaine,

Methamphetamine, Sniffing drug related solution and methylated spirit among others inflict serious damage on the health of the users.

According to the broadsheets, the impact of substance use and abuse results in reduced productivity, lost opportunities, road and industrial based accidents, crime, domestic violence, illnesses and, in more extreme cases, deaths. Myriads of reasons account for why people abuse substances, and they use it in different forms because they need the secondary feelings more strongly. Hence, individuals suffering from anxiety, bipolar disorders, depression or other mental challenges use drugs and alcohol to ease their suffering but the consequences is that it destroys the(ir) body system.

Certain individuals observe that their relatives do it as well as friends and significant others. Some other people see the addiction in entertainers, sports stars hence do it and because of the adoration they have for them, they follow suit (Gudyanga, Gudyanga & Matamba, 2015). In some cases, some people get hooked on substance abuse in the bid to cover the inglorious or painful memories of their perceived (bad) past. Some get into substance abuses through influences from peer pressure, ignorance, curiosity and wanting to know how drugs taste and work. Some take certain drugs and alcoholic solutions because of the perceived stimulating effect, while, some find it helpful as a sedative to induce sleep, especially at night. Some take hot beverages to deal with low economic status in life.

Basically, substance abusers are usually at a high risk of suffering from social and health related problems such as psychosis, anxiety, panic, self-consciousness and paranoid thoughts. At the other end is the fact that individuals who are into active usage of psychotropic substances are always prone to mental deprivation, belligerent personality development, emotional deprivation and violence (Leonard and Eiden, 2007). In the submission of Abikoye and Adekoya (2010), substance abuse is associated with myriads of negative physical, social and psychological consequences including liver, cranial and cardiovascular diseases, cancer, vehicular fatalities, mental and behavioural disorders, violence, declining grades, accidental injuries, homicides, suicides and many more.

Anderson (2002) is of the view that drugs associated with substance abuse include alcohol, barbiturates, benzodiazepines, cannabis, cocaine, methaqualone, opioids, amphetamines and many more. For most parts, anti-social, criminal and myriads of

violent behaviour are often induced through substance abuse leading to physical, social and psychological harms. In Nigeria, substances that are regularly abused include heroin, Indian hemp, cocaine, metamphetamine, sniffing drug-related solution and methylated spirits. Uses of these substances have resulted in reduced or low productivity, domestic violence, crime, illnesses and road traffic accidents. In another dimension, substance abuse is also associated with deadly and risky behaviour such as suicides, liver, cranial and cardiovascular diseases, cancers, vehicular fatalities, mental and behavioural disorders, violence, homicides and accidental injuries (Abikoye & Adekoya, 2010). Coupled with this is the fact that the use of psycho-active substances impairs the skills necessary for driving and they are mostly responsible for the cause of road traffic crashes, resulting in fatal injuries and deaths (Okpataku, 2016).

Okpataku, while citing the cases of commercial vehicle operators and road transport workers in particular, is of the view that most members of the road transport workers unit of the transportation sector use these abusive substances in the quest to “arrest” fatigue and some even perceive it a status thing but are not spared of its grave consequences (Okpataku, 2016) which include sexual recklessness (Parks, Hsieh, Collins, Radloff & King, 2009).

According to Okpataku (2016) psychoactive substance use by vehicle drivers is a global issue, to him substance use impairs the necessary skills for driving and has been implicated for the major cause of road traffic crashes which are often fatal, resulting in injuries and deaths.

Road transport workers especially those on long distance trips are highly prone to fatigue and often endeavour to stay awake while driving over several hours, a major rationale for the use of drugs and other allied substances. To Okpataku (2016), these transport workers are however not spared the medical and psychosocial implications of these psychoactive drugs, most importantly when used over a long period of time and driving.

According to Oluwadiya and Fatoye (2012) psychoactive substance known as “paraga” in the local parlance is constantly made use of by commercial drivers especially in southern axis of Nigeria; and it is common among this category of road users. Combining evidences from various documented sources such as newspaper reports, they observed that aside from the conventional alcohol, the brewers of the local hot beverages

sometimes incorporate psychoactive herbs such as cannabis and cocaine in cocktail hot beverages locally known as “paraga” in the bid to add some “peps” to their products a combination which carry a potential greater risk compared to using either of them alone. It is a known fact that alcohol, which is known worldwide as a top accident causative agent, are readily available at almost every motor park across Nigeria in diverse forms with sophisticated tags. This is recognized by the Federal Road Safety Commission as a major causative factor of road crashes. Consumption of these substances beyond certain limit, according to the International Centre for Alcohol Content (ICAP), for a typical person could lead to mood changes, behaving inappropriately, impaired coordination, slowed reaction time and diminished response to pain (ICAP in Evabeta, 2015).

In the views of Akpan & Ikorok (2014), the usage of alcohol is a global phenomenon and different cultures have diverse reasons for it. To them, many individuals have discovered that alcohol and other substances assist them to suppress overwhelming inhibitions, shyness, anxiety, tension and stage fright that interfere with their need to function effectively. Commercial vehicle drivers, according to Akpan & Ikorok strongly believe that the use of psychoactive substances such as alcohol, cigarette, kolanut, marijuana and other central nervous system (CNS) agents such as amphetamines significantly improve their performance and keep them awake for as long as possible.

Apart from this, in the opinions of Akpan and Ikorok, these substances are also regularly taken for social reasons. Finally in the submission of the duo especially with due regard to the negative effect of psychoactive substance on the functionality of the Central Nervous System (CNS), these substances impair driving performance and at the same time, induces a high probability of contributing to the occurrence of road traffic crashes. This assertion, they corroborated with the notion that psychoactive substance especially alcohol are Central Nervous System depressant and are therefore capable of causing impairment of motor and mental functions both of which are critical to the performance of drivers. These substances, when taken equally, affect judgment of speed, distance and risk, and can also cause diplopic and blurring of vision. All these summed up, lead to devastating road traffic crashes (Akpan & Ikorok, 2014).

Commenting on the issue of age and education as a predisposing factor to substance use among road transport workers, Okpataku (2016) is of the view that most



active members of the road transport workers are young middle aged men, mostly with partial or no formal education who resort to road transport work as a means of earning a living. Thus they are famous and well reported to be consuming and abusing psychoactive substances with diverse reasons such as remaining awake and reducing fatigue while driving. Due to the low level of education of majority of these people, they find it rather difficult to decipher the border line between moderate and excessive use of drug. Therefore, when consequences occur, it has direct bearing on road traffic crashes and dire health hazard for this category of professionals.

Makanjuola, Aina & Onigbogi (2014) are of the notion that, the common consequences of use of alcohol and psychoactive substances among vehicle drivers and by extension commercial vehicle drivers and road transport workers are road traffic accidents, loss of body parts and injuries. What need be taken cognizance of is that, there are other fallouts of substance abuse that are equally damaging to the well being and the development of the society. Such negative effects include the promotion of “drug culture”, promotion of extreme sexual relations (since there is a correlation between increased reckless sexual behaviour) and psychoactive substance use (UNAIDS 2007, Sunmola 2005 in Makanjuola, Aina & Onigbogi, 2014).

Aside from this, Makanjuola et al (2014), observe that, there is every tendency for the disruption of social networks such as disturbed, deviant and violent behaviours as well as strained occupational relationships. Other aftermath of substance abuse according to Makanjuola et al. include development of hepatitis B and C health conditions, carcinoma of the lungs, liver cirrhosis, primary liver carcinoma, alcohol hallucinosis and dementia (Makanjuola, Aina & Onigbogi 2014).

### **Aggressive and Dangerous Driving**

There are different categories of road transport workers with propensity for dangerous and aggressive driving behaviour. In the submission of Antonowicz (2004), individual drivers, and by extension road transport workers, who fall into this category can be referred to as the road hooligans. Road hooligans basically, are those individuals whose private and business developmental history is marred by violent behaviour and attitudes right from the beginning of their lives and which automatically project into their business

lives. Road transport workers who fall into this category are, in the opinion of Antonowicz, not mere experts in deviant, malicious, discourteous, aggressive and dangerous driving behaviour. They are also never interested in and do not observe anything call 'rules of engagement'. They are bereft of etiquette and decorum, inconsiderate and extremely self centred. They regularly display outright contempt and disregard for the safety, needs and rights of other members of the society, and are always interested in putting to test the limits of social tolerance.

Road transport workers who fall into this category tend to have poor risk perception and often have the psychological disorder of pseudo-infallibility and immune delusion syndrome. Some road transport workers, especially drivers, even assume the role of a highway vigilantes on the road by assuming that they can teach other road users lessons in good driving mannerism, hence they intimidate other road users with excessive speed to prevent others from overtaking them. In certain instances, they display act of piety on the road in order to delude other road users and unsuspecting members of the society.

The bottom line is that, hardly is there any sincere motive behind their actions; rather, they are mostly powered by bellicosity than humane motives. Fundamentally, the oppressive and violent behaviour of this category of road transport workers is often exacerbated by emotional constraints such as anger and revenge while some derive excitement from threatening, harassing, intimidating and humiliating other law abiding members of the larger society.

Commenting on the causative factors of road traffic crashes Nkwonta (2010) compartmentalized the diverse factors into three major categories namely human, mechanical and environmental factors. He is of the view that human factor is accountable for over 85 percent of the causal factors of road traffic crashes in Nigeria. This, he narrows down eventually to aggressive and dangerous driving, which he explained from the perspective of poor knowledge of road signs and road networks, lack of requisite driving skills, lack of concentration, excessive speed, wrongful overtaking, claiming right of way, arrogance, overconfidence leading to Road Accidents Immunity Delusion Syndrome (RAIDS) feelings of pseudo-infallibility, among others. To Nkwota, since the vehicle cannot maintain itself and it will be difficult for a careful driver to engage in

dangerous driving, it is invariably true that the critical safety factor on the road at anytime lies in the human factor i.e. the driver.

Coincidentally, a majority of road transport workers are directly or indirectly guilty of most of the variables highlighted by Nkwota, and this invariably accounts for their getting involved in dangerous driving behaviour with its attendant dire consequences which not only affects them adversely but equally affects other law abiding members of the society. In corroborating the above, Epetimehin (2014) is of the view that the driving behaviour of drivers are naturally influenced by multiplicity of factors. These comprise their knowledge of driving, risk perception, awareness of accidents and the required skills to maneuver in emergency situations. Others are bio-physiological condition such as motor skills, sleep deprivation, psychiatric and neurological conditions, mental status (mood, thoughts, feelings) and behavioural dispositions which are brought into the driving situation, thus resulting in dangerous driving pattern. This is exacerbated by immaturity and inexperience, which often culminate in dangerous driving with its resultant high mortality and morbidity.

Apart from this, Epetimehin (2014) is equally of the view that the social, political and economic environment equally shape the driving behaviour of drivers and by extension commercial motor drivers. This include knowledge, attitudes, awareness and expectations. While clarifying the impact of the social environment on dangerous driving, Epetimehin opines that the social environment comprises exposure to communication tools, urban crowding, societal rules about seat belt usage, societal latitude of acceptance as regards substance availability (and consumption while driving) and traffic management. All these have both direct and indirect impacts on the nature of driving. He links the above to vulnerability to road traffic accidents emanating from dangerous driving which often results from negative behaviour and attitudinal dispositions like inattention to the highway code, signposts, excessive speed, outright disregard for traffic regulations and traffic control mechanisms, and confusion or unfamiliarity with the roadway (Epetimehin, 2014).

Commenting on the negative effects of dangerous driving Balogun, Shenge and Oladipo (2012) are of the view that commercial drivers in particular i.e. road transport workers are known to be usually rough, reckless, always in a hurry, rudely disobedient to traffic rules and are more prone to road traffic accidents as a result of their dangerous

driving behaviour. They adduced some reasons for this distinguishably negative behaviour of road transport workers to include poor/low education, substance abuse and the desire to make several trips within a short period of time in order to make more money. Aworemi, Abdul-Azeez and Olabode (2010) while commenting on dangerous driving as a major cause of road crashes, posit that driver characteristics is a major contributing factor. They are of the view that, there may be a slight variation in what happened before and after accidents but emotional factors play prominent roles. Jafarpour and Rahimi-Movarghar (2014) also corroborated the views of Aworemi, Abdul-Azeez and Olabode (2010) who also identify human factor and dangerous driving as the most important causes of road traffic accidents; hence they stress that drivers' mental and physical capabilities, driving style, violations and errors are contributors to road traffic accidents.

Jafarpour and Rahimi-Movarghar enunciated dangerous driving behaviour such as discourteousness, over speeding, tailgating, improper passing and lane usage, violations-of-right-of-way illegal turns, control signal violations all which can be intentional or unintentional. Jafarpour and Rahimi-Movarghar equally identified negative emotions like anger, discontent and intolerance. They equally highlighted some psychological traits like sensation seeking personality, choleric temper and competitive personality, conduct disorder and anti-social personality, adult brand of attention deficit and hyperactivity disorder (ADHD), impulsivity, impatience and lack of perseverance, mood disorders such as depression, suicidal thought among others.

Some dangerous driving behaviour may simply be motivated by the desire to gain an unfair advantage. A good example of this is breaking traffic light (running red light) intimidating other road users to give way when a driver is in a hurry, deliberately ignoring a "no entry" sign and deliberately exceeding speed limit owing to the belief that the recommended speed limits are not applicable to their own taste and mind set (Jafarpour and Movarghar 2014). Basically, aggressive and dangerous driving, especially among road transport workers, usually leads to serious implications and high costs, with heavy social, emotional, physical and dire economic implications. This could involve the costs of both private and public amenities damaged as well as the cost of productivity lost due to road crashes (Eze, 2012).

This view was supported by De Leon, Cal and Sigua (2005), who are of the view that aggressive and dangerous driving irrespective of who carries it out, transcends the transport sector, but affects families and industrial productivity, as workers are laid off, courtesy of incapacitation. Other consequences include high medical costs, pains, grief and suffering, vehicle damage repair, loss of economic and labour output, vehicle towing cost, police investigation, legal costs and insurance administration.

### **Road Transport Workers and Road Crashes in Nigeria**

Road accident is a normal and reoccurring phenomenon in Nigeria. Road Traffic crashes occur when a vehicle collides with another vehicle, pedestrian, animal, road debris or other stationary obstruction such as a tree or utility pole (Agbonkhese, Yisa, Agbonkhese, Akanbi, Aka & Mondigha, 2013). Road traffic accident may also be defined as anything which happens by chance, anything occurring unexpectedly and undefined (Odugbemi 2010, in Agbonkhese, Yisa, Agbonkhese, Aka, Akanbi & Mondigha, 2013). Road traffic accidents is caused by multiplicity of factors such as cracks and pot holes on the highways especially in developing societies. Others are human, vehicle and environment related factors. Also included are poor vehicle maintenance, especially at the appropriate time. Road traffic crashes lead to generally increasing incidence of morbidity and mortality rates as well as financial cost to both society and the individuals involved.

In the submission of Ohakwe, Ewueze and Chikezie (2011), a road traffic accident takes place when a road vehicle collides with another vehicle, pedestrian, animal or geographical or architectural obstacles. A road crash is an event that produces injury and/or property damage, it usually involves a motor vehicle on motion and occurs on a traffic way or while the vehicle is still on motion after running off the traffic way (Bureau of Transport Statistics 1999 in Aworemi, Abdul-Azeez & Olabode, 2010). Adejugbagbe, Fatiregun and Alonge (2015) see road traffic crashes as a major cause of morbidity and mortality in Nigeria. Ohakwe et al. are of the view that road traffic accident has an epidemiological status and that commercial vehicle drivers, in particular young commercial drivers, especially those that are engaged in long distance journey are major contributors to road traffic crashes in Nigeria; and their impact on road transport crashes and economic losses are high.

## **Road Transport Workers Violent Politics and Political Practices**

A thug can be defined as any individual who uses violence or brutality, while thuggery is the brutalisation of politics and when politics is brutalised it is left in the hands of ruffians, thugs and hooligans, while the good citizens are scared away. In the submission of Njoku (2015), political thuggery is characterized by robbery, intimidation, gangsterism, murder and political assassination, physical assault and often, physical combat between two opposing gangs or groups which ultimately generates inter-personal or group hostilities (Njoku, 2015).

In the view of Njoku (2015) myriads of reasons are responsible for violent political practice in Nigeria. These include unemployment, underemployment and the phenomenon of ‘godfatherism’ in politics. Other factors include desperation or ‘winning at all cost syndrome’ among politicians, the impact of urban violence and street gangsterism, pseudo-democratic practices, the negative impact of ‘money politics’ and many more.

Generally speaking, violent politics and political practices lead to the militarization of the political terrain. It contributes to the proliferation of arms and ammunition which creates unfortunate scenarios in the social system. Violent politics and political practice is equally responsible for the evolution and sustenance of violent political culture in all strata of life in the country. Thuggery is a tool for the perpetration of political violence and subversion of democratic order. It discourages the electorate from executing their franchise thereby creating an unfortunate political situation of low voters turnout during elections.

Generally, some members of the road transport workers unions in Nigeria are obnoxious and vicious group of people. The notorious and demeaning indiscipline as well as the rowdiness displayed in most parts of the land can be traced to them. According to Adejumo, successive politicians and political office holders are complicit in the use of political thugs, some of whom are mostly members of the road transport workers unions, while campaigning for elections. They also employ them for other unreasonable vices they perpetrate all in the “do-or-die” battle to get to power.

In the submission of Adejumo (2013), members of the political class (executive and the legislature) make use of road transport workers as enforcers and thugs to

intimidate and even murder opponents, disrupt political rallies, harass electorates at polling booths on election days, rig elections, by outright hijacking of ballot boxes and generally fomenting trouble during elections. These unruly members of the road transport workers unions, in the view of Adejumo, adopt gangsterism and brigandage in their own peculiar political practice. Even at the union level, union factionalization often generate violent union political fracas, resulting in destruction of lives and properties, and negatively affecting law abiding members of the society. In most instances, any political decision which does not go down well with certain influential personalities within the union circle is always met with threat to fight back in a violent manner to get justice, and this, their supporters carry out to the letter with the full backing of their political godfathers. These fiery members of the union often escape the sanction of the State. In certain instances, succession bids in motor parks often lead to major clashes the “free-for-all”, which has been acculturated and which not only affect members of the union but adversely affect the innocent members of the public who are unfortunately caught in the cross-fire. Usually, some members of the union are often ready to pay the supreme price as a sign of their purported loyalty to the incumbent leader of the union politics.

In corroborating the above, Olaniyan and Bello (2016) posit that, whenever there is about to be a change in the political leadership of the road transport workers union, it is not without bloodshed, which usually involves various factions of the union engaging in power tussle and using dangerous weapons freely. The skirmishes often created easily lead to series of reprisal attacks. In the process of carrying out this, many business concerns (shops) are looted and set ablaze, vehicles are vandalized and many road users abandon their vehicles and flee, for fear of being killed. In most cases intra-union misunderstanding at times leads to secular politics where political juggernauts employ the services of boisterous members of the road transport workers unions by drawing armed support from the more notorious and violent groups of the road transport workers union in their domain.

There are even occasions when belligerent members of the road transport workers union openly engaged in confrontation with state security operatives, which often take the form of crossfire without remorse. This practice often jeopardise the lives of innocent members of the society (USA Bureau of Democracy, Human Rights and Labour 2008).

This view was corroborated by Animashaun (2011) and Olubomehin (2012) who described the nature of the relationship between Nigerian Politicians and members of the road transport workers unions. In the submission of Olubomehin, Nigerian Politicians often capitalize on the numerical strength and ferocity of members of the road transport workers union to influence people in order to score cheap political points. Some state executives even give some officers of the road transport workers unions, who have supported their candidature into political offices so much liberty to operate within the society.

The above in the submission of Olubomehin (2012), has given these officers and the union(s) they represent the opportunities to perpetrate all kinds of offensive acts within the society without security operatives making any attempt to curb them. The rationale behind this is that, these offenders have the full support of those on the seat of power and law enforcement agencies, including traffic administrators who often feign ignorance of the nefarious activities of members of the unions. This makes it easy for them to take the laws into their hands thereby becoming a burden to the state and a terror to the society (Olaniyan and Bello, 2016).

### **Road Transport Workers and Criminal Behaviour**

A crime is an act harmful not only to some individuals but also to an entire community, state or society. Crime is an act that is forbidden and punishable under the law (Oxford English Dictionary 2009). Though what precisely constitute a criminal offence is usually determined and specified by the criminal law of each society. Many factors account for why people commit crimes. These include factors such as family background, family disruption, poor parenting, hunger, poverty, deprivation, peer pressure and dependence, substance abuse and drug addiction, unfulfilled aspirations, urbanization and many more (Animashaun, 2011). There is a nexus between crimes and violent behaviours; and some major traits are associated with it such as hostility, self-centeredness, spitefulness, jealousy, interference to others, lack of ambition, lack of motivation for noble works, lack of perseverance, difficulty in controlling impulses, upholding non-traditional and unconstitutional values and beliefs (Miller and Lynam



2001; in Animashaun 2011). Other motivational factors for committing crimes could include biological factors such as genetic traits and neurological abnormalities, psychological factors such as moral development, personality trait and social learning as well as sociological factors like social influence, socio-structural factors, ecological or environmental influences, sub-cultural, socio-control factors and macro social factors. Others are economic factors such as poverty, affluence, unemployment, underemployment to mention a few. Also included are behavioural, cognitive, phenomenological, humanistic and existential factors ( Lynch 2007; in Animashaun 2011).

Animashaun, (2011) equally describes other factors promoting criminal behaviours as personal factors which include exposure, habit, mannerism and experiences that predispose the individual to go into criminal behaviour. There are also family/parental factors which are traceable to the individual's parents, heredity, parenting style, parental status and parental relationship. Also, considered relevant are situational factors affecting an individual's growth and development that can influence one to commit crime. Other forms are social factors relating to social learning model (positive/negative), environmental issues and some other social experiences that predispose an individual to commit crime. Economic factors also include financial hardship, economic handicaps, and the associated consequences that can influence individuals to commit crime. Also noteworthy are societal factors involving the belief system, attitude, and behaviour of a group of people to which an individual belongs which is unjustifiably negative and can easily predispose the individual to commit crime. Negative political factors are another salient points that contribute to crime. These are anomalies traceable to political authorities, people in different positions of authority, which can induce an individual to get involved in criminal activities. Security decline is also relevant. These have to do with certain misdemeanours that are practically evident among certain security operatives, thus allowing members of the society to perpetrate criminal acts. Weak judicial process is also relevant in this context. These manifest through illegal and oppressive activities perpetrated by members of the judiciary, which indirectly predispose some individuals to commit crime or strengthen the intensity of criminal activities of some individuals.

In addition; Animashaun equally identifies religious factor as another causative agents of criminal activities, and this according to him, is usually a fallout of the roles and

activities of religious leaders and people who hide under the name of God to perpetrate illicit activities (Hazel 1998, Curran and Claire 2001, Warr 2002; Animashaun 2007; Agboola 2009; Lynch 2009; and Saka 2010). This sort of practice usually encourages criminals and even motivate some individuals to go into crime. Animashaun also identifies peer pressure as another major factor and a principal causative agent of crimes at a global scale. citing Warr (2002), Animashaun also identifies the influence of age group membership through which individuals learn certain negative behaviour predisposing them to commit crime.

Couple with the above factors, is the role played by the mass media that encourages people to go into criminal activities. There are anecdotal evidences that certain violent behaviours are imbibed by people from watching television, films, cable networks, recorded tapes or from hearing certain inciting slogans, gangster music and messages on the radio. All these and many more can strongly influence an individual to practice such behaviours which may eventually become a habit predisposing such individuals to go into crime (Centrewall 1993; Fagan 1995; Rokek 1998; 2001; Weatherburn 2001; Anderson and Bushman 2002; Animashaun 2002; 2007; in Animashaun 2011), though the factors are not in-exhaustive.

This view was supported by Offiong, Awoyemi, Maduka, Ewa and Onogbosele (2015), who cited high rate of unemployment, poverty and uncontrollable informal sector among others as factors that have led to more than proportionate increase in deviant careers, violence and criminal activities, loss of lives and properties in most urban centres in Nigeria. Offiong et al were equally of the view that the miseries created by unemployment and underemployment have pushed a lot of people into forming and joining informal street and casual gangs, especially in motor parks where most road transport workers peddle their trades. These people are referred to as touts and their activities mostly revolve around the streets, bus stops, motor parks and most importantly the transport corridors.

These touts are mostly members of the road transport workers union and they hang around motor parks and most times, claim to be working for government, especially local government and local community development authorities/associations. However, in the real sense, most of these touts work for ‘significant others’ who are mainly their

godfathers, union chairpersons, garrison politicians and many more (Lana 2011 in Offiong, Awoyemi, Maduka, Ewa and Onogbosele 2015).

The activities of these unrestrained members of the road transport workers union are characterized by incessant fights over loading rights on the streets, bus stations and stop over on routes, motor parks and in business districts. In addition, the maverick character of this sub-set of road transport workers combined with their criminal propensity as revealed by the nature and volume of atrocities they perpetrate especially in urban areas, has made them notorious for the disruption of public peace. These atrocities are not only increasing in proportion but are highly destructive, extremely devastating and sophisticated in organization. Within the circle of this sub-set of road transport workers, it is common to find such dastardly acts as looting spree, killing, kidnapping, armed robbery, raping, acid bathing, thuggery, extortion, property destruction, stealing and many more.

This is not obscured to the knowledge of law enforcement agents, as there are available statistical reports about association between the activities of these touts, who are mostly members of the road transport worker unions, and violence, criminal activities, disorderliness and civil unrest in most urban centres in Nigeria (Offiong, Awoyemi, Maduka, Ewa and Onogbosele 2015). Ayodele, Atere and Bayewu (2013), while commenting on the issue of touts who operate under the aegis of road transport unions, state that, this unit of the road transport worker unions often make coercive and persuasive requests and indulge in petty crimes, act as informants to criminal gangs and sometimes form violent local street gangsters to unleash terror and extort properties, generally cash, in urban main business and crowded districts. They usually disturb the public peace and defy civil authority (UNDP 2002; in Ayodele, Atere and Bayewu 2013).

### **Road Transport Workers and Weird Occupational Based Cultural Behaviours**

Another major violent behaviour that could be traced to the road transport workers constituency is weird and life threatening funeral rites which has been acculturated and institutionalised by road transport workers union members, under the guise of honouring the soul of departed colleagues. This is often exhibited through binge drinking, deliberate deadly vehicle maneuvering and reckless driving, brandishing of dangerous weapons and

harassment of law abiding members of the society. This dangerous act occasionally leads to the sustaining of various degree of life threatening injuries by law abiding members of the society who have nothing to do with the business and membership of road transport workers unions. In the process of carrying out this dangerous funeral rites, the uncontrollable union members sometimes cause another tragedy which can lead to injuries to those carrying out the celebration, and in most cases multiple deaths to both parties. This is a dangerous cultural practice borne out of peculiar occupational based philosophy, which is extremely myopic and have zero consideration for both occupational and societal safety.

This situation is exacerbated as the group degenerates into carving out a pseudo-pariah territory in which leadership of the union act as "lord of the manor", harassing innocent members of the public on trump up charges of intrusion into the monopolized business areas of the unions. This at times leads to impounding the vehicles of perceived offenders. Other major violent behaviour of road transport workers are such acts like using vehicles as weapon of mass destruction. There are occasions when members of the union act as an army of invasion unleashing terror on the public particularly on anybody who stands on their ways.

### **Street Culture and Violent Behaviour among Road Transport Workers**

The notion of street culture is a global phenomenon and different from the normal culture. Social groups as well as individuals express it in different ways best known and convenient to them. This could be in form of sketching graffiti and other forms of visual expression in form of writing in public places, repugnantly high pitch music, act of bellicosity among others. Most road transport workers and road transport union members in Nigeria evolve from this culture (Uyieh, 2018). The bulk of these individuals get into the various motor parks from the street where they started initially as innocent errand boys, then graduated into bus conductors, ticket boys, drivers and eventually union members.

Having been exposed to aggression on the street, they assimilate into a culture further strengthened by the peculiarity of the motor park environment where the Machiavellian principle of the end justifying the means is the order of the day (Ademowo,

2015). Ikuomola (2012) is of the view that the bulk of the boys usually start as associate drivers or bus conductors, in essence, as appendages to the road transportation unions. As appendages, they are expected to put up one form of audacious behaviour or the other in order to justify their existence, get some measure of respect and retain their regular source of income on a daily basis. In an attempt to do this, it is usually customary of them to harass commuters, behave rudely to law enforcement agents and disturb innocent members of the public at random. This posture of aggression and ruthlessness in motor parks is assumed to be an emotional asset on the path of the belligerent ones among road transport workers as they are erroneously assumed to be resourceful and are acknowledged for their perceived act of bravado. This is usually rewarded through social recognition and in most cases a significant position in the power echelon of the various road transport workers' unions.

From the perspective of street culture, aggression is a strong emotional asset for territorial protection, getting and commanding respect as well as fending off perceived intruders (Oruwari, Owei and Jev, 2014). In another dimension, considering the labelling doctrine, as applicable to other social groups, street culture in relation to certain categories of youths is seen to comprise negative and violent activities of young people in all strata of the society. In Nigeria for instance, youths who evolve from or who uphold the notion of street culture are referred to as touts a nomenclature synonymous with being a rogue, vandal, rascal, social miscreant and violence prone individuals (Uyieh,2018). Considering the age range of individuals who uphold street culture, anecdotal evidences and real life observation show that they mostly fall within the age range of 13-50 years (Agbibo, 2017). In urban centres, in most part of the world, these are individuals who are always ready to utilize any means to achieve their set goals without caring about how it affects others. Unfortunately, this ends in dire consequences on the innocent members of the public. Over the years, series of development in the road transport sector coupled with the latitude of acceptance of the power echelon in that sector of the economy has made it relatively easy for individuals who evolve from street culture to have an in-road into the sector where they usually carry out criminal activities in the various motor parks (Olukoju, 2003).

Most young individuals imbibe the street culture philosophy as a result of relative deprivation especially, inability to afford the resources to sustain their means of livelihood in comparison to other people in the society. This sort of situation make such individuals to react through frustration and resort to violence. The motor park environment is usually seen as an appropriate place where this category of individuals freely operate. These set of boys are usually employed by road transport worker unions as toll and levy collectors, an official assignment which they carry out with full excitement backed up with violence. To this category of individuals on the road transportation corridor, the threat and actual use of violence is an instrument par excellence for achieving their set goals. This could involve damaging other people's valuables and disturbing them from their legal economic activities for days (Agbiboa, 2014).

### **Culture of Greed and Violent Behaviour among Road Transport Workers**

Greed is an offshoot of a fundamental fear of life. It is a mental state powered by a basic sense of deprivation, a need for something that is not available. Greed could be as a result of insatiable appetite for material things especially when individuals crave for more than their expected fair share or the passionate desire to acquire valuable things at the expense of other individuals. Critically viewed, one can see that 'get rich quick' syndrome is mostly responsible for the bulk of criminal activities and violent behaviours.

Commenting on the place of greed as a major causative factor in conflict and violence, Basuchoudary and Hentz (2015), are of the view that, greed driven insurgencies and violence tend to centralize on the extraction of economic rent and other associated financial motives. Examples of this can be traced to the major skirmishes in most part of Africa south of the Sahara, right from the independence decade. Countries affected include places like the then Congo Kinshasha now Democratic Republic of Congo, Sierra Leone, the Niger Delta region in Nigeria, Liberia, Angola, even Josef Stalin's Soviet era among others. In most post-colonial African states, the bulk of warlords' activities are usually a build up of and exhibition of greed (Reno, 2011), all which culminate into wars of extermination, consuming hundreds of millions.

Robertson (2013), sees the phenomenon, greed, as the selfish and insatiable desire to acquire wealth, valuables, properties, subjects, people, power, objects, appreciation,

social status, social recognition above what is required for conventional human comfortability and within the purview of acceptable social limit. Greed is usually a fallout of discontentment, dissatisfaction and emptiness. In the quest to achieve this, the greedy individual deliberately embarks on reckless acquisition of material resources, power, admiration, wealth and so on at the detriment of other people. This is a negative development which worsens human suffering.

D'Souza (2015), asserts that greed is responsible for the bulk of human suffering both at global and community level, and is equally accountable for crimes, violence, financial crises, economic recession among others. Unfettered chronic greed and self indulgence especially of few multi-national organisations has wreaked havoc and widespread deprivation on various human societies.

Narrowing down the argument to road transport workers, the maverick ones among road transport workers always massively impact the economic exploitation of both commuters and operators of vehicles in their various domains. This is mostly effected through, engagement in and encouragement of touting in the various motor parks across the land. This is made possible because of the enormous power wielded by the various executives of the road transport workers unions especially the top notch. Uyieh (2018) expresses the view that these categories of individuals are never interested in earning outside the motor parks. This they do by establishing different offices in various motor parks where they employ coercion in extracting money from drivers and passengers in the form of tolls and commission. These union leaders are mostly self made authorities. They spell out what to be brought to them by drivers and conductors during loading and offloading of commercial vehicles in the various parks in their domain (Ademowo, 2015; Uyieh, 2018). This deviant development imposes indirect taxation on commuters. Being an easy source of making huge money on a regular basis, it is usually difficult for the concerned individuals to stop. Hence, they employ all sorts of resources to make sure it goes on unabated. Whenever the act is challenged, vandalism, harassment and breakdown of law and order ensued. Any attempt to evade payment by drivers or to slip into the areas of operation of other unions is perceived as effrontery and disrespect to the perceived supreme power usually self imposed by the presumed power that be.

## **Marchiavellian Principle and Violent Behaviour among Road Transport Workers**

As a personality dimension, Marchiavellianism shows the extent of unscrupulousness in an individual's attempt at achieving personal interest. The Marchiavellian philosophy was postulated by the Italian/Florentine Philosopher Nicolo Marchiavelli (1469-1527) in his book 'the Prince'. In the submission of McGuire and Hutchings (2009) while summarizing the views of Marchiavelli, a basic methods for acquiring and maintaining power is to manipulate others with absolute disregard to emotions and ethical principles.

Based on this, individuals who uphold the philosophy of Marchiavellianism, despite been rational persons, have the tendency to be ruthless, cunning, deceitful, manipulative, unscrupulous, amoral and cynical when situations demand such and when they deem it necessary to achieve a course (Yunus, Shabudin, Rahim & Hamzah, 2013). Individuals in this category find it easy to to act in an absolutely insensitive and immoral way, having no regard for the needs, rights and feelings of other people.

Individuals in this category equally have the tendency to manipulate and exploit others. They recklessly crave for success and are willing to employ any means possible to actualize such (Paal & Berczkei, 2007). In organizational, social group and occupational group settings, individuals who upholds this philosophy exhibit varieties of deviant, antisocial, risky and violent behaviour. In practical terms, some of the most common behaviours they exhibit include stealing, gossips, sabotage, character assassination, decimation of trust, deteriorated civic behaviour among others (Dahling, Kuyumcu, Librizzi, 2002; Backer, O'Hair, 2007).

In essence individuals who upholds the philosophy of Marchiavellism tend to be cynical about life, always willing to use manipulative strategies to influence others and secure desired outcomes and are ever ready to depart from acceptable moral standards especially in situations where unethical and counterproductive behaviour offer an unfair advantage. In summarizing the extant position of Nicolo Marchiavelli on power, Ali (2015), posit that, Marchiavelli in his writing, within the purview of power, good and evil are in the same league. The implication of this is that, if the only means to retain power is to act in an evil manner, those who hold political power must not hesitate to do so.



When viewed in relation to the road transport workers in Nigeria, considering the fact that, most of their members evolve from street culture and their adoption of the culture of greed is akin to the tenets of Machiavellism as an instrument for retaining power. The conventional ease of power transfer from one bloc to another through the ballot box is never a welcome development, hence, the regular need to resort to violence. The outcome of this does not only affect members of the road transport workers clique but also affect law abiding members of the society (Animashaun, 2007, Ademowo, 2015).

## **2.11 Appraisal of Empirical Findings/Results**

The central focus for this study is to gain a deeper and comprehensive understanding of the significant roles played by socio-personal and psychological factors in the evolution and sustainance of violent behaviour among road transport workers in Ogun State, Nigeria. In this chapter, concepts, issues and theories relating to the various variables that featured prominently in the study were reviewed. Literatures were examined on various areas that border on violent behaviours, especially, some of the major causative factors and the series of consequences thereafter. In essence, some relevant studies were reviewed in which socio-personal and psychological variables were identified as determinants of violent behaviours among certain categories of individuals and occupational groups, both in Nigeria and outside the shores of the country. Ademowo (2015) examines 'stigma, violence and the human agents on the motor park space in Ibadan metropolis, Southwest Nigeria', adopting the Ervin Goffman's labeling theory through the use of participant observation and key informant interviews. The findings of the study provides useful information and report on violent behaviours among road transport personnel. The study identified motivational factors behind violent behaviours and examined the role of power tussle, violence and human agents, in the whole scenario. The findings of the study reveal that poverty and illiteracy play significant roles in the development of violent behaviours and acts of violence among road transport workers. These identified key factors, when examined in the context of socio-personal and psychological point of view, help to understand the rationale behind heightened violent attitudinal disposition among road transport workers in Nigeria. Several socio-personal

and psychological factors were found to have direct bearing on violent behaviour among road transport workers in Nigeria. The socio-personal and psychological factors found to influence violent behaviour among road transport workers in Nigeria include, among others, street culture, culture of greed, belligerent personality, philosophy of bellicosity, Machiavellian principle to mention just a few.

In a similar way, literature on aggressive and dangerous driving was equally reviewed and was defined as a situation in which a vehicle operator deliberately operates a vehicle or drives it in a manner that shows contempt to other road users (Balogun, Shenge and Oladipupo, 2012). This view was supported in a 'study on modeling urban dangerous driving behaviours in China with multi-agent microscopic traffic simulation' by Lix, Bai., Siebers and Wagner (2014). The findings of the study show that drivers who have high level of driving discourtesy i.e rudeness and aggressiveness have higher probability of performing dangerous driving behaviours including traffic rule violations and have a high propensity of extending such behaviours to other social life situations. However, findings from this study did not take into consideration the peculiarity and idiosyncracies of road transport workers whose culture of impunity transcends road rage, but equally accommodates other violent acts.

Study on 'rebelliousness, effortful control and risky behaviours metamotivational and temperamental predictors of risk taking in older adolescents', Lafreniere, Menna, & Cramer (2013) was also reviewed. The findings of the study established that rebelliousness and effortful control ( i.e ability to appropriately regulate attention and behaviours) were strong predictors of expected involvement in violent behaviours, and that proactive rebelliousness was a particularly influential predictor of illicit drug use, aggressive and illegal behaviours as well as risky academic and violent work behaviours. This view was corroborated by Balogun et al. (2012) who investigated 'psychosocial factors influencing aggressive driving among commercial and private automobile drivers in Lagos metropolis'. Findings from the study show that anger, anonymity, mood swing, environmental factors among others are responsible for aggressive driving among certain social and occupational groups.

Literature on drug use and usage of psychotropic substances was likewise reviewed, and it was defined as those substances which, when taken, has the capability to

impair the motor and mental functions of the consumers both of which are critical to the performance of tasks. As a pointer, Bello, Fatiregun, Ndifon, Oyo-Ita and Ikpeme (2011) examined 'the social determinants of alcohol use among drivers in Calabar , Nigeria', employing a cross-sectional descriptive study method. They used semi-structured questionnaire and the World Health Organisation alcohol use Disorders Identification Test (DIT) for data collection. The findings of the study shows that hazardous use of alcohol is a public health problem which accounts for a huge global health burden. The study also established that history of drug use by parents, friends, siblings, as well as hostile upbringing environment, play significant role in this instance.

Literature was also reviewed on peer pressure and its impact on violent behaviour. It was defined as a strong influence mounted on an individual by their peers in attempt to influence the individuals' thoughts, emotions and behaviour. It is a type of pressure exerted upon individuals in the bid to make them conform to the dictates of the peer group to which they belong. As an illustration, Gudyanga, Gudyanga & Matamba (2015) investigated 'the aetiology of students' violent behaviours: The case of an urban school in Zimbabwe', adopting the visual participatory methodology and Focus Group Discussion (FGD) for data collection. The findings of the study established that peer pressure can easily lure people into violent behaviours resulting in humiliation and frustration. Victims of peer pressure are also exposed to abuses of psycho-active substances, watching violent content in the media and listening to gangster musical content all of which play significant roles in the development of violent behaviours and actual participation in acts of violence.

Ayodele, Atere & Bayewu (2013) also examined 'Agbero and maintenance of social order: A study of Iyana Iba, Mile 2 and Oshodi motor parks in Lagos State ,Nigeria', making use of questionnaire and Key Informant Interview (KII) as instrument for data collection. The findings of the study revealed that the violent behaviours of road transport workers often exhibit itself through such criminal acts like pick pocketing, robbery, election rigging and political thuggery, street fighting and vandalism, thereby unleashing terror and causing hardship and sufferings to law abiding members of the society.

In the same manner, Epetimehin (2014) studied 'risk exposures, vulnerability and mitigation methods among road transport workers in Nigeria', using the simple random

sampling technique and Cramer's V to analyze and test formulated hypotheses at 0.05 level of significance. The findings of the study showed that chronological age, driving experience, harebrained speed and many more have direct bearing on the violent acts and driving behaviours that often leads toroad traffic crashes.

Also, Oyeleke, Bada & Ajibewa, (2016) examined 'socio-demographic factors, personality traits and job stress as predictors of driving anger behaviour among drivers in Ijebu-Ode, Nigeria'. Using standard psychometric scales, the study employed cross-sectional design and a-35 item structured questionnaire as instrument for data collection. The findings of the study showed that higher level of job stress, driving experience and level of education and high level of extraversion have direct bearing on driving anger behaviour. Equally, certain negative emotional states such as irritation, sadness, immaturity, aggression, reckless search for intense sensations, low tolerance to frustration, insecurity and low self esteem among road transport personnel can be associated with risky driving behaviours and by extension other violent behaviours.

In addition, Animasahun's (2007) study on 'measured effect of emotional intelligence education in the remediation of aggressive behaviours among the members of the National Union of Road Transport Workers in Ibadan metropolis' was reviewed. The findings of the study showed that the intervention group had their aggressive behaviour tendencies greatly reduced compared with the control group. This was an indication of a significant relationship between the experimental and the control group. The implication of this is that, in line with the results of the study, aggressive and violent behaviours of road transport workers could be effectively managed through training in emotional intelligence skills, which when effectively utilized will go a long way in reducing, remediating and alleviating violent behaviours among road transport workers. This, in the submission of Animasahun, would lead to an enhanced intra and interpersonal relationship among road transport personnel, their associations and the larger society.

Also, in Sunmola's (2014), study of 'influence of public enlightenment programme of the Federal Road Safety Commission of Nigeria, on commercial motor drivers' behaviour, in urban centres in southwestern Nigeria', the result indicate that, concerted and well implemented public enlightenment programme could lead to considerable reduction and prevention of road traffic crashes. Such public enlightenment

programme would equally go a long way in reducing and preventing violent behaviours among the rank and file of road transport personnel.

Bankole and Lawal (2012) equally examine ‘communication skills as predictors of conflict management style of road transport union leaders in Lagos State’, employing the survey research design and purposive sampling technique. A modified and well simplified questionnaire was used as instrument for the study. The findings of the study show that the promotion of non formal literacy education among the road transport workers will improve communication and positively affect violent behaviours and conflict management style among road transport workers union members.

### **2.11.1 Theoretical Framework**

As applicable to every research work, the need to adopt a theoretical approach to guide this study is imperative. The theories considered applicable to this study are:

- (i) The Frustration-Aggression Theory (Dollard, Doob, Miller, Mowrer & Sears, 1939)
- (ii) Social Ecological Systems Theory (Urie Bronfenbrenner 1979)

### **2.11.2 The Frustration-Aggression Theory**

The frustration-aggression theory was postulated in 1939 by Dollard, Doob, Miller, Mowrer and Sears. The thrust of the theory posited that the circumstances surrounding incidence of aggression is often a fallout of the existence of frustration (Dennen, 2005). In essence the nucleus of the argument of the theory is that thwarting an individual’s effort towards achieving set goals can provoke aggressive instinct that catalyzes the behavioural drive to become belligerent and deal ruthlessly with the source of the blockade inducing the frustration (Akhalu, 2014).

The theory ascribes unwholesome and violent behaviours to the outcome of frustration triggered by blockade, interference, deprivation, disappointment as well as gulf between needs expectations and attainment. The theory utilized assumptions from the psycho-analytic theory and despite initial acknowledgement received by the theory, modification quickly came on board with the enunciation that it is not in all instances that frustration always lead to aggressive and violent behaviour, and conversely, not all aggressive acts could be linked to frustration (Warbuton & Anderson, 2015).

This led to the reversal of the theory base to encompass the reality that frustration can lead to other forms of reactions rather than aggression and belligerency, and what is opted for is the one that will adequately address frustration or exacerbate it.

In the light of this, individuals may have the tendency to learn through experience to manage frustrating situations with either aggressive or sublime reactions. Invariably, the crux of the theory, from the critique point of view, stresses that frustration might not automatically culminate into aggression, but can conveniently prime the individual for aggression when it sets in (Anderson & Huesmann, 2003; Bushman & Huesmann, 2006).

Aggression tend to have direct bearing on violence and violent behaviour in this instance connotes an intent to cause damage, inflict pain, harm and or injury. This may not be restricted to physical injury but may also encompass emotional and economic injuries, deliberately inflicted or carried out to threaten or inject anxiety and trepidation in the targeted group.

Frustration can conveniently predispose the affected individual to violent acts, especially from the perspective of the frustration-aggression theory which stresses that such experience occurs when there is a blockade or the deliberate thwarting of an individual's efforts at attaining some set goals. The extent of the frustration may be determined by the motivation for achieving the goal, the number of times and the frequency the affected individual was prevented from achieving the goal(s) and whether the failure is total or partial (Campbell, 1998; Bashiriyeh, 2010). Another pointer to the discourse is that, in a situation where expectations results in a fiasco, there is high probability that the individual will ascribe the problem to others and may even confront and hold them accountable for thwarting his goals. When this continues unabated, the affected person might find it difficult to express his feelings of bitterness against the perceived or real source of frustration. In such situations, an alternative object can bear the brunt of the expression which may turn into violence when activated.

The frustration-aggression theory can conveniently, and to a large extent, provide explanation for the bulk of violent behaviours in most societies of the world, leading, in most cases, to carnages and pogrom. Such incidents are evident in the prevailing terrorist and insurgency acts, militancy and criminal activities, political agitation and self actualization, restiveness and social upheaval and many more across the globe. The

bottomline is that in certain frustrated individuals, the feelings of hopelessness and despondency can adversely fire the wild imaginations and trigger the frustration-dynamics to perform the required exercises that spark violent conflict (Akhalu , 2014).

### **Relevance of the Theory**

The lack of tolerance to the pang of frustration, paves the way for violent behaviour, considering the fact that frustration arises when an individual declines to give up on a given task with the anticipation that the goal he/she has set will eventually be actualized. However, everything eventually ends up in fiasco (Dollard et al., 1939; Berkowitz, 1989; Anderson & Bushman, 2002). In essence, the nucleus of the argument of the frustration-aggression theory, opines that frustration as a psychological phenomenon can lead to certain turbulent emotional state causing such feelings as resentment, irritability, annoyance, pathological hatred and violent behavioural tendencies.

However, the extent and impact of frustration is mostly determined by the nature of the significance attached to the goals set by the affected person. Though, feelings of frustration may not be outrightly bad in its entirety, because in some instances, it can act as a motivator and positive drive as well as energizer towards striving for positive achievement. On the other hand, when it tilts towards resentment, anger, hopelessness, despondency, depression or downward spiral, where the affected individual have the feelings of resigning to fate or becoming apathetic, then the overt responses might become violent in nature.

Frustration can have an extremely damaging effect on individuals' state of mind, turning an amiable person into a hostile personality, exacerbate situations and create a vicious cycle. The thrust of the concept centres its argument on the premise that individuals who are victims of poverty, economic deprivation, difficult economic situation, low economic status, little job autonomy, restricted or blocked career advancement, poor or complete lack of quality formal and non formal education may resort to violent behaviour out of frustration and a sense of hopelessness (Adekeye, Abimbola & Adeusi, 2009). In relation to the maverick ones among road transport

workers, frustrating situations borne out of mental and material poverty usually exhibits itself in form of poor emotional intelligence education and deficient social skills (Bernstein, Penner, Clarke-Stewart & Roy 2006; Animasahun, 2007; Quist, Nyarko & Deku, 2007). This phenomenon, accounts for the bulk of frustration-induced violent behaviour within their folds, resulting in harsh treatment of commuters, road rage, mayhem caused in the course of changing their leadership, explosive social relations and a host of others.

In the submission of Animashaun (2007), in most instances, majority of road transport workers accidentally found themselves in the occupation as a result of circumstances beyond their control. Most of them see it as the last resort, having experienced frustration as a result of being obstructed from achieving certain laudable goals they had earlier set in life. This often make certain cliques among road transport workers come up with some peculiar behaviours such as aggression, poor interpersonal relations, antisocial behaviour, criminal tendencies and deliberately testing the bounds of the society, thereby testing the criminal justice system of the society. This could be further incensed by immune-delusion syndrome as exhibited by those protected by political power brokers.

It is equally plausible to identify the fact that the bulk of the boisterous ones among road transport workers are products of the hostile environment, especially hostile environs in which the need to fight for survival is the order of the day.

With this type of mindset, the tendency to get filled with rage, resentment, feelings of hopelessness and despondency is possible. In addition, their sense of social rejection exacerbated by the notion that they owe the larger society nothing positive and beneficial, also turns them into a ticking 'time bomb', in essence becoming violent, an act which they erroneously perceive as favourable (Gudyanga, Gudyanga & Matamba, 2015).

Issues pertaining to lack of economic empowerment, emotional instability, negative social bonding, poor social value, vague reasoning and unrealistic thinking also induce people to resort to violent behaviour. Similar to this are offensive expressions like diatribe, negative criticisms, emotional and physical threat, and frustrating conditions. Other factors that provoke aggressive behaviours are economic and psychological pressures, irritable nature, impulsive emotion, restlessness and many more. This



phenomenon is rampant among road transport workers who could not appropriately manage them.

In summary, the frustration-aggression theory is a theory about the correlation between goals actualization blockade and violent behaviour. Hence, the theory is a relevant tool for explaining the rationale behind violent behaviour among road transport workers. It is also relevant for formulating the theoretical basis for situating this work among road transport workers in Ogun State.

### **2.11.3 The Social Ecological System Theory**

The ecological system theory formerly referred to as the human ecology theory was formulated by the famous psychologist Urie Bronfenbrenner (1979). The theory states that human development, attitude and behaviour are determined by the different types of environmental system in which the individual grows up. This theory gives a clear understanding to why individuals behave differently in different situations. For instance, individuals can put up a behaviour in situation “A” and another reaction in situation “B”.

According to Sincero, (2012) the ecological system theory could be viewed from five dimensions, Sincero affirms that the ecological system theory holds that individuals encounter different environments throughout their existence on earth, and these different environments influence their behaviours in myriads of ways. Sincero classified the systems as the micro-system, the macrosystem, the mesosystem, the exosystem and the chronosystem. In the submission of William, (2008), the Social Ecological System theory assumes that the natural environment plays significant roles and are a major source of influence on individuals that evolve from them. The theory views individuals within the purview of the diverse settings they live in, in their day-to-day lives (the microsystem).

Settings in this instance are related to one another in a multiplicity of ways (mesosystems). These are in turn connected to those social settings and institutions where the affected person is not physically located but which directly and indirectly impact on the concerned individual’s life, especially in a significant manner (the exosystems). All these systems are usually organised in terms or based on the culture, dominant philosophies and beliefs of the affected individual (the macrosystems). In another dimension, an individual family experience, especially turbulent ones, may have a direct

bearing on the individual's work experience (the mesosystem). While an individual's behaviour may pose a major challenge which may have spiral effects not only on the victims directly affected, but also their families, organizations where they work and the larger society ( the chronosystem).

Basically, the social ecological system theory has influenced many psychologists in the way they analyze the personality make up of individuals and the effects of the different environmental system which the individual comes across in the process of growing up in the society. Bronfenbrenner (1979) attempted to apply socio-ecological models to human development. He postulated that in order to understand human development, the entire ecological system in which an average human being grows or develops must be given due consideration. In essence, Urie Bronfenbrenner acknowledged the relevance of biological and genetical aspects of an individual's personality development.

When given a cursory appraisal, a system can be seen from the perspective of a comparatively woven structure, comprising interacting, interrelated or interdependent elements that form a whole (Susser and Susser 1996; cited in Sincero, 2012). Ecological system theory argues that, the only way to fully understand something or an occurrence is to understand the parts in relation to the whole. Therefore, ecological systems theory, which deals with the process of understanding how things impact on one another within a whole is the main thrust of this models.

Drawing from the natural ecosystem which can be defined as the network of interactions among organisms and between organisms and their environment, social ecology theory is a framework for understanding the indispensable and flexible relationship among various individual and ecological variables (Schuze 2005). Social ecology pays explicit attention to the social, institutional and cultural contexts of people-environmental relations. Social ecology equally incorporates concepts such as interdependence and homeostatis from systems theory to characterize reciprocal and dynamic person-environment relations or transactions.

According to this theory, human beings are key agents in the ecological systems, from an ecological perspective, the individual is both a postulate and a unit of measurement. As a postulate, an average human being has several characteristics, which

need access to an environment, which in turn he relies on for knowledge and information. In addition, man is a gregarious higher animal who cannot live in isolation. In essence, man is always part of a population and cannot survive outside that population. Also, man exists within time frame and cannot live forever; though, there is innate potency in man to preserve and expand life. Coupled with this, is the fact that, man is a dynamic entity whose behavioural tendencies is susceptible to change as many times as possible.

Social ecological models are therefore applicable to the processes and conditions that determine and govern the lifelong course of human development in the actual settings where individual human beings live. The social ecological systems theory considers individual development right from childhood within the context of the system of relationships that form the individuals' environment.

Bronfenbrenner acknowledges the relevance of biological and genetic aspects of an average individual and paid more attention to the personal qualities that an average human being brings with him into any social situation. He compartmentalized these characteristics into three types – demand, resources and force characteristics. According to him, demand characteristics are those features that act as an immediate stimulus to another person, such as age, gender, skin colour and physical appearance. Basically, these types of characteristics may influence initial interactions, courtesy of the expectations formed immediately.

Resource characteristics, in the submission of Bronfenbrenner (1979) are those that have to do partly with mental and emotional resources such as past experiences, skills and intelligence and also, social and material resources (Bronfenbrenner and Morris, 1998). In the case of force characteristics, these are features that have to do with differences of temperament, motivation and persistence.

### **Relevance of the theory to the study**

The thrust of the social ecological system approach is based on the notion that multiplicity of factors account for violent behaviours among people. The social ecological platform considers violence, especially interpersonal violence, as a fallout of interaction of many variables which often involve the individual, personal relationship, the community

and the society. At the level of the individual, factors such as personal history and physiological factors often impact on how individuals react to issues. In essence, this implies how they behave, in most cases, increases individuals' likelihood of becoming violent or becoming a victim of violence. Important but negative development such as being a victim of or having suffered maltreatment as a minor, psychological and personality disorders, alcohol and psycho-active substances abuses, chronic aggression and other form of abuses.

Another relevant point is personal relationship which could involve informal relationship on interpersonal basis with family members, friends, peers, intimate partners and so on. All these may influence an individual to develop violent behaviours or become victims of violent behaviours. Peer pressure is a good illustration of this phenomenon. It easily impacts on the development of pro-social or violent behaviour.

Peer pressure is the impact of observers or an individual who gets motivated to follow others by changing their attitudes, fine tune their values or behaviour to fall in line with those of the individual or influencing group. Peer pressure is commonly associated with episode of risk taking and violent behaviours because, in most cases, violent activities usually occur in the company of peers (Steinberg & Monahan, 2007)

Usually, affiliation with peers who have high propensity for peculiar behaviour and violent tendencies predisposes individuals who belong to such groups to act in the same way. In the case of the hot-headed ones among road transport workers, peer pressure contributes in no small ways to instances of acting under impulsivity, poor risk perception and inability to accurately and intelligently evaluate situations before acting or reacting. The Regis University College of Contemporary Liberal Studies (2017) corroborated this view by concluding that the influence of a single criminally minded personality in a neighborhood is enough to conveniently produce a profound and long lasting effect on the surrounding individuals, especially youngsters to engage in violent behaviours.

The implication of this is that, among the maverick members of the road transport workers as applicable to other social and occupational groups with underlying violent behaviours, interpersonal relations can conveniently predispose them to acts of violence. At the individual level (micro-system) peer pressure can be more powerful than any other

factors in the evolution of propensity for criminal and violent behavioural (Gudyanga, Gudyanga & Matambo 2015).

In another context, the environment (community) in which social relationships occur such as neighborhoods, workplaces, schools and, in this instance motor parks, often have direct bearing on violent behaviours, especially in environments where the acceptance of such behaviours is high. Environmental influence can determine whether violent behaviours are accommodated or not. In most cases, some socio-economic factors and principles that encourage socio-economic inequalities among people, include proliferation of arms as well as socio-cultural norms that validate the culture of social dominance. These factors also encourage adoption of violence for resolution of conflict and the attainment of political power. In the case of road transport workers, violent union politics is a popular practice. This is extended to the larger society in form of explosive social relations and violent secular/ conventional politics. Judging from the postulation of Bandura's social learning theory (1977), which holds that that aggression could be learnt, it is equally deductable that violent behaviours could also be learnt through observation. This is because what happens at the family level, within peer groups, in the neighbourhoods and in occupational circles can easily be extended to the larger social system.

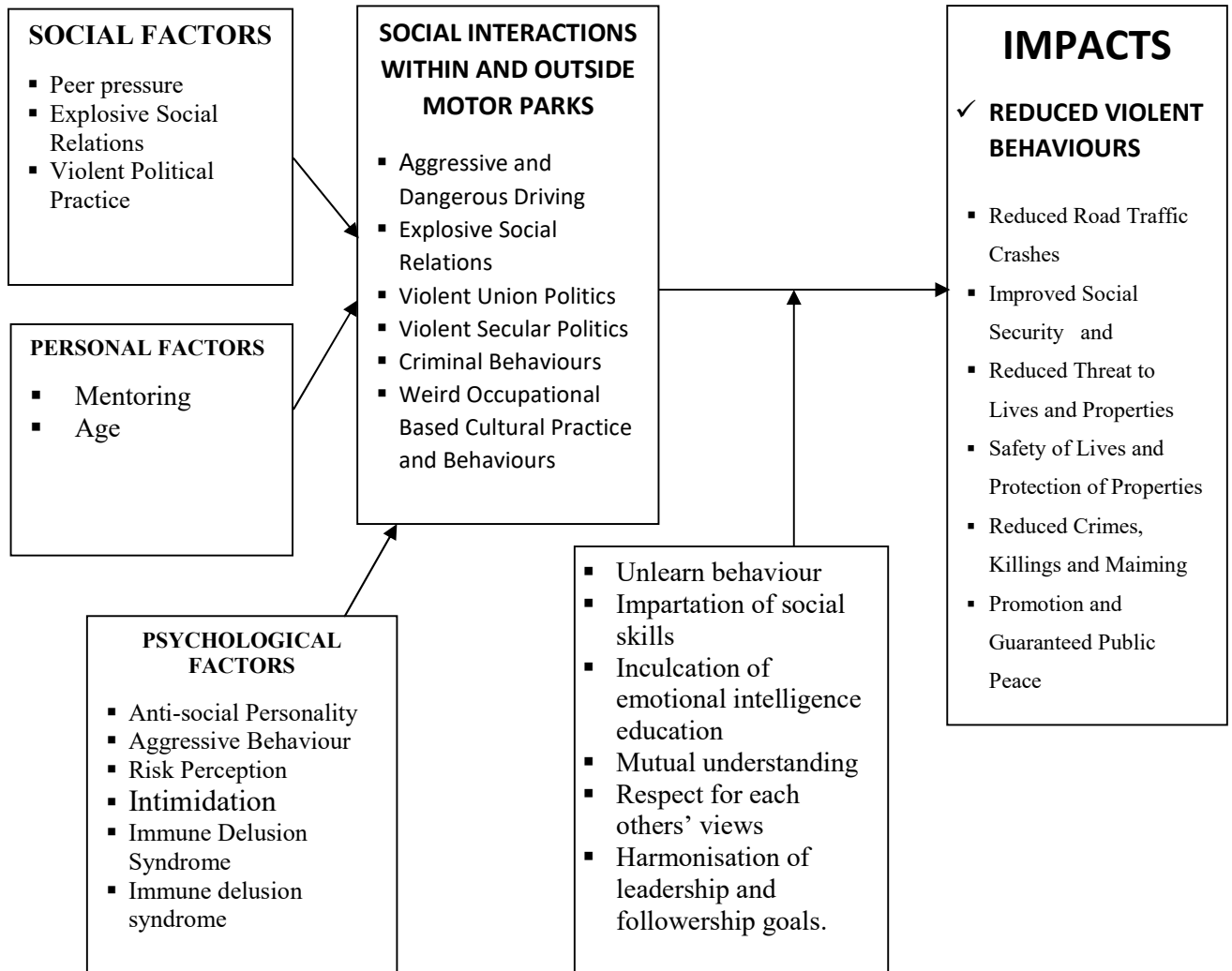
In another vein, past experiences with violent acts could account for people's 'die hard' disposition to violence and if this is not curbed early, more violent behaviours will continue to ravage the society. The fact remains that, violence can affect individuals at any age and in any locality. It has multiplicity of ways of exhibiting itself. For instance, situations may get out of control at the communal level especially when an individual is subjected to coercion. In some cases such individual may resort to violence to resolve issues, especially in inter-personal situations.

Coupled with this is the fact that such individuals are encouraged by models presented in the media (in the case of younger folks) or models that are displayed by 'significant others'. They are also motivated, sometimes, by passive factors such as societal latitude of acceptance, emotional delusion such as feelings of pseudo-infallibility, tactical support by political power brokers and dangerous beliefs such as seeing violence as an appropriate response to social issues. These factors make violent behaviours to be perceived as a

welcome development among the road transport workers. The importance of addressing the various levels of construct within the social ecological model is imperative in relation to violence reduction. This is because each level of influence within the social-ecological model plays a role in engaging in violent behaviours. For instance, the decision to engage in the deadly behaviour of destructive secular politics may be influenced by occupational cultural norms covering the behaviour (e.g it is unacceptable to change power blocs in motor parks without resorting to fracas). In summary, the ecological system theory stresses the relationships between the diverse environments in which individuals are raised and operate and how the various environments contribute to the development and occurrence of violent or sublime behaviour. This position was supported by Krek, (2020) who strongly lend credence to the fact that behaviour is caused and this could take physical and external form. Fundamentally, culture, the environment and physiology play significant roles in the entire process (Krek, 2020). The theory will assist in no small ways in understanding the rationale behind violent behaviour among road transport workers and map out the best stratagem to curb the ugly development.

### 2.11.4 Developing framework

**Fig. 2: Developing framework for Road Transport Workers' Violent Behaviour**



**Source: Researcher, 2019**

Adapted and Modified Theories of Frustration-Aggression-Dollard, Doob, Miller, Mowrer and Sears (1939) and Social Ecological System Theory-Urie Bronfenbrenner (1979).

## **Description of the Model**

Figure 2.9 shows the process flow and linkages in the framework of violent behaviour among road transport workers. The model shows context (i) where social factors- peer pressure, explosive social relations and violent political practice contribute to the promotion of violent behaviours among road transport workers. This is linked to context (ii) which highlights the personal factors responsible for violent behaviour among road transport workers, and this identifies mentoring and chronological age. This is connected to the third box context (iii) which displays the psychological domain of violent behaviour among road transport workers and this identifies issues of anti-social Personality, aggressive behaviour, risk perception, Intimidation and immune delusion dyndrome. The active interaction of the three factors generate context (iv) which highlights some of the various violent behaviour among road transport workers such as aggressive driving, explosive social relations, violent secular politics, weird occupational based cultural practices and behaviour. These behavioural outcomes when adequately managed through proper intervention will result in unlearning of these violent behaviour. This can be achieved through impartation of social skills, inculcation of emotional intelligence education, promotion of mutual understanding, respect for each others' views, harmonization of followership and leadership goals among others, context (v). Seen that these are not negatively impacted, they certainly will lead to certain outcomes which are in context (vi). These include among others, reduced road traffic crashes, improved social security, reduced threat to lives and properties, safety of lives and protection of properties, reduction of crimes, killings and maiming as well as promotion of guaranteed public peace.

Nevertheless, the intervening factors which are expected to be viewed from the contributions of the environment in relations to goal setting and achievement of such should be properly handled. This could be donethrough deliberate policy and managerial efficiency of all the stakeholders. Otherwise, it may lead to a serious limitations on the outcome. However the achievement of this will be possible given that the political will, sincerity and readiness to do so, is guaranteed and sustained.



## **CHAPTER THREE**

### **METHODOLOGY**

#### **3.1 Research Design**

The research design adopted for this study was the survey design of the *correlational type*. This design was adopted owing to its strength in systematically gathering information from a large population. This design was considered appropriate, as it assisted the researcher to properly contextualise issues associated with violent behaviours among road transport workers in Ogun State, Nigeria. It also facilitated the collection of data from the participants in the study. Besides, its adoption was because the variables cannot be manipulated by the researcher and the events being investigated by the research had occurred in the past.

#### **3.2 Population of the study**

The population for the study included all members of road transport workers unions in Ogun State, Nigeria, who are also registered members of the the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN).

#### **3.3 Sample and Sampling techniques**

The sample size used for the study was selected through a multi-stage sampling procedure to select a sample size of 890 respondents for the study, this included the following-

##### **Stage I**

The State (Ogun State) was stratified according to its political delimitation using its four sub-ethnic zones of Remo, Ijebu, Yewa and Egba.

##### **Stage II**

Through the purposive sampling technique two (2) major inter-state motor parks were selected from each zone; making a total of eight (8) motor parks across the State. The

justification for selecting the parks was borne out of diverse factors ranging from the fact that some are on international routes, inter geo-political routes as well as situated in state / divisional headquarters. Some of these parks are also contiguous to each other as well as experience heavy commuter activities on a daily basis. Based on the data provided, the population of the members collated from the eight parks showed that the total population across the two unions in the selected parks were 6,449 (NURTW = 3685; RTEAN = 2756). Using the sample size determination technique, the adjusted Yamane sample size formula developed by Adam, (2020). The method was adopted and the sample size estimated, was 445 for NURTW and 445 for RTEAN members.

**Table 3.1: Population of Union members across the 8 selected parks**

	Daily Loading from parks	<b>NURTW Members</b>	<b>RTEAN Members</b>	Total
Sagamu express junction	330	521	392	912
Lagos motor park ijebu-ode	200	320	245	560
Ibadan motor park, ijebu ode	2000	758	560	1327
Isale-oko motor park sagamu	150	320	243	560
Kuto motor park, Abeokuta	300	500	372	875
Ita-osin motor park, Abeokuta	250	400	302	700
Sango motor park	250	421	311	737
Idiroko motor park	230	445	331	779
		3685	2756	6449

## Sample Size Determination

The sample size for this study was determined, using the adjusted Yamane sample size formula developed by Adam (2020) below:

$$n = \frac{N}{1 + N\epsilon^2}$$

Where

n = minimum sample size

N = estimate population

e = the degree of accuracy expressed as proportion = 0.05

ρ = the number of standard deviations that would include all possible values in the range = 2

t = t-value for the selected alpha level or confidence level at 95% = 1.96

ε = adjusted margin of error [ $\epsilon = (\frac{\rho e}{t})$ ]

$$\Rightarrow \epsilon = \left(\frac{2(0.05)}{1.96}\right) = 0.051$$

**For NURTW**

**For RTEAN**

$$n = \frac{3685}{(1 + 3685 (0.051)^2)}$$

$$n = \frac{2756}{(1 + 2756 (0.051)^2)}$$

$$n = \frac{3685}{10.585}$$

$$n = \frac{2756}{8.17}$$

$$n = 348.145$$

$$n = 337.34$$

To cater for 23% attrition rate

To cater for 24% attrition rate

$$n = \frac{n, NR}{1 - NR} \quad \text{n, NR = Non-response rate (21\%)}$$

$$N = \frac{n, NR}{1 - NR} \quad \text{N = n, NR = Non-response rate (24\%)}$$

$$n = \frac{348}{1 - 0.21}$$

$$n = \frac{337}{1 - 0.24}$$

$$n = \frac{348}{0.79}$$

$$n = \frac{337}{0.76}$$

$$n = 441(\text{approx..})$$

$$n = 443(\text{approx..})$$

In the study, the total sample sizes were scaled up to 445 for both unions. The sample size determination for each of the selected motor parks and the sample size used for the study is as follows: From the estimated sample, a proportional sampling technique was used distributing the 445 participants across the motor parks in the State.

## Stage II

**Table 3.2: Sample Size Determination and Sample Size of the Selected Motor parks**

S/N	Motor parks	NURTW			RTEAN		
		Estimated Population	Proportional allocation to each	Sample size determination of each park	Estimated Population	Proportional allocation to each	Sample size determination of each park
1	Idiroko motor park	445	$\frac{445 \times 445}{3685}$	53	331	$\frac{331 \times 445}{2756}$	54
2	Sagamu express junction	521	$\frac{521 \times 445}{3685}$	63	392	$\frac{392 \times 445}{2756}$	63
3	Lagos motor park ijebu-ode	320	$\frac{320 \times 445}{3685}$	39	245	$\frac{245 \times 445}{2756}$	40
4	Ibadan motor park, ijebu ode	758	$\frac{758 \times 445}{3685}$	92	560	$\frac{560 \times 445}{2756}$	90
5	Isale-oko motor park sagamu	320	$\frac{320 \times 445}{3685}$	39	243	$\frac{243 \times 445}{2756}$	39
6	Kuto motor park, Abeokuta	500	$\frac{500 \times 445}{3685}$	60	372	$\frac{372 \times 445}{2756}$	60
7	Ita-osin motor park, Abeokuta	400	$\frac{400 \times 445}{3685}$	48	302	$\frac{302 \times 445}{2756}$	49
8	Sango motor park	421	$\frac{421 \times 445}{3685}$	51	311	$\frac{311 \times 445}{2756}$	50
		<b>3685</b>		<b>445</b>	<b>2756</b>		<b>445</b>

Adam, A. M. (2020). Sample Size Determination in Survey Research. *Journal of Scientific Research and Reports*, 26(5), 90-97. <https://doi.org/10.9734/jsrr/2020/v26i530263>

Secondly, the proportional sampling technique was adopted to distribute the 445 sample size across the eight motor parks. This method gave the population an equal probability or chance of being chosen and represented as a participant. In each of the divisions, one primary and one secondary motor parks were randomly selected as follows: Primary motor parks in this instance implies major commercial motor parks originally designated by the government. On the other hand, secondary motor parks are fragmented motor parks intentionally set up by group of commercial road transportation workers, who break away from the major segment, but remain formal and active members of the respective unions.

### **Stage III**

The stratified sampling technique was adopted in dividing the population sample into four (4) categories- commercial vehicle drivers, members of the National Union of Road Transport Workers (NURTW), the Road Transport Employers Association of Nigeria (RTEAN) and other stakeholders in the road transportation industry who had at one time or the other witnessed some unwholesome behaviours of certain categories of road transport workers bordering on violence in their various domains. All the executives of the unions at the State, local government areas and wards (chapters, branches, chapters, units) levels formed parts of the sample. However, additional 100 copies of questionnaire were added to cater for attrition and loss of data. 915 were returned out of which only 754 were properly filled, hence a total sample of 754 were used for data analyses.

### **3.4 Instrumentation**

For data collection, both quantitative and qualitative methods were adopted. For the quantitative data ten (10) major instruments were used to collect data for the study which were described below:

**Peer Pressure Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Santor et al., (2000) peer pressure scale, the scale measured issues relating to peer pressure related factors and how it affect violent behaviour among road transport workers in Ogun state. This 6- item scale covers the following:

traits of toughness, issues of losing respect, veneration of union matters, rule breaking owing to influence of significant others, coercion to act against ones' will, use of psychotropic substances in attempt to command respect among others. This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifteen copies of this scale was administered on a sample size of fifteen members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to Cronbach alpha and it yielded a coefficient of  $\alpha = 0.79$

**Explosive Social Relations Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Maercker and Müller, (2004) social acknowledgement scale, the scale measured issues pertaining to explosive social relations related factors as it affects violent behaviour among road transport workers in Ogun state. This 6– item scale covers the following: maintaining firm social control, building social relationships within the parks, strengthening of bond, winning loyalty and getting respect, achieving political power and getting social recognition This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to Cronbach alpha and it yielded a coefficient of  $\alpha = 0.77$

**Violent Political Practice Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Conrad et al, (2010) crime and violent scale, the scale measured issues pertaining to violent political practice related factors and how it affects violent behaviour among road transport workers in Ogun state. This 7 –item scale covers the following: political goals attainment, building political hegemony, maintaining political relevance, registering political loyalty, strengthening existing political culture

and replenishing the demands of politicians for supply of miscreants for political purposes. This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha = 0.74$

**Mentoring Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Rose, (2003) Ideal Mentor scale (IMS), the scale measured issues pertaining to mentoring related factors. as it affects violent behaviour among road transport workers in Ogun State. This 7 –item scale covers establishing organizational norms, learning through more experienced individuals, full acculturation, streamlining of prospective members into the profession and protecting the interest of protégés. This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha = 0.88$

**Anti-social Personality Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Blackburn and Fawcett, (1999) antisocial personality questionnaire scale the scale measured issues pertaining to anti-social personality related factors and how it promotes violent behaviour among road transport workers in Ogun State. This 7–item scale covers : criteria for promotion, influence of significant others in the display of violent behaviours among the rank and file, quest at impressing the power brokers in the road transport workers' unions, execution of threats, display and emulation of loyalty. This scale was translated into Yoruba language for the purpose of members of



the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha = 0.85$

**Aggressive Behaviour Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Perlman and Hirdes, (2008) aggressive behaviour scale, the scale measured issues pertaining to aggressive behaviour related factors as it affects violent behaviour among road transport workers in Ogun State. This 7- item scale covers: motor parks' headship stance on violent behaviours, incessant outbreak of clashes, causative factors for conflict, political patronage and power politics, external influences and rule contravention, doing the biddings of influential members of the unions against the will of the floor members and doing the unacceptable because of been dared to do so. This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to Cronbach alpha and it yielded a coefficient of  $\alpha = 0.75$

**Risk Perception Factor Scale** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from perceived likelihood of future aggression scale Flewelling et. al, (1993) the scale measured issues pertaining to risk perception related factors and how it affects violent behaviour among road transport workers in Ogun State. This 4- item scale covers: risk attachment, anticipation of crisis, getting involved in mortality at a younger age and acknowledging the presence of hazard on the job. This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting

it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifteen members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to Cronbach alpha and it yielded a coefficient of  $\alpha = 0.86$

**Intimidation Factor Scale** - This is a 4-point Likert scale (of ‘Strongly Agree’ (4) ‘Agree’ (3) ‘Disagree’ (2), and ‘Strongly Disagree’ (1). It was an adapted scale, with selected items taken from bullying and health experiences scale Veran et. al, (2012) the scale measured issues pertaining to intimidation related factors as it affects violent behaviour among road transport workers in Ogun state. This 7– item scale covers: unbridled reaction to provocation, ability to put temperament under control, apprehension for the high handedness of state agents and issue of vengeance. This scale was translated into Yoruba language for the purpose of members of the road transport workers’ unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifteen members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha = 0.78$

**Immune Delusion Syndrome Factor Scale** - This is a 4-point Likert scale (of ‘Strongly Agree’ (4) ‘Agree’ (3) ‘Disagree’ (2), and ‘Strongly Disagree’ (1). It was an adapted scale, with selected items taken from Afolabi (2014) ‘perception of road safety attitude scale’ the scale measured issues pertaining to immune delusion syndrome related factors and how it affects violent behaviour among road transport workers in Ogun State. This 5 – item scale covers: act of pseudo-infallibility, extra-terrestrial power protection, efficacy of charms and use of talisman “juju”. This scale was translated into Yoruba language for the purpose of members of the road transport workers’ unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifteen copies of this scale was administered on a sample size of fifteen members of the unions at Asero motor park

Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha=0.71$

**Violent Behaviour Questionnaire** - This is a 4-point Likert scale (of 'Strongly Agree' (4) 'Agree' (3) 'Disagree' (2), and 'Strongly Disagree' (1). It was an adapted scale, with selected items taken from Orpinas and Frankwoskii, (2001) 'the aggression scale', the scale measured issues pertaining to violent behaviour among road transport workers in Ogun State. This 28- item scale covers: revenge, use of force, acts of viciousness, impatience, business control, brawn, union support for violence, violence and conflict resolution, forceful extortion, assault, union apathy, discipline of erring members, violence and task execution, malhandling, management of inter-union conflicts, political power transition, control of juicy transportation routes, poor management of of interpersonal conflict, humiliation of members and union support for violence.

This scale was translated into Yoruba language for the purpose of members of the road transport workers' unions who did not understand English language. The validity of this scale was ensured by subjecting it to critical scrutiny of experts in test and measurement, psychology and Adult education, while fifty copies of this scale was administered on a sample size of fifty members of the unions at Asero motor park Abeokuta which was outside the scope of this study. The filled questionnaire was subjected to cronbach alpha and it yielded a coefficient of  $\alpha=0.85$

For the qualitative data, 8 sessions of the KII and 10 session of IDI were carried out.

### **Key Informant Interview (KII)**

Eight (8) sessions of key informant interview were conducted in the various motor parks used for the study. The groups interviewed were leaders of the various transport unions in the parks and other related government agencies. These include the Nigerian Union of Road Transport Workers (NURTW), the Road Transport Employees Association of Nigeria (RTEAN), vehicle drivers (Commercial), welfare officers, park administrators, personnel of the Federal Road Safety Corps (FRSC) and the Traffic Compliance and Enforcement Agency (TRACE). These organizations provided information on aggressive driving and the regular consequences of the act. Also, police officers, especially, the Divisional Police Officers (DPOs) and the Crime Reporting Officers (CROs) attached to

the various Police divisions within the vicinity where the various parks used for the study are situated were also interviewed.

The Key Informant Interview (KII) was used to obtain information from a wide range of participants. These informants provided particular knowledge and in-depth insights on the factors that give rise to violent behaviors among road transport workers and also provided recommendations for solutions. The Key Informants Interview took the form of face to face interview. According to Goren (2012), this approach (KII) is best adopted when the researcher is interested in obtaining information about challenges in any social system or in the society at large. The Key Informant Interview (KII) assists in getting authentic comprehensive and rich data in relatively easy and inexpensive manner and affords the researcher the opportunity to establish close relationship with respondents and get issues clarified (Goren, 2012).

### **Indepth interview (IDI)**

The qualitative method of Indepth interview (IDI) was used as supplement to the survey method in order to ensure that information that may not be captured by the survey technique was captured through mutual interaction of the researcher with the respondents. A total of 10 interview sessions (for each park) were conducted among the members of the two unions used for the study, 10 transport unions members in the parks were sampled using the simple random sampling technique. The caregivers were interviewed using a questionnaire guide and tape recorder to record the responses.

### **3.5 Administration of the Instrument**

The support of chairmen and other executives of the road transport workers' unions, were enlisted during this study. Some research assistants were also enlisted and trained to distribute copies of the questionnaire (instrument) to the respondents. The educated ones among the respondents were directly given the questionnaire and were told how to complete the questionnaire. The unlettered respondents were assisted by the researcher and the trained research assistants especially by reading out and explaining the items in the questionnaire to them in standard English, pidgin, and in their local languages before they were told to complete the questionnaire.



**Table 3.3: KII Conducted for the Study**

<b>Division</b>	<b>Location of Interview</b>	<b>KII No. of Sessions</b>	<b>Date conducted</b>
<b>Remo Zone</b> Sagamu	(i) Isale Oko Motor Park	1	23/9/2018
	(ii) Express Junction Motor Park	1	23/9/2018
<b>Ijebu Zone</b> Ijebu-Ode	(i) Lagos Motor Park	1	25/9/2018
	(ii)Ibadan Motor Park	1	25/9/2018
<b>Yewa/Awori Zone</b> Sango Idiroko	(i)Sango Motor Park	1	27/9/2018
	(ii)Idiroko Motor Park	1	27/9/2018
<b>Egba Zone</b> Abeokuta Abeokuta	(i)Ita-Osin Motor Park	1	30/9/2018
	(ii) Kuto Motor Park	1	30/9/2018

**Table 3.3.1: IDI Conducted for the Study**

<b>Division</b>	<b>Location of Interview</b>	<b>IDI No. of Sessions</b>	<b>Date conducted</b>
<b>Remo Zone</b> Sagamu	(i) Isale Oko Motor Park	2	24/9/2018
	(ii) Express Junction Motor Park	1	24/9/2018
<b>Ijebu Zone</b> Ijebu-Ode	(i) Lagos Motor Park	1	25/9/2018
	(ii) Ibadan Motor Park	1	25/9/2018
<b>Yewa/Awori Zone</b> Sango Idiroko	(i) Sango Motor Park	1	27/9/2018
	(ii) Idiroko Motor Park	1	27/9/2018
<b>Egba Zone</b> Abeokuta Abeokuta	(i) Ita-Osin Motor Park	1	30/9/2018
	(ii) Kuto Motor Park	2	30/9/2018

### **3.6 Method of Data Analysis**

The data obtained from the study was collated and analysed using the descriptive statistics of simple percentage, mean and standard deviation for the demographic data obtained from the respondents. While multiple regression analysis was used for objective (i), Linear Correlation was used for objectives (ii), (iii) and (iv) and regression analysis was used for objective (v). Multiple linear regression analysis was used to answer the research questions as well as tested the hypothesis postulated, all at 0.05 level of significance. The qualitative data obtained from the study through IDI and KII were subjected to content analyses.

### **3.7 Ethical Considerations**

The process of data collection for the study was guided by ethical principles that apply to human subject as highlighted below.

**Confidentiality:** All responses given by respondents were handled with strict confidentiality. The researcher did not reveal any information gotten in the process of this research work to anyone for whatsoever reason.

**Translation of protocol to local language:** Language as a parameter was also taken into consideration. The implication of this is that, the researcher ensured that all selected respondents are proficient in the languages used for moderation. The instrument was translated from English into Yoruba language and pidgin where needs called for it.

**Welfare of participants:** The researcher tried to maximize the benefits, which is value added to the privacy, mental health and well being of individuals, groups and the society as a whole. The researcher ensured that the study avoided and does not expose the participants/ respondents to any form of danger especially threats and sanctions from the leaders of the various parks where the instruments were administered.

**Safety of participants:** This confers on the respondents immunity from any danger or abuse whatsoever. In the execution of this research work, the researcher ensure that the respondents were protected from all forms of danger during the research or as a consequence of the study.



**Voluntariness:** Involvement of respondents in the study was absolutely voluntary. Verbal informed consent were obtained for voluntary participation in the research. This was imperative because the consent served as evidence that the process actually took place and respondents voluntarily subscribed their involvement in the study. At the same time the respondents were informed that they had the right to decline to participate and, when they deem it fit, are free to withdraw from the research at any point without attracting any sanction.

### **Capacity of Respondents to Consent**

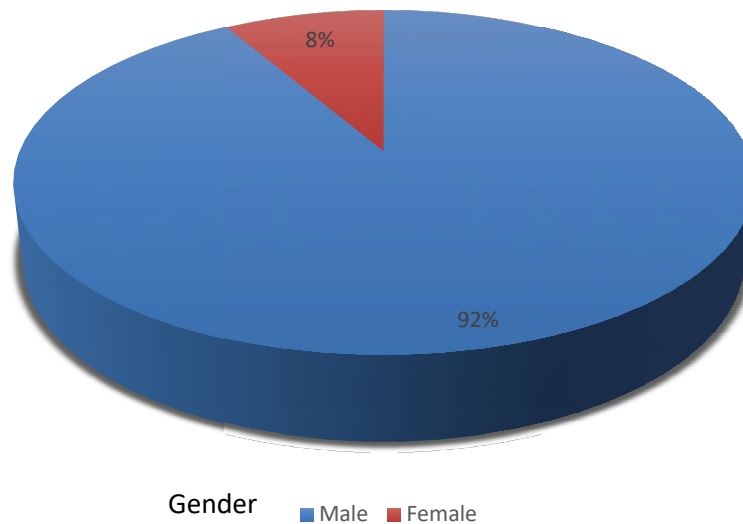
Intelligence assessment was performed among the knowledgeable and experienced members of the road transport workers and their executives to establish their capacity to exercise their freewill in subscribing their consent to participate in the study. This was done by giving them a brief information on the focus of the research work. In order to achieve this, the road transport workers and their union executives in the selected parks were recruited for the study. The researcher briefly interviewed potential and interested participants to ascertain their level of competence. This was determined by their ability to understand and discuss their comprehension of the scope of the study in terms of psycho-social intervention, management of risky and violent behaviour among others.

## CHAPTER FOUR

### RESULTS AND DISCUSSION OF FINDINGS

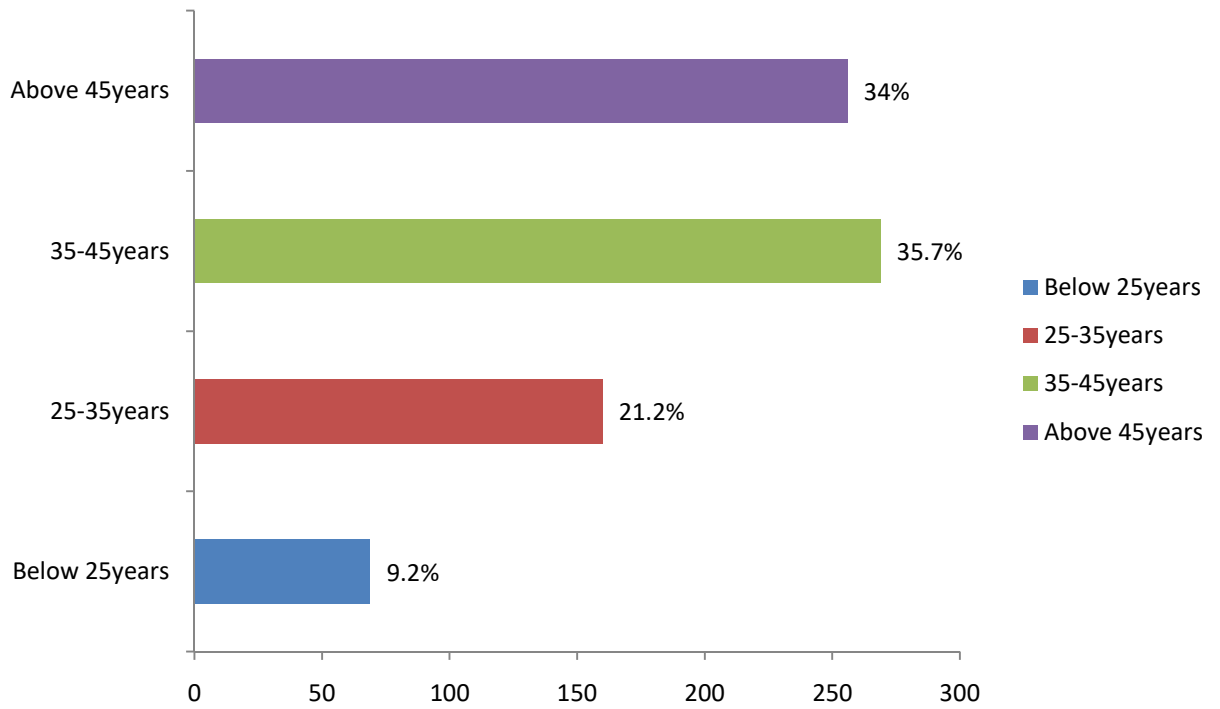
This chapter presents the result of the data collected from the field. In this chapter, analysis of data was done in two phases. The first phase dealt with the analysis of the demographic characteristics of the respondents, while the second dealt with analysis of the research hypotheses.

The data gathered from 754 respondents were therefore analysed as presented below:



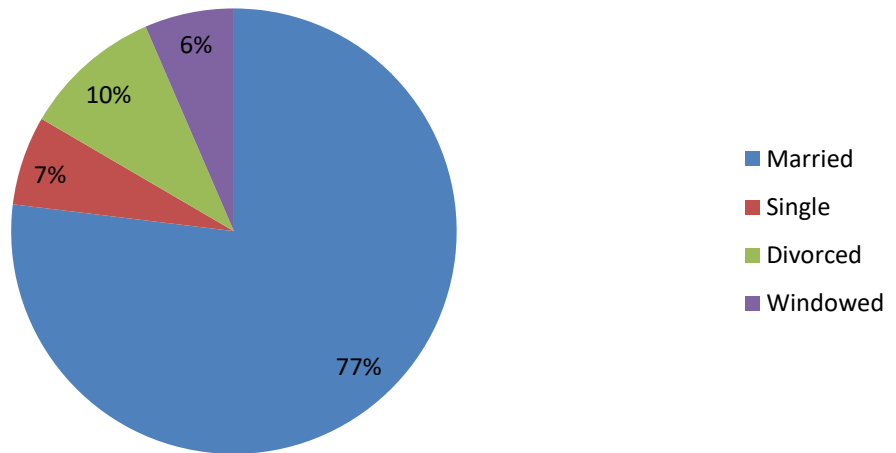
**Fig 4.1 Distribution of the respondent based on Sex**

Fig 4.1 shows that larger percentage of the respondents 91.6% were male while 8.4% were female. This shows that both genders are involved in the commercial road transportation business (system), though there are more men than women.



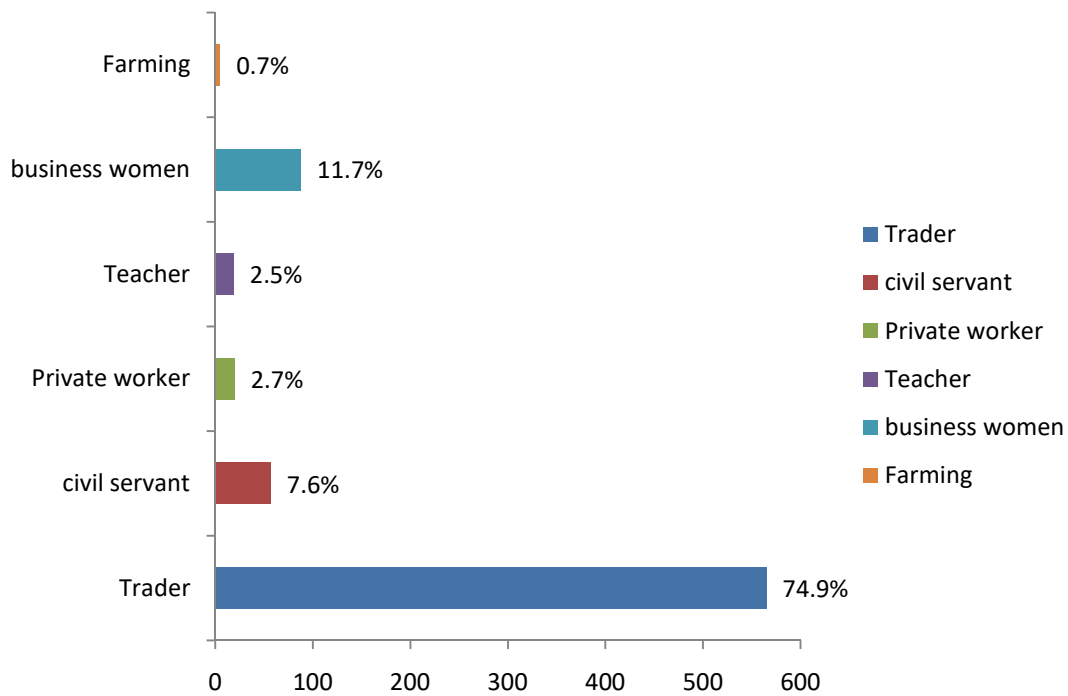
**Fig 4.2 Distribution of the respondents based on Age**

Table 4.2 shows that 35.7% of the respondents were on the age range of 35-45 years, 34.0% were above 45years, 21.2% were 25-45years, while 9.25% were below 25 years. This shows that the respondents are matured enough to take responsibility for their responses.



**Fig 4.3 Distribution of the respondents based on marital status**

Fig 4.3 shows the largest portion of the respondents 76.9% were married, 10.1% were divorcee, and 6.5% were widowers and the remaining 6.5% were single. This shows that, majority of the respondents are married.

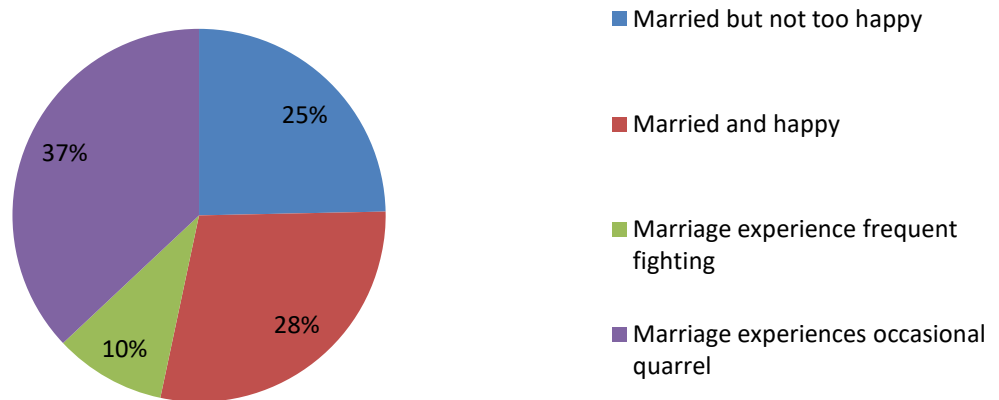


**Spouse occupation (if married)**

**Fig 4.4 Distribution of the respondents based on Spouse occupation**

Fig 4.4 shows the larger percentage of the respondents 74.9% were traders, 11.7% were business women, 7.6% were civil servants, 2.7% were workers in private organisations, 2.5% were teachers while the remaining 0.7% were farmers. This shows that majority of the spouses of the respondents are economically engaged.

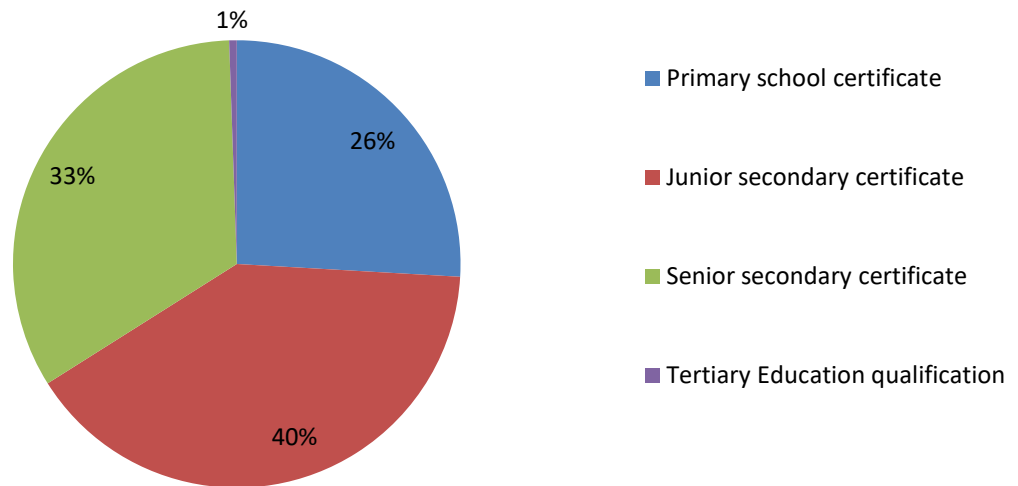
## Nature of marital status



**Fig 4.5 Distribution of the respondents based on nature of marital status**

Fig 4.5 shows that 37.0% of the respondents experience occasional quarrels in their marriage, 28.6% are happy in their marriage, 24.7% were not happy in their marriage while the remaining 9.7% experience frequent fight. This shows that a larger majority of the respondents have problems with their marriages.

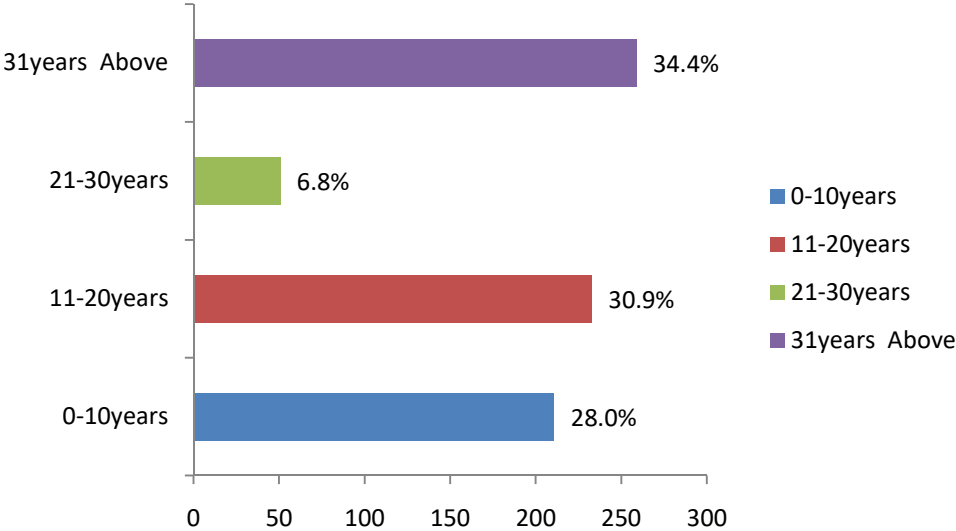
## Highest qualification



**Fig 4.6 Distribution of the respondents based on highest qualifications**

Fig 4.6 shows that 39.0% obtained Junior Secondary School Certificate, 32.5% obtained Senior Secondary School Certificate, 25.2% obtained Primary School Certificate, 2.8% obtain no educational qualification while 0.5% obtain tertiary education while the remaining 2.8% had no formal education. This shows that majority of the respondents had certain measure of formal education.

### Years spent on the job

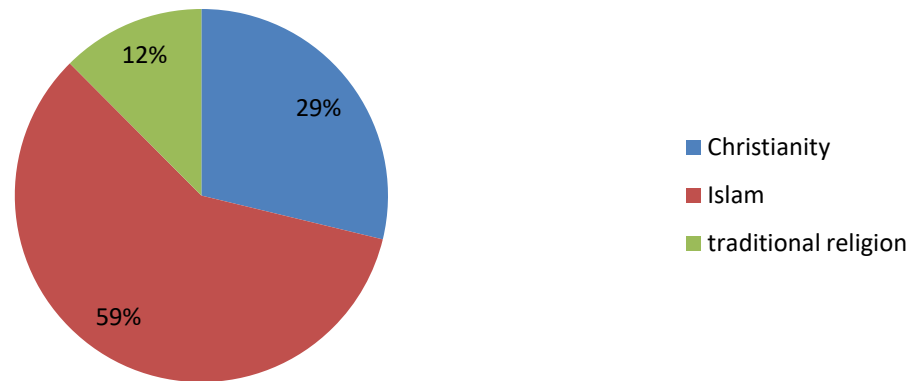


**Fig 4.7 Distribution of the respondents based on years spent on the job**

Fig 4.7 shows that 34.4% of the respondents have spent 31 years above on the job i.e working in the motor park environment, 30.9% have spent 11-20 years, 28.0% have spent 0-10 years while 6.8% have spent 21-30 years on the job. This shows that most of the respondents have spent a considerable number of years on the job and have acquired enormous experience on the job.



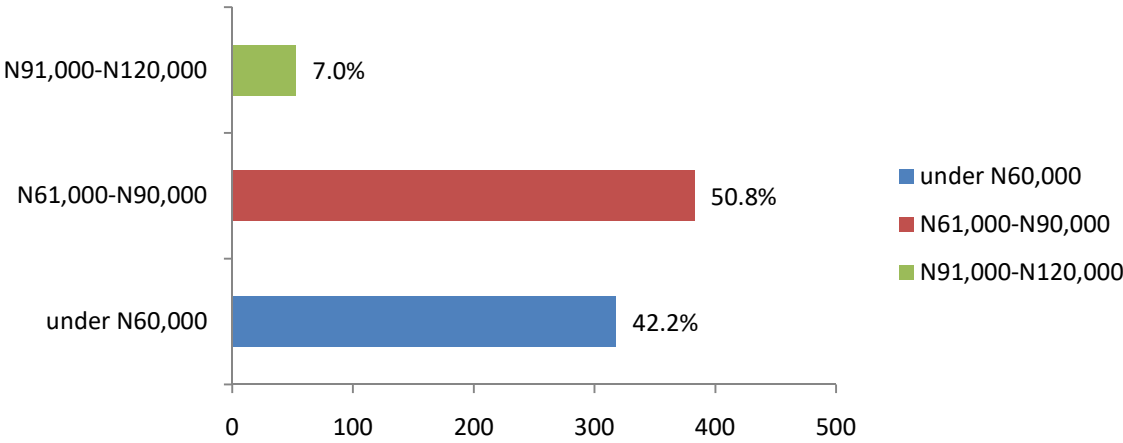
## Religion



**Fig 4.8 Distribution of the respondents based on religion**

Fig 4.8 shows that the larger percentage of the respondents 58.8% were Muslims, 28.8% were Christians while 12.5% were traditional religion worshippers. This shows that majority of the respondents are adherents of one faith or the other and are expected to draw spiritual inspirations from such background.

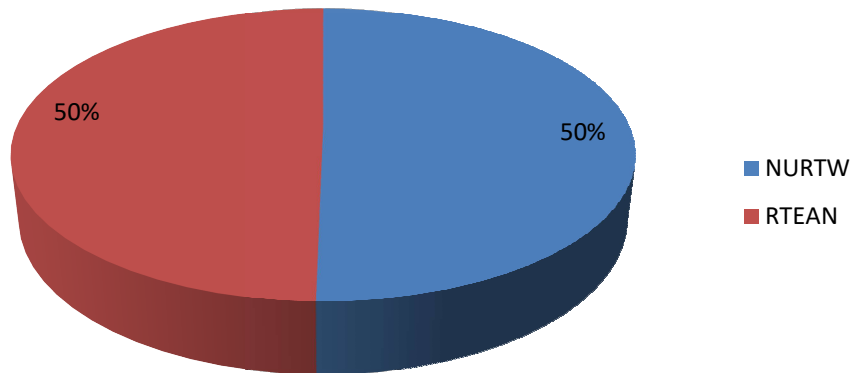
### Targeted monthly income



**Fig 4.9 Distribution of the respondents based on monthly income**

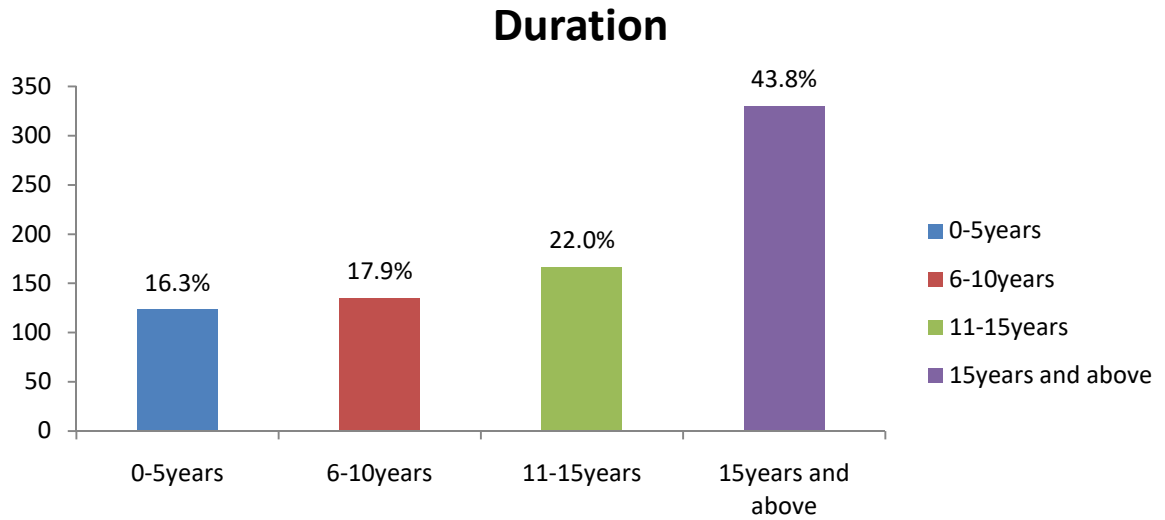
Fig 4.9 shows that 50.8% of the respondents earn between ₦61,000 and ₦90,000, 42.2% earn under ₦60,000, while 7.0% earn between ₦91,000 and ₦120,000 per month. This shows that the respondents regularly make financial gains from road transportation business, though the volume varies.

## Union Membership



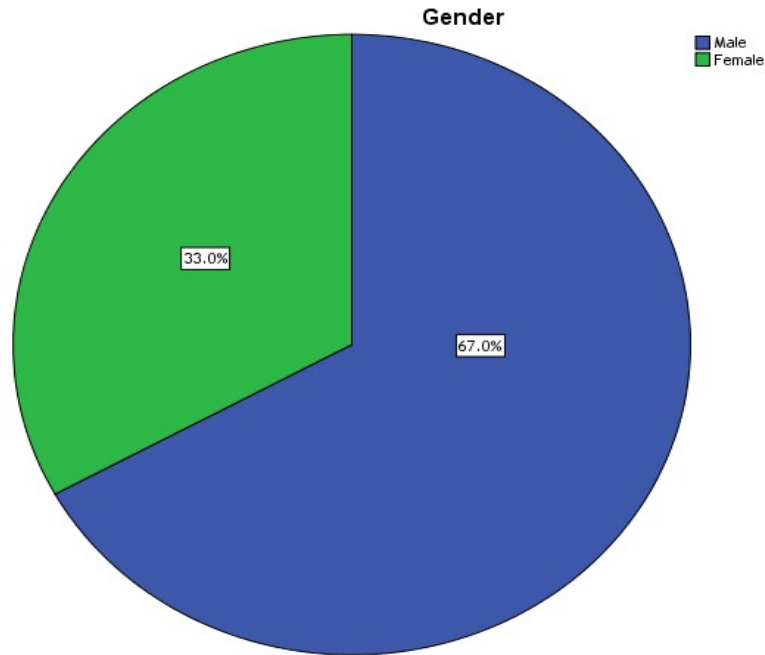
**Fig 4.10 Distribution of the respondents based on union membership**

Fig 4.10 shows that 50.0% were members of the Road Transport Employers Association of Nigeria (RTEAN) and the other 50.0% were members of the National Union of Road Transport Workers (NURTW), this shows that each of the respondents was a fully registered member of each of the prominent unions used for this study.



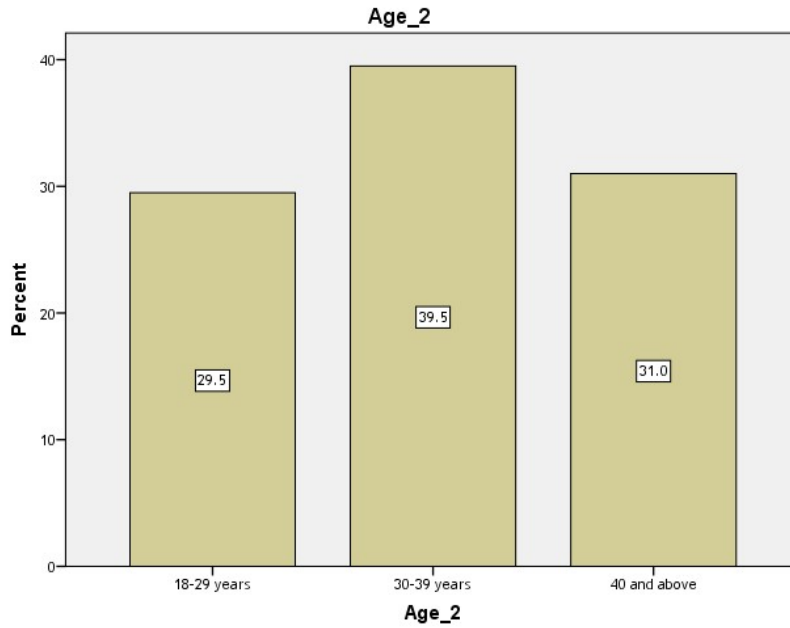
**Fig 4.11      Distribution of the respondents based on duration of membership in the unions**

Table 4.11 shows that 43.8% of the respondents were on the range of membership of 15 years and above, 22.0% were 11-15 years, 17.9% were 6-10 years while 16.3% were on the range of 0-5 years. This shows that each of the respondents have spent a considerable length of time as members of the respective unions.



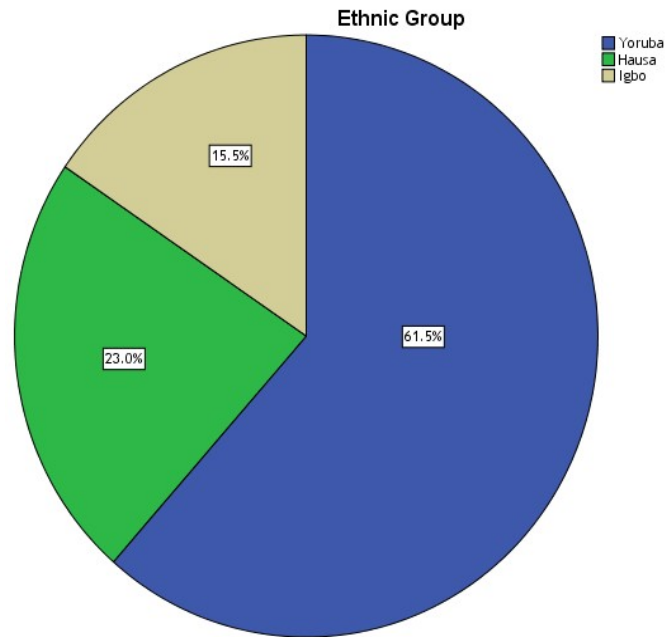
**Fig. 4.12: Distribution of the respondents based on gender.**

Fig. 4.12 shows that 67.0% of the respondents were male while 33.0% were female. This shows that both sexes are members of the road transport workers' unions; however the males outnumbered the females.



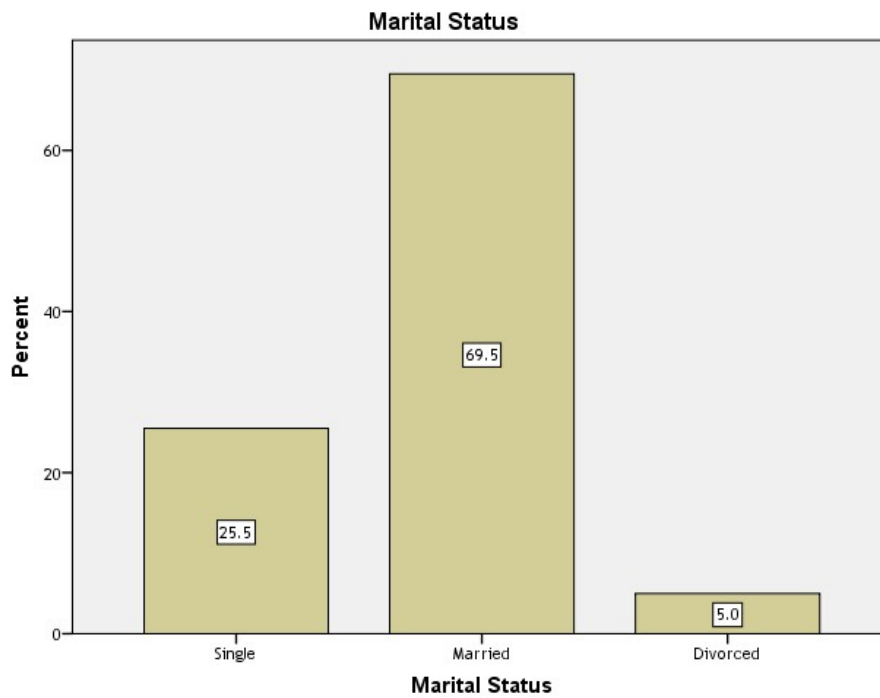
**Fig. 4.13: Distribution of the respondents based on age group.**

Fig. 4.13 shows that 29.5% of the respondents were within the age range of 18-29 years, 39.5% were 30-39 years of age while 31.0% were 40 years and above. This shows that majority of the respondents are still in their active and economical productive years.



**Fig. 4.14:**  
**Distribution of the respondents based on ethnic groups.**

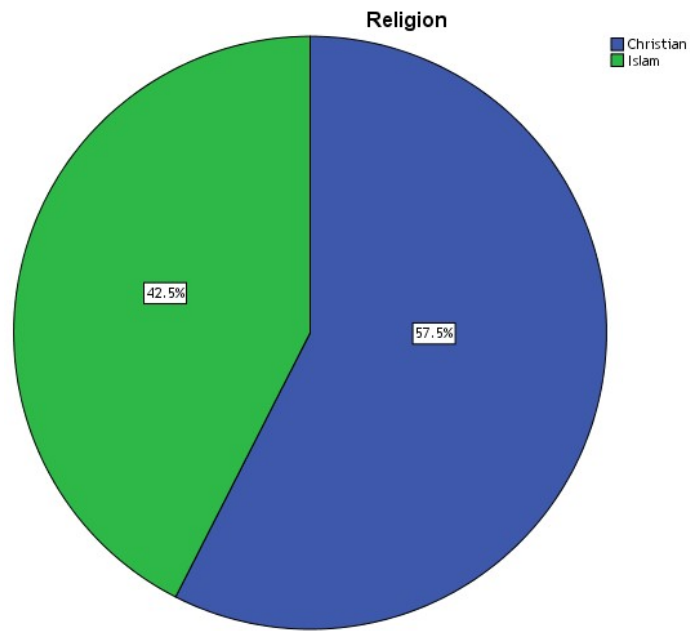
Fig. 4.14 shows that larger percentage 61.5% of the respondents were Yorubas, 23.0% were Hausas while 15.5% were Igbos. This shows that the respondents cut across the three major ethnic nationalities in Nigeria.



**Fig. 4.15 Distribution of the respondents based on marital status.**

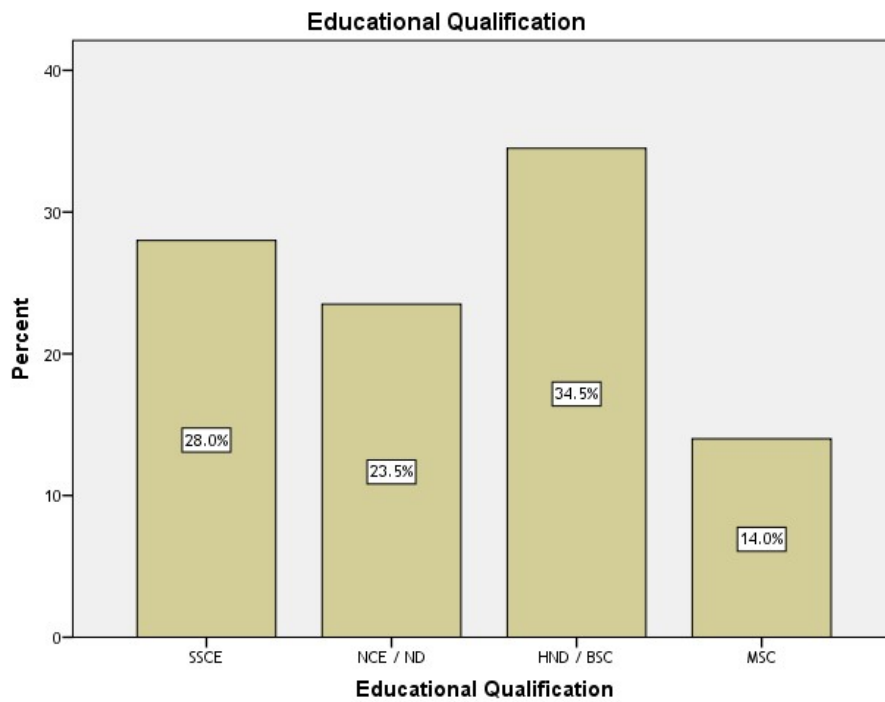
Fig. 4.15 shows that larger percentage 69.5% of the respondents were married, 25.5% were single while 5.0% were divorced. This shows that most of the respondents used for the study have formal spousal relationships.





**Fig. 4.16: Distribution of the respondents based on religion.**

Fig. 4.16 shows that 57.5% of the respondents were Christians while 42.5% were Muslims. This shows that most of the respondents in the study profess and practice one religious faith or the other.



**Fig. 4.17: Distribution of the respondents based on educational qualifications**

Fig. 4.17 shows that 28.0% of the respondents had SSCE, 23.5% possess NCE/ND, 34.5% acquire HND / B.Sc degree while 14.0% obtain M.Sc.

This shows that the respondents have certain degree of post-secondary education.

### **Research Question I**

What are the prevalence as well as causes of violent behaviours among the road transport workers, in Ogun State? This is with the aim of achieving an outcome/result for objective i and Research Question number One. The summary of the result is presented in Tables 4.1a and 4.1b. The discussion that follows provides the summary of the analysis for the understanding of the information gathered for research Question One and objective i, which explains prevalence of violent behavior among road transport workers, in Ogun State.

## A: Prevalence

### 4.1a : Pattern of violent behaviour among road transport workers, in Ogun State

		Not at all	Occasio nally	Freq uent	Very freque nt	Tota l	Mea n	Ran king
<b>Violence between drivers and union duty collectors</b>	Frequency	136	115	223	280	754	2.86	1st
	Percent	18	15.3	29.6	37.1	100		
<b>Violence between union members who are supporters of different politicians.</b>	Frequency	153	105	210	286	754	2.83	2nd
	Percent	20.3	13.9	27.9	37.9	100		
<b>Conflict and violence between supporters of rival leadership factions in the union</b>	Frequency	136	89	422	107	754	2.66	3 <sup>rd</sup>
	Percent	18	11.8	56	14.2	100		
<b>Conflict and violence between police and union members</b>	Frequency	168	78	425	83	754	2.56	4 <sup>th</sup>
	Percent	22.3	10.3	56.4	11	100		
<b>Conflict and fight between rival union factions</b>	Frequency	413	125	33	183	754	1.98	5 <sup>th</sup>
	Percent	54.8	16.6	4.4	24.3	100		
<b>Conflict and violence between passengers and union members</b>	Frequency	241	369	99	45	754	1.93	6 <sup>th</sup>
	Percent	32	48.9	13.1	6	100		
<b>Conflict among members of the same union</b>	Frequency	350	241	134	29	754	1.79	7 <sup>th</sup>
	Percent	46.4	32	17.8	3.8	100		
<b>Grand mean</b>							2.37	

Table 4.1a shows that 37.1% reported that violence between drivers and union duty collectors were very frequent, 37.9% reported that violence between supporters of politicians and other unions were very frequent, 56.0% reported that there were frequent conflict and violence between supporters of rival leadership factions in their unions. 56.4% reported that there were frequent conflict and violence between police and union members, average percentage 54.8% of the respondents reported that there were no fight between rival union factions, 48.9% reported that conflict and violence between passengers and union members were occasional, while 46.4% reported that there were occasional conflict between members of the same union,

The reckless killings that have characterised the activities of members of the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN) in many states of the country have culminated in wanton destruction of lives and property. Regrettably, most of the civil disturbances attributed to the unions, were either centred on rivalry in the sharing of political posts or due to sheer partisan politics as politicians are often accused of sponsoring violence by making weapons and money available, to members of the unions in terrorising their opponents and invariably innocent people, making the road transport workers' union members to become laws unto themselves and untouchable.

Confirmed reports through the KII established that, the mandatory daily dues meant for daily operation and union power politics, are major causes of conflict. This often occurs either as a result of the refusal of certain categories of road transport workers to pay or advance excuses for not been able to do so. Equally, conflict is also ignited by unwillingness to relinquish power when tenure is over. The counterforce employed by the officers in charge in the case of dues and members of the unions in the case of union politics often provoke greater aggression and violent reactions. Aside from these, another major cause of violence is secular power politics especially external influences from the political class as well as deliberate attempt to undermine the power of the unions by not respecting the constitutional provisions of the unions.

## B: Causes

**Table 4.1b: Causes of violence in the motor parks**

	Not at all	Occasionally	Frequent	Very Frequent
<b>Struggle for power and leadership</b>	7(3.5%)	15(7.5%)	79(39.5%)	99(49.5%)
<b>Struggle for space</b>	22(11.0%)	27(13.5%)	15(7.5%)	136(68.0%)
<b>Involvement in political activities</b>	30(15.0%)	62(31.0%)	-	108(54.0%)
<b>Negative Personality</b>	30(15.0%)	61(30.5%)	48(24.0%)	61(30.5%)
<b>Poor Parental up-bringing</b>	15(7.5%)	22(11.0%)	15(7.5%)	148(74.0%)
<b>Drug Used</b>	-	15(7.5%)	15(7.5%)	170(85.0%)
<b>Anti-social personality</b>	15(7.5%)	40(20.0%)	62(31.0%)	83(41.5%)
<b>Peer pressure</b>	-	30(15.0%)	69(34.5%)	101(50.5%)

Table 4.1b shows that larger percentage 89.0% of the respondents reported that they frequently struggle for power and leadership and this is usually responsible for violence among union members. 75.5% of the respondents reported that they frequently struggle for space and are frequently involved in political activities, while 54% agreed that they are frequently involved in political activities and this influences the level of violence among road transport workers. Regarding negative personality 54.5% of the participants agreed to its influence, while 81.5% reported that poor parental up-bringing is a very frequent factor responsible for violence among union members. 92.5% also reported that they frequently use drug and other psycho-active substances and this contribute to their propensity for violent behaviours. 72.5% reported that anti-social personality issues were frequently reported in people with violent behaviours among transport workers. While, 85.0%, ascribed it to peer pressure.

In separate studies, Olaniyan, (2015) and Olaniyan and Bello, (2016), argue that one of the major reasons why commercial vehicle drivers engage in violence is state instigation and political patronage. Olaniyan and Bello, (2016) specifically posit that the pervasive nature of drivers' union as claimed by Ikelegbe, (2001) manifest significantly because of the intrusion of political contractors into the motor park spheres. They argue that the intrusion manifests in the courting of the leadership of the unions for political ends. They further argue that the invasion of the motor park space works in a number of ways. One, it makes the drivers a force to be reckoned with in the political spheres. Two, it turns the motor parks into spots of political mobilization to the extent that, the drivers constitute major tools for political campaigns. Three, the drivers become aggression tools during election time as body guards to politicians, intimidators of political opponents, ballot boxes snatchers on election days or outright fomenters of troubles to induce election cancellations.

'Road culture' was the popular maxim believed to be governing the transport workers' world. This, is viewed by people as a continuum, where occupying the centre ground are the vast majority of non-spectacular young people, with a small minority of young males or 'rude boys' – who immerse themselves into the world of deviance – taking up the extreme margins. Deviance (as defined by the informants within this study)

refers to a social world characterized by ‘spectacular’ hyper aggressive/hyper masculine modes of behaviour. It also includes violent and petty crimes, fraud/personal identity theft and low-level drug dealing. There are a small number of young males who continually oscillate between the centre and the margins of road culture, a development, identified by one of the union leaders.

Ticket toll is the main cause of violent behaviors between road transport workers and commercial vehicle drivers. Majority of drivers do say that they just come out as a result of that, it is too early to pay ticket money. They do give excuses of paying it when they come for another (second) turn

(KII/ Male, RTEAN Union, Itaoshin, 2018)

A union executive observed that:

Under chairmanship, there is a constitution that guides behavioural attributes of our members. Whether our members fight commercial vehicle drivers or one another, there is a constitution that will judge them. There is a section of the constitution that says only registered vehicles are allowed to carry passengers from our parks, and their drivers must pay the ticket toll. If they refuse to take ticket, such act will attract a fine. That fine may also entail suspension of such drivers or total expulsion from our park. The penalty depends on the degree of offence he commits

(KII Male/NURTW member of executive /Owode, Idi-iroko, 2018).

**Research Question II:** What is the level of reported incidents of violent behaviours of the road transport workers by members of the public affected by such behaviours and law enforcement agents to the appropriate bodies of the unions?

This is with the aim of achieving an outcome/result for objective ii and Research Question Number two. The summary of the result is presented in Tables 4.2a and 4.2b. Table 4.2a and 4.2b. The discussion that follows provides the summary of the analysis for the understanding of the information gathered for research Question Two and objective Two which explains level of reported incidents of violent behavior among the road transport workers, in Ogun State.





**4.2a: Perception of the level of reported incidents of violence among  
NURTW/RTEAN members**

		<b>Not at all</b>	<b>Occa siona lly</b>	<b>Freque nt</b>	<b>Very freque nt</b>	<b>Total</b>	<b>Mean</b>	<b>Ran king</b>
<b>Union members reported to council chairman/Governor for appropriate sanction</b>	Frequency	<b>33</b>	<b>125</b>	<b>413</b>	<b>183</b>	<b>754</b>	<b>2.99</b>	<b>1<sup>st</sup></b>
	Percent	<b>4.4</b>	<b>16.6</b>	<b>54.8</b>	<b>24.3</b>	<b>100</b>		
<b>Violence between drivers and union dues collectors settled by union leaders</b>	Frequency	<b>136</b>	<b>115</b>	<b>223</b>	<b>280</b>	<b>754</b>	<b>2.86</b>	<b>2<sup>nd</sup></b>
	Percent	<b>18</b>	<b>15.3</b>	<b>29.6</b>	<b>37.1</b>	<b>100</b>		
<b>Union members reported to leaders for violence against members of the public</b>	Frequency	<b>153</b>	<b>105</b>	<b>210</b>	<b>286</b>	<b>754</b>	<b>2.83</b>	<b>3<sup>rd</sup></b>
	Percent	<b>20.3</b>	<b>13.9</b>	<b>27.9</b>	<b>37.9</b>	<b>100</b>		
<b>Union members are currently in police cells/detention/jail for act of violence against the public</b>	Frequency	<b>241</b>	<b>369</b>	<b>99</b>	<b>45</b>	<b>754</b>	<b>1.93</b>	<b>4<sup>th</sup></b>
	Percent	<b>32</b>	<b>48.9</b>	<b>13.1</b>	<b>6</b>	<b>100</b>		
<b>Union paid for damages as a result of malicious damage by union members</b>	Frequency	<b>425</b>	<b>78</b>	<b>168</b>	<b>83</b>	<b>754</b>	<b>1.88</b>	<b>5<sup>th</sup></b>
	Percent	<b>56.4</b>	<b>10.3</b>	<b>22.3</b>	<b>11</b>	<b>100</b>		
<b>Union members frequently arrested by the police</b>	Frequency	<b>350</b>	<b>241</b>	<b>134</b>	<b>29</b>	<b>754</b>	<b>1.79</b>	<b>6<sup>th</sup></b>
	Percent	<b>46.4</b>	<b>32</b>	<b>17.8</b>	<b>3.8</b>	<b>100</b>		

Table 4.2a presents the data which explain the level of reported incidents of violence among NURTW/RTEAN members. Using the weigh average, items being reported to council chairman/Governor for appropriate sanction; Violence between drivers and union dues collectors settled by union leaders, and union members reported to leaders for violence against members of the public were the most widely reported. Also, it is the most potent items among the level of reported cases of violence among the road transport workers. The pattern of reports of violent conduct shows that 79.1% of the respondents agreed to being reported to council chairman / Governor for appropriate sanction. 66.7% agreed that violence between drivers and union due collectors are settled by union leaders and 66.7% reported that union members were reported being involved in violence against members of the public. 20.6% union members were frequently arrested by the police. 19.1% reported the incidence of union members being occasionally (currently) in the police custody for acts of violence against the public. 33.3% reported frequent malicious damage by union members. The implication here is that within the folds of road transport workers, there is a provision for handling violent behaviour. In essence, there are functional conflict management mechanisms on ground, which apply appropriate sanctions on erring members; though, the nature, level, extent and regularity of such cases determine the penalties. However, in cases that are beyond the power of the unions, the involvement of law enforcement agents and the government then becomes imperative. This particularly takes place when the violent acts directly affect the general public who are not road transport workers.

**Table 4.2b: Perception of the level of incidents of violence reported by the police and the residents around motor parks (N = 200)**

	Not at all	Occasionally	Frequent	Very Frequent	Mean	Ranking
<b>How often do you hear about violence among NURTW or RTEAN in your area?</b>	60 (30.0%)	-	34 (17.0%)	106 (53.0%)	3.56	1 <sup>st</sup>
<b>How frequently did you witness road transport workers' clashes in the past one year?</b>	45 (22.5%)	27 (13.5%)	56 (28.0%)	72 (36.0%)	3.1	2 <sup>nd</sup>
<b>How often do you witness clashes between police and NURTW?</b>	57 (28.5%)	81 (40.5%)	15 (7.5%)	47 (23.5%)	2.89	3 <sup>rd</sup>
<b>How often do you hear about clashes between RTEAN and NURTW?</b>	96 (48.0%)	78 (39.0%)	-	26 (13.0%)	1.9	4 <sup>th</sup>

Table 4.2b shows that larger percentage of reported incidents of violence among the residents around motor parks revealed that frequent clashes between NURTW / RTEAN violence in their areas, clashes in the last 1 year and clash between police and the union members were the most endorsed approach for reporting incidents of violence among the residents around the motor parks. 70.0% of the respondents reported that they frequently witness internal violence among members NURTW / RTEAN in their areas, while 64.0% reported that they have frequently witnessed road transport workers' clashes in the past one year. Also, 31% reported that they occasionally witness clashes between the police and NURTW while 13.0% reported that they frequently witness clashes between RTEAN and NURTW. The fact remains that the Nigerian Police, irrespective of the nature of relationship that exists between it and the road transport workers unions do not condone indiscipline, indulgence and destructive tendencies from the road transport workers union members.

Violent behaviours cannot be ruled out but settled  
(IDI/ Male/NURTW member/Obantoko, 2018).

There is a cordial relationship. One party cannot do without the second party ( IDI/ Male/NURTW member/Shagamu park , 2018).

Constitution controls everything  
(IDI/ Male/NURTW member/Ita oshin, 2018).

**Research Question III:** What is the disposition of members of the road transport workers unions to the various violent behaviours?

This is with the aim of achieving an outcome/result for objective iii and Research Question Number Three. The summary of the result is presented in Tables 4.3a and 4.3b. Table 4.3a and 4.3b. The discussion that follows provides the summary of the analysis for the understanding of the information gathered for research Question three and objective three which explains disposition of members of the road transport workers unions to the various violent behaviours among the road transport workers, in Ogun State.

### **Disposition towards violent behaviour among union members**

Violence is used as a form of confirming legitimacy on union regimes. These union regimes identify violence as a major way of commanding obedience among its members. The younger members have always been used as the agency or vectors of violence by unscrupulous politicians owing to the amoral nature of union activities. Aside the normal members, the majority of union leaders often keep a retinue of violent gangs as lumpens because they represent a pool of people whose labour or skills are exploited for violence. Abdullahi (2005) identify these category of lumpens by including the unemployed and the unemployable, mostly male, that are prone to criminal behaviours, petty theft, drugs peddling, drunkenness and other anti-social tendencies. In the Nigerian context, thuggery is the use of paid people (usually unemployed), to oppress, intimidate or kill political opponents and loot or damage their property.

What is now common is the excesses of these union leaders and their members. These are thugs they have encouraged over time and incorporated. Thus, the officials of the road transport workers can be seen perpetrating all kinds of offensive acts in the society without the police lifting a finger to arrest the offenders. This is so because the offenders already have the support of the state governor who is the chief security officer of the state. In return for the support they get from the government of the day, the officers of the road transport union often pledge their continued support for the governor. The exhibition of violent tendencies by these operators (drivers) have been attributed to several factors, which among others include politics of succession in the motor parks; intra and inter drivers' union rivalries, disagreement over fare hikes, loading arrangements and movement of parks. The rivalry is all about sharing the wealth that accrues from the extortion and operation of the motor parks. Some the members view this phenomenon from the following perspectives:

Overdo violent behaviour among Road Transport Workers and Commercial drivers. But violent has come to past due to democratic regime because every issue is placed on the constitution

(IDI/ NURTW, member, Kuto, 2018)

Among Jesus Christ's disciples, there was Judas Iscariot, so there is no way that there won't be stubborn one. If any one

fight, he will be invited to the house of the Union to face the panel, if he is guilty of the allegation leveled against him. He will be penalized according to the section of the constitution that catches him. This constitution is placed on both members of the Union and the commercial drivers  
(KII/NURTW, Exco member, Idi-roko, 2018)

Disagreement between Road Transport Workers and Commercial drivers is the main cause in money: Ticket Money is the cause because when the Road Transport Workers gather/assemble the passengers into the vehicle on the turn, commercial driver will be given token amount of money to the Union instead of giving out the fixed amount  
(IDI/RTEAN, member, Shagamu, 2018)

Grudges can be settled in different ways because most members of Road Transport Workers Union are drunkards and smokers. These attitudes make the members forget and forgive whatsoever happens. If fight occurs in the burning, it will be settled in the night. That is the nature of this work  
(IDI/RTEAN, member, Idi-roko, 2018)

Violent behaviour among the 2 parties is a normal character because it is not that easy to collect ticket money from the commercial drivers. Commercial drivers often refuse to pay their dues as at when due to the members of Road Transport Workers Union. This causes conflict between the two parties  
(KII/NURTW, exco member, Shagamu, 2018)

Further data were also generated from the survey addressed to the union.

The result presented below shows the level of acceptance and perception of violent behaviours among the road transport workers in table 4.3a:

**4.3: Disposition towards violent behaviour among road transport workers union members, in Ogun State.**

		Not at all	Occasionally	Frequent	Very frequent	Total
Conflict is a necessary part of union activity	Frequency	33	125	413	183	754
	Percent	4.4	16.6	54.8	24.3	100
The leadership of road transport does not like the use of violence among members	Frequency	350	241	134	29	754
	Percent	46.4	32	17.8	3.8	100
Many of the leaders have ambivalent attitude towards stopping violence among the union members	Frequency	241	369	99	45	754
	Percent	32	48.9	13.1	6	100
The union kick against use of violence to enforce union rules	Frequency	168	78	425	83	754
	Percent	22.3	10.3	56.4	11	100
Violence between supporters of politicians and other union members	Frequency	153	105	210	286	754
	Percent	20.3	13.9	27.9	37.9	100
Several people have been sanctioned against use of violence at the motor parks	Frequency	136	89	422	107	754
	Percent	18	11.8	56	14.2	100
Personally I abhor violence at the motor parks	Frequency	136	115	223	280	754
	Percent	18	15.3	29.6	37.1	100



Table 4.3a shows that 54.8% of the respondents reported that frequent conflict is a necessary part of union activities while 46.4% reported that the leadership of road transport workers does not like the use of violence among members. Also, while 48.9% reported that many of the leaders have ambivalent attitude towards stopping violence occasionally among the union members, 56.4% reported that there were frequent reproves from the unions against the use of violence to enforce union rules. 37.9% reported that there were frequent violence between supporters of politicians and other union members, while 56.0% reported that several people have been frequently sanctioned against the use of violence; and 37.1% reported that personally, they abhor violence at the motor parks. The culture of the society plays a prominent role in the nature of how people react or use violence. The general perception of violence is believed to be dependent on the purpose it is meant to serve. It is used either as a tool of getting things done in particular way or as a means of self-defence. Among the union members, violence is perceived as a means to an end: many of them rely on it to establish their reputation, command respect or to carry out their duties as union officers. However, the pattern of violence expressed may rely heavily on personality factors or environmental variables. Marvin (2015) indicated that attitudes toward violence were related to gender and self-esteem and low self-esteem has been found to be associated with embracing violence. Gellman and Delucia-Waack (2006) found a positive relationship between adolescents' attitudes toward violence and the use of violence. Their results indicated that "violence culture" was the strongest predictor of committing violence. Determining the attitudes toward violence is very important in preventing violence.

Gellman and Delucia-Waack (2006) indicated that attitude toward violence was a good predictor for the use of violence. The relationship between attitudes toward violence and being exposed to violence was also referred in some studies. Funk, Buchman and Bechtoldt (2003) expressed that being a victim of violence was a predictor of stronger pro-violence attitudes. There are also other studies stating the relationship between being exposed to violence and committing violence (Gellman & Delucia-Waack, 2006). Past research suggests that lack of empathy is associated with social maladjustment and aggression in youths (Cohen & Strayer, 1996).

**Research Question IV:** What are the control techniques (as well as their effectiveness) adopted by the road transport workers' unions in addressing issues of violent behaviour among their members?

**Table 4.4: control techniques (as well as their effectiveness) adopted by the road transport workers union to control violence**

	Not at all	Occasionally	Frequent	Very Frequent	Mean
<b>Intervention of the Police</b>	15(7.5%)	89(44.5%)	49(24.5%)	47(23.5%)	2.44
<b>Managed by their Leaders</b>	-	64(32.0%)	37(18.5%)	99(49.5%)	2.35
<b>Intervention by the Military</b>	78(39.0%)	44(22.0%)	42(21.0%)	36(18.0%)	2.62
<b>Intervention by Opinion/ Traditional rulers</b>	15(7.5%)	119(59.5%)	34(17.0%)	32(16.0%)	2.47

This is with the aim of achieving an outcome/result for objective iv and Research Question Number iv. The summary of the result presented in Table 4.4 shows that 48% of the respondents reported that there were frequent intervention by the police, 68.0% reported that violence and crises were frequently managed by the union leaders, 48.0% reported frequent intervention by the military personnel while 59.0% reported intervention by traditional rulers. These show that leadership of the parks play significant roles in the management of conflict and violence situation at the motor parks. The National Union of Road Transport Workers (NURTW) has banned violence in motor parks and has also set up a task force to enforce the ban in various motor parks. They have units of the task-force going around the motor parks, to enforce its rules within and outside the parks.

The NURTW is well organized across the country with offices in every motor park, local council area, local government, and district. These offices are led by chairmen who oversee their operations. The Union now has check-and-balances mechanism in place, and any member that violates the code of conduct as stipulated in the law books are sanctioned adequately. This will serve as a deterrent to others who may not want to follow due process in the manner of dealing with people whether in the parks or outside the park. There is a process where all the touts within the parks are flushed out because they do more harm than good. The organization have its constitution, so any one that violates the rules, especially on the issues of politics, are punished according to the stipulations of the law. This is reflected in the interview with the Union leaders. Some of the leaders reflected that:

Constitution is the tool and we do warn our members to control their temper. The two parties are the same so issues are settled amicably. Before taking it to the chairman, members try to settle any grudge.

(KII/Male, RTEAN Chairman, Ita oshin, 2018).

Another leader observed that:

Constitution states punishment for different offences. It depends on the gravity of the offences. Offenders can be suspended or expelled (KII/Male/NURTW Secretary/Obantoko, 2018).

What ever the source of the conflict, the constitution of the union is held supreme which is reflected in the approaches utilised in managing the violent conflicts among members. The leaders play a strong role as they are seen as custodians of the constitution and they are accorded more respect, and their ability to command obedience through the use of force among members, though this is often at the unofficial levels of administration i.e having his personal body guards deal with erring members. Also the leaders of the two different unions meet to resolve conflict as the area of demarcation; rules of engagement and crises management have been put in place by the security committee directly linked to special assistant to the governor on security and police public relations office. This was reflected in the interview with the union members.

Any issue that occurred is settled by the chairman of the Union

(IDI/ Male/NURTW member/Obantoko , 2018)..

Chairman of the two popular Unions (NURTW & RTEAN) do attend seminars at state and federal levels. So the Unions use what they learn to control and settle any grudge

( KII Male /NURTW exco member/ Obantoko, 2018)

**Research Question V:** To what extent do socio-personal and psychological variables predict violent behaviour among road transport workers, in Ogun State?

This is with the aim of achieving an outcome/result for objective v and Research Question five. The summary of the result is presented in Tables 4.3a and 4.3b These Tables as well as the discussion that follows provide the summary of the analysis for the understanding of the information gathered for research Question v and objective v which explains the socio-personal and psychological predictors of violence among the road transport workers in Ogun State.

**Table 4.5: The Joint Effect of socio-personal and psychological variables predict violent behavior among road transport workers in Ogun State**

	Sum of Squares	Df	Mean Square	F	Sig.
Regression	59438.439	3	19812.813	244.205	.000 <sup>b</sup>
Residual	60848.919	750	81.132		
Total	120287.358	753			
R= .70, R <sup>2</sup> = .49, Adj. R <sup>2</sup> = .49 SEM = <b>9.00732</b>					

**(Computed from Field survey, 2011)**

The joint contribution of independent socio-personal and psychological variables on violent behaviours was significant ( $F(3,753) = 244.205$ ,  $R = .70$ ,  $R^2 = .49$ ,  $\text{Adj. } R^2 = .49$ ,  $p < .05$ ). About 49 % of the variation in the violent behaviour was accounted for by the independent variables. The remaining 51% variation was explained by variables not included in model. This indicates that jointly, socio-personal and psychological factors predicted or influenced violent behavior among road transport workers in Ogun State.

**Table 4.6: Relative contributions of independent variables (social, personal and psychological) to violent behaviour among road transport workers in Ogun state**

Model	Unstandardised co-efficient	Unstandardised error	$\beta$	T	Sig	Remark
(Constant)	14.076	1.927		7.305	.000	Significant
Personal	.184	.055	.125	3.324	.001	Significant
Psychological	.127	.033	.116	3.815	.000	Significant
Social	.965	.058	.566	16.707	.000	Significant

The Table shows the relative contribution of the independent variables to the dependent variables. The results demonstrated that social variables ( $\beta=.57$ ,  $t = 16.707$ ,  $p<.05$ ) have the most potent significant contribution to the manifestation of violent behavior among the road transport workers. The social behavior was followed by personal variables ( $\beta=.13$ ,  $t = 3.324$ ,  $p<.05$ ) and psychological variables ( $\beta=.12$ ,  $t = 3.815$ ,  $p<.05$ ) as potent factors influencing or predicting violent behavior among road transport workers in Ogun state. The research question is duly supported. This indicates that all the independent variables were significant. This logically means that the independent variables (social, personal and psychological) were viable and potent factors affecting violent behavior among road transport workers in Ogun State.

There is a nexus between crimes and violent behaviour and some important traits are associated with it such as hostility, self-centeredness, spitefulness, jealousy, interference to others, lack of ambition, lack of motivation for noble works, lack of perseverance, difficulty in controlling impulses, upholding non-traditional and unconstitutional values and beliefs (Miller and Lynam, 2001; in Animashaun 2011). Other motivational factors for committing crimes could include biological factors (genetic factors and neurological abnormalities) psychological factors (moral development, personality factors and social learning) sociological factors (social factors, socio-structural factors, ecological or environmental factors, sub-cultural, socio-control factors and macro social factors. Economic factors (poverty, affluence, unemployment, underemployment etc.). Others include behavioral, cognitive, phenomenological, humanistic and existential factors (Ibudeh, 1990; Lynch, 2007 in Animashaun, 2011). However, latitude of acceptance and culture of the society create a conducive environment for all these to actually thrive.

Animashaun, (2011) is equally of the view that other factors such as personal factors (exposure, habit, mannerism and experiences that predisposes the individual to go into criminal behaviour) are family/parental factors. These include factors traceable to the individual's parents, heredity, parenting style, parental status, parental relationship and situational factors affecting an individual growth and development. Also, social factors relating to social learning, models (positive/negative), environmental issues and experiences that predispose individual to commit crime. Again, economic factors such as



financial hardships, handicaps, problems and associated consequences can influence individuals to commit crimes. Psychological factors like belief system, negative group attitude and behaviours can easily predispose individuals to commit crimes. Also relevant are political factors. These are anomalies traceable to political authorities, which can induce an individual to get involved in violence. Security factors, that have to do with certain misdemeanors perpetrated by some security operatives often encourage some individuals in this group to get involved in violent acts. Finally, other factors that encourage violence among members of this group are perverted judiciary system. This include miscarriage of justice, deliberate weakening of evidences over criminal cases.

In addition, Saka, (2010) posits that religious affiliation is another causative agent of criminal activities; and this according to him, usually is a fallout of the roles and activities of religious leaders and people who hide under the name of God to perpetrate illicit activities. These are situations that encourage criminals and even ignite the imagination of some individuals to go into crimes. Animashaun (2011) also identifies peer pressure as another major factor and a principal causative agent of crimes globally citing Warr 1993, Fagan 1995; Synder and Sickmund 1995; Jensen and Rojek 1998; Warr 2002. In furtherance of this discourse, Animashaun (2011) identifies the power the influence of age group members exert on an individual and through this, the individual learns certain negative behaviour predisposing such individuals to commit crimes.

### **Hypothesis 1:**

Hypothesis one states that there is no significant relationship between anti-social personality and violent behavior among road transport workers in Ogun State, Nigeria.

This hypothesis was tested using Pearson Product Moment Correlation and the result presented in Table 4.7 below.

**Table 4.7: Linear Correlation showing the relationship between anti-social personality and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violence behavior	60.2016	12.64			
Anti-Social personality	12.4125	3.42	.603 **	<.05	Significant

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

The results of the analysis overall displayed in Table 4.7 reveal that there was significant positive relationship between violent behaviour and anti-social personality ( $r = .603, p < .05$ ), indicating that anti-social personality increase was significantly associated with violence behavior. The hypothesis is thus rejected. This demonstrates that, individuals that are less remorseful, have history of violent and disruptive behaviours, will be more willing to engage in violence. This findings is in agreement with studies that have demonstrated that people who exhibit anti-social behaviours are prone to aggressive and violent acts (Battin , Hill, Abbott, Catalano and Hawkins, 1998). The finding is in agreement with a plethora of longitudinal studies, these findings demonstrated that violent gangs or groups are more interested in recruiting members with antisocial activities and this is associated with delinquent peers and gang participation (Battin, Hill, Abbott, Catalano and Hawkins, 1998; Battin-Pearson, Thornberry, Hawkins and Krohn, 1998). In the same vein, anti-social personality disorder has been associated with violence among delinquent peers (Fergusson, Swain-Campbell and Horwood, 2002; Warr, 2002).

Prior longitudinal studies also have found that, anti-social personality is strongest for violent delinquency and that drug-related activity is most likely to persist after a gang exit (Thornberry et al., 2003). They found a strong positive association between anti-social personality and current gang membership and self-reported violence (Thornberry, 1998; Thornberry et al., 2003). Different road transport workers exhibit diverse personality traits as well as different types of behaviour. Some of these behaviour are often exacerbated in proportion with the latitude of acceptance, organizational culture and the psychological environment of the commercial road transportation business. The hot headed ones among them tend to be quick tempered and see violence as a means to achieving an end. Evidences and direct observation revealed that, the maverick ones among the road transport workers are consistent offenders and are hardly deterred by whatever sanctions that are on ground. This was corroborated by some of the respondents in a key informant interview session (KII) session:

Patience is imperative to sorting out things among feuding parties. There are different shades of characters among road transport workers, the fact that some have attitudinal dispositions full of angry outburst and violent emotional state which influence the manner they handle situations.

(KII Lagos motor park Ijebu-Ode, 23/09/2018)

Also, one of the the motor park's executives observed that:

Violent behaviour among road transport workers is a common occurrence, coercive collection of daily dues from drivers, refusal to pay, flagrant display of arrogance and the issue of union power politics among others, play significant roles in the occurrence of violence among road transport workers

(KII /Exco member/Idiroko motor park, 29/09/2018)

It is evident from the findings of this study that money issues, power play, external interferences and personality make up play major roles in the development of, and heightened violent behaviours among road transport workers. This is owing to the fact that, there are always certain cliques with the belief that, individuals with peculiar character which borders on violent behavioural tendencies should always be maintained and retained within the rank and file. The belief stem from the fact that, they will always be needed to sort out certain things when the situation demands it. This development tend to strengthen the regular occurrence of violent acts.

The implication of this is that, certain social or occupational groups are somehow keen on enlisting individuals with stormy character and pronounced anti-social-personality problems in an attempt to build up their perceived arsenal (Fergusson, Swain-Caampbell andHorwood; 2002, Rex and Fink, 2011).

### **Hypothesis 2:**

Hypothesis two states that, there is no significant relationship between aggressive behavior and violent behaviour among road transport workers in Ogun State, Nigeria.

This hypothesis was tested using Pearson Product Moment Correlation and the result presented in table 4.15

**Table 4.8: Linear Correlation showing the relationship between aggressive behaviour and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Aggressive behaviour	9.2401	2.87	.134**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.8 reveals that there was a significant positive relationship between violent behavior and aggressive behaviour ( $r = .134, p < .05$ ), indicating that aggression increase is significantly associated with violent behavior. Thus, the hypothesis is rejected. This finding corroborates studies that have linked anxiety charged situation with the display of violence among youths. Aggressive behaviour increases under high anxiety situation. This findings is in line with Dula, Cristi, Miesner and Leonard (2010), who found that increasing levels of aggressive behaviour were related to a wide varieties of violent driving behaviours. Similarly, Hennessy (1999a) found that violent driving behaviors were more prevalent among drivers who were anxious about being booked for dangerous driving. The findings also support the study of Bridie, Scott-Parker, et al (2011) who found that 8.5% of the risky driving behavior could be explained by the presence of mental disorders such as anxiety and depression, with stressed teens also reporting more erratic driving styles. Sensation seeking and trait aggressive traits were found to be strongly related to risk taking in general and to reckless driving in particular among young men but minimal among young women (Kohler, 1996; Arnett et al., 1997; Jonah, 1997). There are many road transport workers who are belligerent in nature, lack patience, believe strongly in making use of brute force to get things done and command instrument of respect. From this standpoint, some members of the road transport workers' unions are of the belief that violence should be a daily occurrence which must be abided. In certain instances, mere disagreement that could have been handled diplomatically often degenerate into serious but needless squabbles owing to the aggressive manner they are handled, a development often extend to the main business of road transport workers-driving with its attendant consequences. This was corroborated by certain group of respondents in a key informant interview (KII) session. In the words of one of the major speakers:

It takes the bold, the resilient, and the die hard to survive in the harsh motor park environment, where intimidation, harassment, insult and assault are instrument of operation par excellence among the tough ones within the road transport workers clique.

(KII Kuto park, Abeokuta, 27/9/2018)

Another respondent observed that

The stigmatization, discrimination, stereotype and tactical rejection of road transport workers by most members of the society they diligently serve on a regular basis tend to push the unruly ones among them to the brink. This perceived bad treatment often force them to react violently to situations even if it is just to get momentary attention and command temporary respect.

(KII Ita-Oshin park, Abeokuta, 27/9/18).

The implication of this is that, the desire for respect, recognition and humane treatment within the group, and the demand for it from outsiders and the subsequent total lack or shortage of it, tends to force the recalcitrant ones among road transport workers to always forcefully demand for it. The nature of ostracisation the larger society displays towards road transport workers, and the general notion, (despite been a fallacy), that, all road transport workers are violent tend to worsen this. Hence, increased aggression tend to incense violent behaviour among road transport workers. This is in tandem with the submission of Bridie and Scott-Parker et al (2011) who linked the occurrence and re-occurrence of violent behaviour in an individual or within a social group to the presence of mental health issues such as aggression, depression anxiety and many more, (a view earlier on identified by Dula, Cristi, Miesner & Leonard, 2010).

### **Hypothesis 3:**

Hypothesis three states that there is no significant relationship between risk perception and violent behaviour among road transport workers in Ogun State, Nigeria This hypothesis was tested using Pearson Product Moment Correlation and the result presented in table 4.16

**Table 4.9: Linear Correlation showing the relationship between risk perception and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Risk perception	12.9496	3.71	.473**	<.05	Significant

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



The results of the analysis overall displayed in Table 4.9 reveal that there was significant positive relationship between violent behaviour and risk perception ( $r = .473$ ,  $p < .05$ ), indicating that risk perception increase was significantly associated with violent behavior. The hypothesis is thus rejected. This finding is in tandem with Valois, Zullig, & Revels, (2017) who opine that, perception of being at risk, such as carrying a weapon to school (past 30 days) and being threatened or injured with a gun, knife, or club at school (past 12 months) were significantly associated with perceived violence. The finding also contradicted with the findings by Taylor et al. (2007) which claimed that a low self-concept may be linked to increased aggression. A state of perception of being vulnerable to attack that in turn could result in the likelihood of aggression (Berkowitz, 1993). People with negative self-esteem are often feeling vulnerable, thereby increasing the risk of exhibiting aggressive behaviour. Thus it would seem that risk perception is a possible important mediator for aggression. Owing to a multiplicity of factors, the inability of certain categories of road transport workers to accurately perceive the inherent risks in their behaviours has to some extent been responsible for their unruly behaviour. Road transport workers in this category having been unable to accurately assess the import of their actions on their colleagues, themselves, the general public and even their own source of livelihood often view violence as a normal thing. In this regard, to get issues sorted out, they believe that a bit of aggression might be essential, especially on issues having to do with money, power and forcefully commanding respect without considering the consequences of their actions. The statute of the unions might prove helpful in handling this, where such is functional. However, where non exists, there is usually no sanction, resulting in complete breakdown of law and order. The notion of poor risk perception, especially displaying aggression while driving, accounts for aggressive driving with its attendant consequences and many other vices associated with the belligerent ones among road transport workers. This is an unwholesome development which has negatively affects the social image of this significant occupational group. This was corroborated by some of the respondents at one of the key informant interview (KII) sessions in the following threads :

Taking risks is a normal thing in life because life itself is a risk to get ahead or break even, one has to take risks

otherwise one will remain rooted to the same spot. The fact remains that not taking risks is riskier than taking it, in our business if one is not willing to take risks, such person is bound to be left behind.

(IDI/Ibadan park, Ijebu-Ode 23/9/2018).

Individual road transport workers who fall into this category tend to have the strong belief that they can easily make up for their lapses in the area of self esteem and get their desire to be respected achieved.

When this type of development occurs, they hardly consider the consequences of their actions on themselves, their families, and the general public. This issue of risk perception is highly pronounced in the areas of psychotropic substances usage, dangerous driving, explosive social relations, weird occupational culture and behaviour among others. In addition to this, another respondent observed that:

Road transport workers tend to approach situations with all seriousness such situation demands, not caring about the consequences. Even no price is too high to be paid in the quest at proving a point.

(KII, Isale-Okoko park, Sagamu, 29/9/18).

The implication of this assertion is that, within the circle of road transport workers, especially the maverick ones, poor risk perception often accounts for lots of the problems the unions have among themselves. It is a major factor behind intra-union crises and the frosty relationships road transport workers have with members of the public, which have continuously and negatively rubbed off on the image of the group.

#### **Hypothesis 4:**

Hypothesis four states that there is no significant relationship between intimidation and violent behavior among road transport workers in Ogun State, Nigeria.

This hypothesis was tested using Pearson Product Moment Correlation and the result presented in Table 4.17

**Table 4.10: Linear Correlation showing the relationship between intimidation and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Intimidation	8.4191	2.29	.326**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.10 reveal that there was a significant positive relationship between violent behavior and intimidation ( $r = .326$ ,  $p < .05$ ), indicating that intimidation increase was significantly associated with violent behavior. Thus the hypothesis is rejected. The finding in the study shows that union members who feel that they are being intimidated tend to express violent behaviours in reaction to their suppression. According to the frustration–aggression hypothesis, individuals who are frustrated and pushed to the wall, tend to react negatively and fight back in brazen manner. Thus, most violent behaviours in motor parks are due to unguarded provocation of frustrated members. This finding is in agreement with the work of Adejumo, (2016) that gangsterism and brigandage in the motor park is usually targeted at political or psychological intimidation.

Even at the union level, union factionalization often generate violent union political fracas, resulting in the destruction of lives and properties, and negatively affecting law abiding members of the society. This view was corroborated by Animashaun, (2011) and Olubomehin, (2012) who were of the view that, the numerical strength and ferocity of members are utilized in electoral violence and coercing people in order to score cheap political points. Some state executives even give some officers of the road transport workers union who have supported their candidature into political office so much liberty to operate within the society. Law enforcement agencies including traffic administrators often feign ignorance of the nefarious activities of members of the union, which makes it easy for them to take the laws into their hands thereby becoming a burden to the state and a terror to the society (Adeosun, 2016). The implication of this is that, in certain situations, disagreement involving the warlike ones among road transport workers against their perceived opponents with similar mindset are often handled with outright intimidation, arrogance and provocation of eachother thereby creating a tense situation. This act is, most of the time, transferred to money related issues and union based power politics. The implication is that, more conflicts and violence are generated through intimidation, thereby earning the road transport workers' group a negative tag. This was supported by one of the respondents in another key informant interview (KII) session in the following words:

Provocation might force one to hit back and when pushed to the wall, the idea of reacting with all the violent means at ones disposal might be a welcome development  
(IDI/Express junction park, Sagamu 29/9/2018).

The relentless intimidation and provocation that has been acculturated in the various motor parks have always made the concurrent violent reactions an inevitability. This tend to be worsened by the fact that the management of disagreement, when improperly handled, often leave one party aggrieved, and with this mindset, outright outbreak of violence is usually unavoidable. This submission was aptly corroborated by Ademowo (2015), Olubomehin (2012) and Animasahun (2011). They all jointly share the notion that the nature of recognition accorded certain categories of road transport workers, especially patronage from politically exposed individuals in the society, and the lukewarm attitude of law enforcement agents tend to arrogate undue political, psychological and financial power to these cliques. However, when these unfair advantages are put to poor usage by the beneficial road transport workers, the stage is usually set for a serious showdown irrespective of the attendant consequences.

#### **Hypothesis 5:**

Hypothesis five states that there is no significant relationship between peer pressure and violent behavior among road transport workers in Ogun State, Nigeria.

This hypothesis was tested, using Pearson Product Moment Correlation and the result presented in table 4.11:

**Table 4.11: Linear Correlation showing the relationship between peer pressure and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.22	12.64			
Peer pressure	9.23	2.31	.262**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.11 reveal that there was significant positive relationship between violence behavior and peer pressure ( $r = .262$ ,  $p < .05$ ), indicating that peer pressure increase was significantly associated with violent behavior. Thus, the hypothesis is rejected. This is in line with Neighbors, Lindgren, Fossos and DiBello (2011) which demonstrated that students who were higher in controlled orientation were more susceptible to the effects of peer pressure to engage in aggressive behavior. Pressure arising from both internal and external sources has been associated with feelings of stress and tension (Ryan, 1982; Ryan, Koestner and Deci (1991). Ramsland (2014) identify that people in environment with culture of violence, tend to influence those who are psychologically weak to engage in violence. There is a greater propensity among highly impressionable people, with mental vulnerabilities, to act out what they see. If their options for dealing with conflict then focus on violence as a resolution, they are more prone to use violence themselves.

Peer pressure tends to have influences on the violent behaviours among road transport workers. However, the extent to which peers have the knowledge that violent behaviour is bad, goes a long way in tackling the problem. The need to conform, friend factor, connecting factor, fear of and outright social rejection of road transport workers has strengthen the place of peer pressure as a major causative factor of violent behaviour among road transport workers. This confirms the fact that the groups each member belongs to, tend to have a strong psychological impact on their behaviour as they are bound by certain unwritten codes which they must adhere to. The implication of this is that, those road transport workers who have peers that are actively involved in violent behaviours have the high risk of acknowledging, learning and adopting violent behaviour as a norm. Some of them do it to achieve social recognition, impress those they perceive as 'significant others' in the industry and many more. This was corroborated by one of the respondents in a key informant interview (KII) session as follows:

Regular and increasing encouragement from co-group members often compel one to come under intense pressure. In the bid to conform it is imperative for one to comply, otherwise one might be seen as been lilly livered and be considered an outcast

(KII, Sango motor park, 26/9/2018).

The fact that most road transport workers especially the unruly ones, evolved from street culture before ending up in motor parks lends strong credence to the power of peer pressure in the strengthening of violent behaviour among this social group (Uyieh, 2018). A major factor for strengthening street culture is peer related. Hence, when those individuals move into the various motor parks, the notion of peer influence and pressure moves along with them. Invariably, in peculiar environments such as motor parks, peer pressure plays significant roles in the escalation of violent behaviours, especially among the recalcitrant ones among road transport workers. High display of uncommon bravado is revered and the reward for that and for not going contrary to the dictates of the group is social recognition. Also, in certain instances, it also attracts political reward through union appointment. This supports the view of Knee and Neighbours (2012) who stressed the fact that social ostracisation, peer factors and unfounded fear of social rejection tend to strengthen peer group induced violent behaviour.

**Hypothesis 6:**

Hypothesis six states that there is no significant relationship between immune delusion syndrome and violent behavior among road transport workers in Ogun State, Nigeria.

This hypothesis was tested using Pearson Product Moment Correlation and the result presented in table 4.12



**Table 4.12: Linear Correlation showing the relationship between Immune delusion syndrome and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Immune delusion syndrome	10.4947	3.13	.173**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.12 reveal that there was significant positive relationship between violent behavior and immune delusion syndrome ( $r = .173, p < .05$ ), indicating that immune delusion syndrome increase was significantly associated with violent behavior. The hypothesis is thus rejected. This finding supports studies which found that exaggerated safety/caution, performance deficit, and hostile/aggressive behaviors contributed to aggressive behaviour (Taylor and Stanton, (2007). The finding is also in agreement with the study of Nkwonta (2010) who views that human factor is accountable for over 85% of the causal factors of road traffic crashes in Nigeria. This he narrows down eventually to aggressive and dangerous driving which include illusion of safety such as arrogance, over confidence leading to Road Accidents Immune Delusion Syndrome (RAIDS), feelings of pseudo-infallibility among others. In corroborating the above, Epetimehin (2014) is of the view that aggressive behaviours among motor park youths are naturally influenced by multiplicity of factors. Such factors are exacerbated by immaturity and inexperience, which often culminate in dangerous driving with its resultant high mortality and morbidity. Within the folds of road transport workers violent behaviours is exhibited through feelings of and reckless display of acts of pseudo-infallibility. Road transport workers in this category tend to have the erroneous assumption and an unfounded belief that they are not susceptible to any form of danger, unsuccessful litigations, including untimely death. This set of individuals, tend to have self acclaimed spiritual power. They also claim to have unfettered access to the corridor of political power. They believe that their vehicles has been spiritually fortified; hence they are beyond auto crashes. The drivers assume to be automatically immuned to harm both in situations of road accident and physical conflict among others. This is one of the major reasons that accounts for incessant and multiplicity of violent behaviours such as thuggery, overt aggression, pillage, arson, public fighting among others put up by the recalcitrant ones among road transport workers. The larger society, unfortunately bears the bulk of the brunt of their actions. This false assumption among the drivers was supported by one of the respondents in a key informant interview (KII) session, in the words below:

Different occupation and businesses require certain measure of fortification in the bid to ward off dangers. Though in certain instances,

that could be beyond individuals, however, with the right connection from the appropriate quarters, no obstacle will be insurmountable.

(IDI/Isale-Oko park, Sagamu, 29/9/18)

The issue is that, the motor park environment in Nigeria is not in anyway shut out from secular politics and the influence of political office holders, professional politicians and politically exposed individuals. There are anecdotal evidences to show that successful politicians tend to enlist the support of the recalcitrant ones among road transport workers as political thugs. They make use of them to carry out what is referred in the local parlance as 'dirty jobs' which as summed up by Adejumo, (2016) include political thugs and enforcers to assault political opponents, intimidate the electorates at polls, frustrate and thwart unfavourable political decisions ( Akoni, 2015). Those maverick road transport workers who are able to brave the odds are rewarded with political protection which shields them from state prosecution and are even given juicy political appointments (Olubomehin, 2012).

#### **Hypothesis 7:**

Hypothesis seven states that there is no significant relationship between explosive social relations and violent behaviour among road transport workers in Ogun State, Nigeria.

This hypothesis was tested using Pearson Product Moment Correlation and the result presented in table 4.13

**Table 4.13: Linear Correlation showing the relationship between explosive social relations to life and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Explosive social relations	13.9775	3.96	.427**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.13 reveal that, there was significant positive relationship between violent behavior and explosive social relations ( $r = .427$ ,  $p < .05$ ), indicating that explosive social relations increase was significantly associated with violent behavior. Thus the hypothesis is rejected. These findings are in line with previous literature, suggesting that planning and perspective-taking abilities play a role in influencing the membership of a gang and are attributes of violent gangs (Listokin, 2005), whereas low temperance in the form of explosive aggressive behavior is another characteristic of gang leaders (Franzese, Covey, & Menard, 2006). As observed, many youths will increase in the violent behaviours of their leaders. These youths usually demonstrate their allegiance by wreaking more violence on their victims in the presence of the leaders. Many youths tend to flaunt some sense of self-esteem which makes them vulnerable to the negative effects of relationships that do not live up to their expectations. Ramsland (2014), also identified that associating positive characteristics people with violence, especially “justified” violence, certain types of people will see these characters as role models. They focus on the positive, which feels good to them, and might accept violence as a way of life. The fact that the bulk of the hot headed ones among road transport workers are products of street culture is an issue mostly responsible for the frosty relationships between road transport workers and the general public. It also promotes explosive social relations. The initial exposure of these categories of road transport workers to real life aggression- physical assault, vandalism among others through street culture often prime them as road transport workers, to violently react to social issues.

This development is further strengthened by the culture of the motor park domain where the perceived survival of the fittest is the order of the day. In essence, the belief is that, to be a force to reckon with, these recalcitrant elements among road transport workers tend to be daring and vicious and are always willing to forment troubles in the quest at driving home a point. This is even displayed outside motor parks. This attitude was confirmed by some of the respondents in a key informants interview (KII) session:

It is agreeable that only a bad workman quarrels with his tools, however in our case as road transport workers, we have no option than to take the battle to the door steps of our tormentors, that is the only thing that can guarantee mutual respect .

(KII Lagos park, Ijebu-Ode).

In addition, another respondent observed that:

The working relationships between the political class and road transport workers will never be broken, as members have benefitted in no small ways from the political class, hence their readiness to always do the biddings of politicians

(KII Ita-Oshin park, Abeokuta)

Findings from this study established that anger proneness and warlike personality tend to prime the unruly ones among road transport workers with other members of their unions including members of the larger society. The nature of character and personality status developed by the maverick ones among road transport workers through life on the street, involvement in street culture powered by the culture of greed tend to have negative effects on their relationships with the public. Their idiosyncracies aimed at regular massive economic exploitation of commuters and harassment of both colleagues and when such is extended to the larger society there is bound to be protest. The implication of this is that the recalcitrant ones among road transport workers who adopt this philosophy are sooner or later pitched against those who oppose their moves, thereby making an head-on-collision inevitable.

### **Hypothesis 8:**

Hypothesis eight states that there is no significant relationship between violent politics/political practice and violent behaviour among road transport workers in Ogun State, Nigeria. This hypothesis was tested using Pearson Product Moment Correlation and the result presented in Table 4.14

**Table 4.14: Linear Correlation showing the relationship between violent politics/political practice and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Violent politics/political practice	13.4151	3.400	.667**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.14 reveal that there was significant positive relationship between violent behaviour and violent politics/political practice ( $r = .667, p < .05$ ), indicating that violent politics/political practice is significantly associated with violent behaviour. The hypothesis is thus rejected. This study inclined that violent politics/political practice often induced violent behaviours. The findings support studies which demonstrated that gang encounter with rival groups in street-life and illegal activities may lead to violence, based on leadership of these gangs (Valdez, Kaplan, & Codina, 2000; Weerman, Young and Meldrum, 2009). Being a member of a street gang may trigger or exacerbate pre-existing thoughts about the world and society, as well as promote territoriality behaviours. Gang members are found to endorse more anti-authority attitudes, blame their victims, and utilize more euphemisms that minimize antisocial behaviours (e.g., regarding violent acts as “business”) relative to non-members and peripheral youths (i.e., those who do not endorse membership, but are involved in gang-related activities; Alleyne & Wood, 2010). These findings support studies such as Olaniyan, (2015) and Olaniyan and Bello, (2016), who posit that, the major reasons why commercial vehicle drivers engage in violence is instigation by the state and political patronages. Olaniyan and Bello, (2016) specifically posit that the pervasive nature of drivers’ union as claimed by Ikelegbe, (2001) manifest significantly because of the intrusion of political contractors into the motor park spheres. They argue that the intrusion manifests in the courting of the leadership of the unions for political ends. They further argue that, the invasion of the motor park space works in a number of ways. One of which is that, it makes the drivers a force to reckon with in the political spheres. Union power politics among road transport workers, is such that confers numerous advantages on the holders, especially economic, political, social and all other sorts of fame. However, the paraphernalia of office tend to open the way for rapacious greed as a principle and ‘refusal to relinquish power’ as a political philosophy. The aftermath of this is, usually, open disenchantment among the rank and file. Coupled with this is the fact that, union elections hardly follow the conventional pattern, especially the outcomes, hence forceful removal is always an inevitable option.



This was corroborated by one of the respondents in a key informant interview (KII) session:

Greed is a major issue in our union practice. The perks of office is so attractive and tempting, and this makes most of our leaders to want to remain in office for ever in defiance of what is stated in the constitution. The only workable solution to this is forceful removal

(KII Obantoko 16/10/2018)

Another respondent observed that:

It is a fact that, we foot soldiers are only working as slaves, to serve the interest of our leaders. I wish it were possible to get rid of them even if it is through fighting, I am not bothered.

(KII Asero, 16/10/2018)

The implication of this is that though violence is not a culture generally adopted by all members of the road transport workers unions, as there are many of them that are highly civil. However, owing to the peculiarity of certain obvious negative situations mostly borne out of arrogance, pathological greed, oppression, reckless extortion, humiliation, persistent threats, high handedness among others. This often frequently trigger aggressive reactions among the rank and file of the belligerent ones. This often happens when they sense that their social image and economic interest are threatened (Ikelegbe, 2001; Ikuomola, 2012; Olaniyan, 2016).

Though, only the maverick ones resort to battle, the more experienced and temperate ones hardly dissuade them because they subconsciously perceive such acts as a means of directly and indirectly protecting their overall interest especially if it is successful.

### **Hypothesis 9**

Hypothesis nine states that there is no significant relationship between chronological age and violent behaviour among road transport workers in Ogun State, Nigeria This hypothesis was tested using Pearson Product Moment Correlation and the result presented in table 4.15

**Table 4.15: Pearson Product Moment Correlation showing the relationship between chronological age and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64	-.49**	<.05	Significant
Chronological age	13.1496	4.71			

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

The results of the analysis overall displayed in Table 4.15 reveal that there was significant inverse relationship between violent behaviour and chronological age ( $r = -.49, p < .05$ ), indicating that chronological age was significantly associated with violent behaviour. Thus, the hypothesis is rejected. This study shows that individuals' chronological age often precipitate violent behaviour. The findings support earlier research works which highlighted that, young age for instance, can be a challenging developmental period. This is a stage, in which individuals can or may experiment and engage in problem behaviours such as substance abuse, delinquency and gambling, sexual recklessness, explosive social relations, violent driving behaviour and many more (Jensen, 2003; Strange & Sorensen, 2008 in Rasanen, Lintonen & Koku, 2015). At the same time when this is worsened by poor state investment in education and lower education attainment in individuals, violent behaviour and crime rate in the society tend to soar (Lochner and Moretti, 2014).

### **Hypothesis 10**

Hypothesis ten states that there is no significant relationship between mentoring role and violent behaviour among road transport workers in Ogun State, Nigeria. This hypothesis was tested using Pearson Product Moment Correlation and the result presented in Table 4.16.

**Table 4.16: Pearson Product Moment Correlation showing the relationship between mentoring role to life and violent behavior**

	Mean	S.D	Pearson r	Sig.	Remark
Violent behavior	60.2016	12.64			
Mentoring role	13.9775	3.96	.45**	<.05	Significant

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

The results of the analysis overall displayed in Table 4.16 reveal that there was significant positive relationship between violent behaviours and mentoring role ( $r = .45, p < .05$ ), indicating that mentoring role increase was significantly associated with violent behaviours. The hypothesis is thus rejected. Within the purview of occupational setting, the notion of mentoring deals with role modeling and career guidance. It offers occupational assistance, psychological and social support (Lankan and Scandura, 2002). For the success of mentoring, it is essential to match the mentee with a more experienced individuals, though with the same personal characteristics, experiences and skills that are deemed suitable and appropriate for the mentee to take after (Shiner, Young, Newburn and Groben, 2004). Though in some social groups, there are mentors who are obviously renegades. The implication is that, through these belligerent mentors, mentees in such social groups have high propensity for getting acculturated into the culture of violence. When this happens, these categories of mentees, having taken to culture of violence, are always primed for violent acts either for defence or reprisals. The implication of this discourse is that the unruly cliques among road transport workers who have undergone wrong mentoring, can go to any length to execute the biddings of their mentors which may include arson, murder, maiming or completely obliterating their target (Omomia, 2015).

## CHAPTER FIVE

### SUMMARY, CONCLUSION AND RECOMMENDATIONS

This chapter summarises the forgoing discussions, concludes and gives some recommendations. It also suggests areas for further research.

#### 5.1 Summary

The main purpose of this research is to determine the factors influencing violent behaviour among road transport workers. This study unravels the predictors of violent behaviour among road transport workers in Ogun State, Nigeria. It examines the socio-personal and psychological predictors of violent behaviour among road transport workers, in the study area. The statement of the research problem, highlighted the gaps observed that necessitated this study. In addition, the objectives, significance of the study, scope and some terms that were ambiguous were defined under the operational definitions of terms and concepts used in the research work.

The study did a comprehensive review of past related literature on the independent and dependent variables used in the study. This was done with a view of linking the present study with the past studies, so as to be able to show the gap that the present study will be filling. Generally, the activities of road transport workers are characterized by brutality, killings, thuggery, maiming and all forms of violent behaviours. The study was a survey design of the *correlational type*. The targeted population include all registered and active members of road transport workers unions, in Ogun State. The sample size were selected through a multi-stage sampling procedure to select a sample size of 890 respondents for the study. For data collection, both quantitative and qualitative methods were adopted which include Psychological Induced Violent Behaviour Scale and Road Transport Workers Social Assessment Questionnaire.

Results demonstrated that, there was significant high rate of violent and aggressive behaviours reported among the road transport workers. The level of reported cases showed that there is a significant increase in the number of violence and hooliganism every election year, and pockets of violence happens every day around the motor parks during the non-election years. Causes of the violence identified include inter union rivalry, anti-social behaviour, drug use and territoriality among the the union chieftains. The major

cause of conflict are revenue generations and sharing formular among the union members, power politics, control of lucrative road transport routes among others. Several members of the road transport workers unions approved sanctiones against the use of violence. The result also demonstrated that 49 % of the variation in the violent behaviour was accounted for by socio-personal and psychological variables. All the three variables demonstrated significant effect on violent behaviour among road transport workers in Ogun state. Results also reveal that anti-social personality behavior, aggression, risk perception, intimidation, peer pressure, explosive social relations, violent politics/political practice and violent behaviour among road transport workers in Ogun State and Nigeria were significant correlates of violent behaviours.

## **5.2 Conclusion**

This study made concerted efforts in bringing about comprehensive understanding of how the combination of socio-personal and psychological variables influence violent behaviours among road transport workers. Causative factors include rivalry, anti-social behaviour, drug use and territoriality among the the road transport workers. The major causes of conflict was revenue generations and sharing formular among the union members. Despite the retributions against the use of violence, it remains a popular tool in maintaining order, commanding obedience and creating political hegemony by the union leadership. The study identified those who regulate and the type of sanctions provided by the road transport organisations in the various motor parks. Conclusively, violent behaviour was accounted for by the combination of socio-personal and psychological variables. Peer pressure, explosive social relations, violent political practice, chronological age, mentoring, anti-social personality, intimidation, risk perception, aggressive behaviour and immune delusion syndrome were associated with increasing pattern of violent behaviour. Despite the importance of road transport workers in Nigeria, violent behaviours is still prevalent with dire consequences among this significant occupational group. The study also identified that government's efforts at reducing these problems through through regulating the activities of road transport workers is generally manipulated by politicians through the greed for power by political leaders and union leadership.

### **5.3 Recommendations:**

Based on the findings of this study, the following recommendations are imperative:

- i. There is the need to re-orientate and ensure that transport workers have cordiality with security agents, while sanity is maintained within motor parks.
- ii. Efforts should be made to promote higher level of popular education inculcation among road transport workers, especially through the educational and enlightenment units of road transportation unions and other traffic management outfits. This will create a high level of critical consciousness among road transport workers on the consequences of their inability to effectively assess situations. It will also, reduce the rate of their acting on impulse and getting involved in violent acts.
- iii. Exploiting the professional input of mental health experts would be desirable, as they would (through their professional expertise) utilize cognitive behavioural therapy to teach aggressive road transport workers to put under check their hot emotions, and subsequently adopt diverse coping strategies to appropriately channel their feelings.
- iv. Periodic training and re-training should be carried out in various motor parks whereby road transport workers will learn how to accurately evaluate the implications of violent behaviour. This could promote peaceful conflict resolution mechanism within the rank and file of road transport workers and effectively forestall any outbreak of violence.
- v. Road transport workers should be encouraged to develop effective negotiation and assertive skills. This would encourage them to remain calm, calculative and be able to seek clarifications and gather facts on issues before reacting. An average road transport worker could be enlightened on the need to develop futuristic thinking abilities, acquire knowledge on assertiveness, move away from restive environment and volatile situations. They should also avoid rash adoption of the opinions of others, and if possible, ask questions and seek the opinions of intelligent and respected members of the society before taking actions on any issue.



- vi. Road transport workers should be made to realise the fact that, as groups, they are not in anyway shielded from the negative consequences of violence, hence, they should adopt alternative conflict resolution mechanism to ensure safety of lives and property, and also promote lasting peace in the various motor parks.
- vii. The road transport unions executives should regularly organise programme of activities that would teach members, especially the foot soldiers, how to build amiable relationships with members of the public who coincidentally are their business partners. When this is done, it will enhance harmonious relationship between the two parties and the society will be better off for it.
- viii. Through the various national, states, chapters, branches, chapels, units and other applicable delineation of road transportation in the country, conscious efforts should be made to encourage road transport workers to eschew the politics of bitterness, bunker democratic practice and gunboat politics in power politics in various motor parks.
- ix. The services of seasoned professionals in mental health with wide experience in managing anti-social personality issues through different therapeutic approaches should be engaged by various road transport workers' unions, so as to effectively manage undesirable behaviours of the belligerent ones among road transport workers. Peer mentoring programme that will encourage road transport workers to challenge hitherto existing belief system, attitudes, occupational norms that promote violent behaviour among road transport workers should be introduced. This will water down the negative influences of belligerent significant others who unfortunately have carved out the image of cult hero figure among the rank and file.
- x. Seminar on the promotion of self-efficacy among road transport workers should be promoted. This would enhance their ability to have self control a significant recipe and panacea for combating violent behaviours.
- xi. Road transport workers should be encouraged to develop self regulation skill through the acquisition of education for critical consciousness. This, can be done through effective lifelong learning programme which could be set up in the various neighborhoods and locations of motor parks are located.

#### **5.4 Contributions to knowledge**

The essence of any research is to contribute to and improve existing knowledge. Therefore, this study has made some contributions to knowledge.

1. This study has revealed that, for the effective prevention of violent behaviour among road transport workers in Nigeria, some postulated social factors ( Peer pressure, explosive social relations and violent political practice) must be considered by both the government and the motor parks management in order to make the attainment of industrial and societal peace as well as the realisation of organisational and individual set goals a reality.
2. The study also showed that personal factors (mentoring and age) are essential for curbing violent behaviour among road transport workers, and by extension, guaranteeing optimal productivity and societal peace among road transport workers.
3. The study also revealed that psychological factors (Anti-social Personality, Aggressive Behaviour, Risk Perception, Intimidation and Immune Delusion Syndrome) need to be adequately addressed in order to check violent behaviours and promote peace among road transport workers in Nigeria.
4. This study has also provided framework for policy makers, road transport administrators, road transport unions and other stakeholders involved in the road transportation industry on how to effectively manage violent behaviours in the sector.
5. It has also, provided data for future research work on road transportation in the fields of Adult Education, Social Welfare, Social Works, Social Psychology, Transport Management among others.
6. The study has also provided source of literature for future research work on road transportation in the fields of Adult Education, Social Welfare, Social Works, Social Psychology, Transportation Planning Management among others.

## **5.5 Limitation of the study**

Despite the fact that the study contributed immensely to body of knowledge and filled literature gaps, there were still some identified limitations in the study. Firstly, the study was conducted only among members of the National Union of Road Transport Workers (NURTW) and the Road Transport Employers Association of Nigeria (RTEAN), leaving behind other road transport organizations with whom they share similarities. This will have an influence on the generalisability of the findings; hence, replication of the study should be made among other identified populations in the society. The study also was limited by financial and time constraint. More funds and time would ensure internal validity of the results. Another limitation to the study is the nonchalant attitude of the respondents to the questionnaire and Key Informant Interview (KII) scheduled because of the threats, intimidation and fear of the implications which their responses may have on the image of their organizations as well as on their job. This adversely affected the use of the Focus Group Discussion (FGD) technique and this made the researcher to cajole them before responding to the questionnaire items.

## **5.6 Suggestion for further studies**

Future studies might explore scale developments that include economic and social desirability measure correction. Future studies should also examine how the variables interact with each other to influence violent behavior. A check for social desirability is recommended for evaluating possible distortions of self-presentation. A cross-cultural studies should become more the norm and less the exception, as it seems there are universal driving experiences/issues and driver types. This of course, needs to be confirmed with more research. Similarities and differences across cultures could provide meaningful insights. The researcher further acknowledges that his perceptions and views have influenced the research process particularly the data analysis. It is also noteworthy that, due to this research being qualitative in nature, his inferences and interpretations as the researcher are essential parts of this study. Longitudinal studies of caregivers are needed to explore the complex interactions of socio-psychological variables. Future evaluations of cultural and social norm interventions aimed at preventing violence should use actual violence as an outcome measure.

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## APPENDIX I

### RECORDS OF ROAD TRAFFIC CRASHES AND CONSEQUENCES IN OGUN STATE, NIGERIA

RTC								KILLED								INJURED							
2008	2009	2010	2011	2012	2013	2014	2015	2008	2009	2010	2011	2012	2013	2014	2015	2008	2009	2010	2011	2012	2013	2014	2015
51	36	77	80	51	68	24	18	39	11	37	36	18	21	22	17	361	115	212	223	95	211	90	75
40	64	78	78	70	72	20	22	28	28	24	25	45	42	12	25	175	191	159	182	143	208	89	71
52	50	81	89	91	78	22	33	31	30	24	29	28	44	18	23	163	118	200	206	197	255	85	102
51	61	75	76	102	60	28	28	72	21	34	24	47	21	27	18	226	172	249	170	303	214	84	113
32	58	78	104	97	61	25	25	22	29	29	51	30	25	29	17	103	194	254	312	224	174	79	74
37	44	75	68	87	34	16	37	5	25	30	21	21	15	26	31	37	100	150	198	236	145	29	103
52	68	70	64	112	33	23	40	40	20	16	31	35	15	14	35	155	133	160	143	277	113	57	140
43	54	97	89	72	40	17	38	51	38	26	41	32	23	12	29	201	177	239	279	198	225	98	181
40	78	79	65	91	28	26	37	44	24	19	21	68	28	19	35	89	224	176	158	318	104	87	165
28	72	78	60	61	33	32	34	9	24	24	36	42	19	15	22	88	226	202	137	168	150	77	101
30	83	80	88	63	28	28	32	28	26	24	20	8	21	16	19	108	260	270	257	157	103	72	91
36	71	98	68	84	35	37		19	26	25	26	38	33	24		175	243	245	222	394	109	137	
492	739	966	929	981	570	298	344	388	302	312	361	412	307	234	271	1881	2153	2516	2487	2710	2,011	984	1216

Source: Federal Road Safety Commission, Ogun State Command, Nigeria

## APPENDIX II

### DEPARTMENT OF ADULT EDUCATION UNIVERSITY OF IBADAN, IBADAN, NIGERIA

Dear Sir/Ma,

A study is being carried out on “Socio-Personal and Psychological Factors as Predictors of Violent Behaviours among Road Transport Workers” in Ogun State, Nigeria. Your support and assistance is needed and will be highly valued in supplying objectively the necessary information to be utilized for the study. The information supplied in this instance will strictly be used for academic purposes and will be treated with utmost secrecy.

Yours faithfully,

**Peluola O. TITILOYE**

#### SECTION A PERSONAL DATA

**INSTRUCTION: Please Tick as appropriate (✓)**

1. Sex (a) Male ( ) (b) Female ( )
2. Age (a) Below 25 ( ) (b) 25 – 35 ( ) (c) 35 – 45 ( ) (d) Above 45 ( )
3. Marital Status (a) Married ( ) (b) Single ( ) (c) Divorced ( )  
(d) Widowed ( )
4. Spouse Occupation (if married) .....
5. Quality and nature of marital relationship (a) Married but not too happy ( )  
(b) Married and Happy ( ) (c) Marriage Experiences frequent fighting ( )  
(d) Marriage experiences occasional quarrel ( )
6. Your father’s nature of business .....
7. Your mother’s nature of business .....
8. Your highest educational qualification  
(a) Primary School Leaving Certificate ( ) (b) Junior Secondary School Certificate ( )  
(c) Senior Secondary School Certificate ( )
9. Years spent on the job and work experience (a) 0 – 10 years ( )  
(b) 11 – 20 years ( ) (c) 21 – 30 years ( ) (d) 31 and above
10. Religion: (a) Christianity ( ) (b) Islam ( ) (c) Traditional Religion ( )  
(d) Others ( )
11. Targeted monthly income (a) Under N60,000 ( ) (b) N61,000 – N90,000 ( )  
(c) N91,000 – N120,000 ( ) (d) N120,000 and above ( )
12. Union membership (a) NURTW ( ) (b) RTEAN ( ) (c) Others ( )  
(a) Duration of membership in the union: (a) 0 – 5 years ( ) (b) 6 – 10 years ( )  
(c) 11 – 15 years ( ) (d) 15 years and above.



## SECTION B

**INSTRUCTION:** Please tick (✓) as appropriate in the column that conforms with your level of agreement or disagreement using the following keys: SA – Strongly Agree (4), A – Agree (3), D – Disagree (2), Sd – Strongly Disagree (1)

S/N	Violent Behaviour Questionnaire	SA	A	D	SD
1.	When I am harassed it is imperative to hit back				
2.	The use of brute force to get things sorted out is not a bad life strategy				
3.	A bit of force might be needful in accessing what other party might not be willing to let go				
4.	It takes the tough, bold and daring person to wield political power				
5.	Occasional breakout of clashes among different units of road transport workers unions do occur				
6.	Road transport workers are prone to become violent when they run out of patience				
7.	To have a firm control of the road transport business, road transport workers must always be battle ready all the time				
8.	It takes the brave and daring to survive in the scheme of things as far as road transport business is concerned				
9.	When provided with strong backing a typical road transport workers' union can dare or assault anybody who crosses their path				
10.	Violence is the easiest way to settle problems among transport unions when negotiation fails				
11.	There is nothing bad in forceful extortion of money and physically assaulting commercial bus drivers who fail to comply with the request of the unions				
12.	I am a tough person, in this job people respect only tough person				
13.	The (road transport workers) union most of the time appear to be indifferent to the negative behaviours of erring members				
14.	It is not a strange thing for the union to place members of the body who have acted violently under suspension from all union and road transport related commercial activities				

Please tick (✓) as appropriate in the column that conforms with your level of agreement or disagreement using the following keys: SA – Strongly Agree (4), A – Agree (3), D – Disagree (2), SD – Strongly Disagree (1)

S/N	Violent Behaviour Questionnaire	SA	A	D	SD
15.	Violence is sometime necessary to get our job done				
16.	Drivers don't cooperate if you don't brutalize them				
17.	We most times fight individuals and sister unions on important issues such as daily fees charged by the various unions				
18.	During violence outbreak, union members are free to defend themselves in any suitable way				
19.	Peaceful transition of political offices in the union is not easy, people use forceful take over to that effect				
20.	Feeling cheated in power and money sharing as well as control of transport routes is a sure way to inter and intra-union clashes				

21.	Mere disagreement between just two individuals or group of individuals if not properly managed can degenerate into serious breakdown of law and order among road transport workers				
22.	I have assisted using violence to suppress rebellion in this union				
23.	I participated in discipline of errant members using flogging or beating to teach them a lesson				
24.	I have been called upon to deal with errant drivers by flogging or beating to teach them a lesson				
25.	I participated in the defence of our union power and authority by dealing with our opponents				
26.	Opponents are afraid of our union because of our capacity for violence and battle readiness				
27.	The union leaders provide men and resources to defend or take over any garage anytime				
28.	Our leaders support the use of power and violence when necessary to carry out a task				

### SOCIO-PERSONAL AND PSYCHOLOGICAL QUESTIONNAIRE

**INSTRUCTION:** Please tick (√) as appropriate in the column that conforms with your level of agreement or disagreement using the following keys: SA – Strongly Agree (4), A – Agree (3), D – Disagree (2), SD – Strongly Disagree (1)

S/N	Peer Pressure Scale	SA	A	D	SD
29	One need to show some traits of toughness in order to be accepted by other union members				
30	Union members could push one into doing just about anything in order not to loose respect				
31	I give in easily for pressure when it comes to union matters				
32	At times, one needs to break rules because other members supports it				
33	I often feel pressured to do things I wouldnt normally do				
34	There is no way a union leader will not feel pressured to take drugs in order to command respect				
	<b>Explosive Social Relations Scale</b>				
35	In order to maintain intact social relation, there is need to be violent to an extent				
36	There is no way a relationship could be built without been violent				
37	Strengthening the bond among self needs some level of intimidation				
38	In the bid to win the respect of members of the union you need to show power and aggressive nature				
39	Only those who are ruthless and commands boys who are aggressive can get position in the union				
40	People recognize, fear and respect you only if you can defend and fight against aggressors in the union				

<b>Violent Political Practice Scale</b>					
41	When it comes to political participation, some level of violence is expected and often times, it is perpetrated by road transport workers				
42	For some reasons, there is need for transport workers to be violent for political reasons				
43	In order to remain relevant in the society, road transport workers must be ever ready for protection against political unrest(s)				
44	Road transport workers exhibits some level of violence in order to register their loyalty to political juggernauts.				
45	Violent political practice is not a new practice to road transport workers.				
46	Some level of violence is not new to even a newbie in road transport business				
47	Without road transport workers, politicians would never have political 'thugs'				
<b>Mentoring Scale</b>					
48	There is a mentoring process in road transport business				
49	The culture in road transport business gives an opportunity to be under a senior worker and learn through the rudiments				
50	There is effective mentoring program that is well known to every road transport workers.				
51	Everything is learnt in road transport business including violence				
52	It is close to impossibility to join road transport workers without been under someone				
53	In road transport business, mentors protects their protege in all manners, even if it has to do with been violent in the process				
54	Protege in road transport business are expected to learn violence as part of the business rudiment.				
<b>Antisocial Personality Scale</b>					
55	The traits and abilities individual road transport workers bring and display in the rank and file and determine their promotion				
56	Behaviours of highly respected individuals within the echelon of the road transport workers union encourage their followers and subordinates to engage in violence				
57	The disposition of certain influential members of the road transport workers union often encourage some members of the union to engage in unwholesome behaviours				
58	Attempting to impress a "cult hero" figure in the road transport workers union body tend to make some members to become aggressive and violent				
59	I have intentionally destroyed a window or door of a building				
60	Destruction of buses during rivalry crisis is not a new phenomenon in road transport business.				
61	It is not common for admirers of a violent minded road transport workers' leader to emulate such individual				

	<b>Aggressive Behaviour Scale</b>				
62	Motor parks are well regulated against violent behaviour				
63	There is regular outbreak of clashes especially at inter or intra-union levels among road transport workers				
64	The issue of levies, acquisition of space cause disharmony leading to breakdown of law and order in motor parks				
65	Power politics and political patronage tend to cause conflicts in motor parks				
66	My friend could push me into doing just about anything				
67	At times, I've broken rules not to slap or beat somebody because others have urged me to				
68	At times, I've done dangerous or violent things because others dared me to				
	<b>Risk Perception Scale</b>				
69	There is a lot of risk attached to working as a road transport worker in this state.				
70	To be a road transport worker, there is need to expect crisis at any point in time				
71	As a road transport worker, there is closer chance of dying at a younger age.				
72	As a road transport worker, I know that there is high level of hazard				
	<b>Intimidation Scale</b>				
73	If provoked, I might be forced to misbehave in the public				
74	My being provoked cannot make me to kill another person				
75	In the process of discharging my duty, I often feel insulted with the way some people relate with me				
76	I am always anxious about being arrested by law enforcement agents on the road				
77	I am always anxious of the negative driving behaviour of other road users				
78	If somebody hits me I feel relieved retaliating				
79	Occasionally, I do find it hard to control my temper				
	<b>Immune Delusion Syndrome Scale</b>				
80	I feel neither disturbed nor threatened by anything in life; I believe I'm already fortified				
81	In the course of business, whatever happens, the 'power that be' will be answerable to it				
82	I have traditional medicine with which I have fortified myself				
83	I believe in the efficacy of charms in warding off all forms of danger				
84	I believe in the efficacy of supernatural powers and many more in warding off all forms of danger				

### Appendix III

#### ÌPÍN A

#### ÈRÌ AJEMOYIYAN

ÌTÓSÓNÀ: Jòwó fi àmì (✓) sí èyí tí ó tònà

1. Ìrin (a) Akọ ( ) Abo ( )
2. Ojọ orí a. Kò tó ọdún 25 ( ) b. 25 - 35 ( ) d. 35 - 45 ( ) e. ó ju 45 lọ ( )
3. Ìgbéyàwó (a) Mo ti sègbéyàwó ( ) b. N kò i sègbéyàwó ( ) d. Mo ti ko aya/ọkọ e. opó ( )
4. Işé ọkọ/aya (tí ó bá ti sègbéyàwó .....
5. Ìrísí àti isèdá ìgbéyàwó a. Àirídùnnú ( ) b. Ìdùnnú d. Ìjà wéléwélé e. Ìjà léèkòòkan.
6. Işé bàbá ẹni .....
7. Işé iyá ẹni .....
8. Ìpele iwé tí o ka ni (a) Ìwé mífà ( ) b. Iwe męwa ( ) d. Iwe giga ( ) d. Rara ( )
9. Iye ọdún tí o fi ni ìrírí lẹnu işé  
a. àşèşèbèrè de ọdún męwàá ( )  
b. 11 – 20 ( )  
d. 21 – 30 ( )
10. Èsìn  
a. Kìrísítèni ( ) b. Ìsiláámú ( ) d. Ìbílè e. Àwọn miiàran ( )
11. Owó oşù a. Kò tó ₦60,000  
b. ₦61,000 si ₦90,000  
d. ₦91,000 si ₦120,000
12. Egbé tí mo n şe ni a. NURTW ( ) b. RTEAN ( ) c. Egbé miiàran.  
Iye ọdún tó ti lò nínú egbé a. 0 – 5 ( ) b. 6 - 10 ( ) d. 11 - 15 ( )  
e. 15 sókè ( )

**ABALA 'B'**

**ÌTÓSỌNÀ:** Fi àmì ( ✓ ) sí ihò ti ó tọ ní íbámu pèlú ìpele bí ó ẹ gbà tàbí kọ nipa lílo òdiwọn wọn yí:

- GBJ - Gbà Jálẹ (4)  
 Gb - Gbà (3)  
 Kọ - Kọ (2)  
 KJ - Kọ Jálẹ (1)

<b>Ònkàye</b>	<b>Àtójọ ibèèrè lórí iwà ipá</b>	<b>Gbà jalẹ</b>	<b>Gbà diẹ</b>	<b>Kọ</b>	<b>Kọ jalẹ</b>
1.	Tí wọn ba tọ mi, ó di dandan kí n gbẹsan				
2.	Iwà ipá híhù láti yanjú nńkan kí ẹ igbésí ayé burúkú				
3.	A nílò iwà ipá níwọnba láti gba nńkan tí ẹnikeji kò fẹ fi sílẹ lójúbòrò				
4.	Èyàn gbòdò le kí o gbójú gbóyà kí ó lè rí agbára isẹlú ló.				
5.	Ìkọlù a máa wáyé lẹ̀kòkòkan láàrin àwọn oríṣíríṣi egbé Olókò èrò.				
6.	Ó ti mó àwọn òṣìṣé egbé olókò èrò lára láti máa hùwà ipá tí wọn ba ti tán wọn ní sùúrù.				
7.	Láti lè ní ikápá lórí òwò irinnà ojúpópó, àwọn òṣìṣé egbé onímótò gbòdò dira ijà nígbàgbogbo				
8.	Ogbójú àti ogbóyà ló lè jàjàyè nídií owó irinnà ojúpópó.				
9.	Nígbà tí òṣìṣé egbé awakò - èrò kan bá ní àtiléyìn tó gbórín ó lè gbójúgbóyà tàbí láti kọlu ẹníkẹni tó bá tọ níjà.				
10.	Iwà ipá ni ònà tí ó rọ̀rùn jùlọ láti yanjú isòro láàrin egbé awakò èrò nígbà tí ijíròró bá ti foríṣánpón.				
11.	Kò sí ohun tó burú nínú fifipágbowó tàbí kíkọlù awakò èrò tó ba kùnà láti ẹ nńkan tí egbé awakò èrò fẹ.				
12.	Èyàn líle ni mí, èyàn líle làwọn èyàn máa n teríba fún nínú isẹ yí.				
13.	Lópò igbà, egbé awakò èrò kí bikítà fún iwàkiwà táwọn omọ egbé wọn n hù.				
14.	Kí ẹ nńkan àjẹ́jẹ́ kí egbé ó sọ pé kí omọ egbé tó bá hùwà ipá ó lọ rọ̀kún nílẹ́ fún igbà diẹ nínú akitiyan egbé àti gbogbo nńkan tó jẹ mó owó irinnà.				
	<b>Àtójọ ibèèrè lórí iwà ipá</b>				
15.	Ní igbà m̀íràn, iwà ipá yẹ ni lílò kí isẹ́ ó lè ẹ.				
16.	Àwọn awakò kí fẹ́ fowósopè tí wọn kò bá ẹ wọn nísekúṣe.				
17.	Ọ̀pọ̀ igbà ni a máa n ba àwọn èyàn àti àwọn egbé awakò èrò ja lórí àwọn nńkan tó ẹ pàtàkì bí owó àbùdá ojúmọ́ tí egbé kòkòkan n gbà.				
18.	Lásikò tí wàhálà ba ṣẹlẹ́ àwọn omọ egbé awakò èrò ni òmìnira láti dáàbò bo ara wọn lónà tí ó tọ.				

19.	Àyípadà ìṣàkóso níròwórosè nínú egbé awakò èrò kò rorùn tipátikùúkù ni wọn fi n ṣe é.				
20.	Ífipòrèniṣe owó pínpín àti ìṣàkóso òpópónà jẹ òkùnfà ikolura nínú egbé àti láàrín egbé kan àti òmíràn.				
21.	Àrìyànjíyàn lásán tó bá wáyé láàrín èyàn méjì tábí láàrín àkójopò àwọn èniyàn tí wọn kò ba fojútó dárádára a máa da rògbòdiyàn sílẹ láàrín àwọn ọmọ egbé awakò èrò.				
22.	Mo ti hùwà ipa láti ṣe iránwọ pípa ọṣe mólẹ nínú egbé rí.				
23.	Mo kópa nínú bíbá ọmọ egbé tó ṣe wí nípa nínà wọn légba tábí lílù wọn bolẹ láti kó wọn lẹkò/logbón.				
24.	Wọn tipẹ mi láti dá sẹrìà fún awakò tí ó ṣe rí nípa nínàá légba tábí lílù bolẹ.				
25.	Mo kópa nínú dídáàbò bo agbára àti aṣe egbé wa nípa dídá sẹrìà fún àwọn aláta kò wa.				
26.	Àwọn aláta kò a máa bèrù egbé wa nítórí pe a lẹmí wáhálà a kò dẹ kí túra sílẹ.				
27.	Àwọn aṣáájú egbé wa ni àwọn èyà àti nńkan àmúṣorò láti dáàbò bo idùdókò wa tábí láti ja ibùdókò gbà nígbàkugbà.				
28.	Àwọn aṣáájú wa faramó lílò agbára àti ipá láti ṣiṣe nígbà tí o bá yẹ kí a ṣe bèè.				
29.					
	<b>Àtójọ ibèèrè lóri ibágbépò àti èrò ọkàn ijénípa àwọn ojùgbà/alábaárin</b>				
30.	Èyàn gbòdò ni àpẹrẹ iwa líle kí àwọn ọmọ egbé yòókù ó lè tẹwọ gbàá				
31.	Àwọn ọmọ egbé a máa tiyàn ṣe nńkan yòówù kí ó jẹ, kí èyàn ó má baà pàdánù itẹwọgbà tí wọn fún un.				
32.	O máa n rorùn fún ni láti juwọ sílẹ bí ó bá ti di ti ọrò egbé.				
33.	Nígbà miíràn èyàn a máa nílò láti rú òfin torí pe àwọn ọmọ egbé yòókù fowósii.				
34.	Lópò igbà wọn a máa já mi nípa láti ṣe àwọn nńkan tí n kò lè ṣe lójú lásán.				
35.	Kò sí bí aṣáájú egbé kò ṣe ni mu oogun olóró torí kí wọn ó le máa tẹríba fún un.				
	<b>Ìbáṣepọ ọwọ líle</b>				
36.	Kí ibáṣepọ tí ó dánmórán lè wà ó yẹ kí iwà ipá o wà de ààyè kan.				
37.	Kò sí bí ibáṣepọ ṣe le wà láì sí iwà ipá				
38.	Ó yẹ kí idáyàfò ó wà kí okùn aṣepọ ó lè yi.				
39.	O nílò láti máa gbé agbára wò kí ó sí máa tọjà kí àwọn ọmọ egbé ó le máa tẹríba fún ẹ.				
40.	Kíkìda àwọn tó buru tí wọn sì sí rí ni wọn le gba ipò nínú egbé.				

41.	Àwọn èyàn a máa dá ẹ̀ mọ̀, wón a máa bèrù rẹ̀ wón a sì máa teríba fún ẹ̀ tí ó ba le dáàbò̀ bọ̀ wón tí ó sì lè kojú ijà sí àwọn olùfinràn egbé.				
	<b>Ìwà jàndùkú iṣẹ̀lú</b>				
42.	Tí o ba di ti kíkópa nínú iwà jàndùkú iṣẹ̀lú àwọn egbé onímótò a máa kópa láwọn àsikò kan.				
43.	Fún àwọn idí kan, àwọn oṣiṣẹ̀ egbé onímótò a máa nílò láti hùwà ipá torí ọ̀rọ̀ iṣẹ̀lú.				
44.	Nítorí kí àwùjọ̀ ó lè kà wón kún àwọn oṣiṣẹ̀ egbé onímótò gbòdò máa gbaradi láti pagidínà rògbòdìyàn iṣẹ̀lú.				
45.	Àwọn oṣiṣẹ̀ egbé onímótò a máa hùwa ipá kí àwọn àgbà oṣẹ̀lú ó lè mò pé wón n ẹ̀ tàwọn tòótó.				
46.	Síṣe jàndùkú iṣẹ̀lú kíi ẹ̀ tuntun lódò àwọn onímótò.				
47.	Àwọn iwà ipá kan kíi ẹ̀ tuntun kòdà lódò ẹ̀ṣẹ̀ṣẹ̀de nínú iṣẹ̀ mótò.				
48.	Láì sí àwọn oṣiṣẹ̀ onímótò àwọn oloṣeelu kò bá tí ni àwọn tóògì.				
	<b>Ìfiriritó</b>				
49.	Ìfiriritó a máa wáyé nínú iṣẹ̀ mótò				
50.	Àṣà wón nínú iṣẹ̀ mótò fi ààyè silẹ̀ ki èyàn ó fojúṣiṣẹ̀ láti ibèrèpèpè kí ó sitún kòṣẹ̀ lábẹ̀ ọ̀gá kan.				
51.	Àwọn oṣiṣẹ̀ onímótò mọ̀ nípa ètò ifiriritó múnádóko				
52.	Gbogbo nnkan ni wón n kọ̀ nídií iṣẹ̀ mótò kanra iwà ipá.				
53.	Kò fi bèè rorùn láti darapò mọ̀ àwọn tó ṣiṣẹ̀ mótò láì bá jẹ̀ pé èyàn wà lábẹ̀ ẹ̀nikan.				
54.	Àwọn afiriritóni, a máa dáàbò̀ bo àwọn omọ̀ - abẹ̀ wón nídií iṣẹ̀ mótò kòdà bí ó jẹ̀ kí wón o hùwà ipá.				
55.	Ìrètí wa pé àwọn omọ̀ṣẹ̀ onímótò a máa kọ̀ iwà ipá gégé bi ara iṣẹ̀ wón.				
56.	Àwọn ihùwási àti iṣesi ẹ̀nikòòkan àwọn onímótò nídií iṣẹ̀ wón ló n diwón igbéga wón.				
57.	Ihùwási àwọn ẹ̀ni ọ̀wọ̀ kan láàrín àwọn aṣiwájú egbé onímótò a máa ti àwọn omọ̀lẹ̀yìn àti àwọn bésinkówó wón láti lówó nínú iwà ipá.				
58.	Iṣesi àwọn alágbára kan láàrín egbé onímótò a sáábà jẹ̀ kí àwọn omọ̀ egbé kan hùwà àidára.				
59.	Igbìyànjú láti ẹ̀ kóríyá fún baba ogun kan nínú egbé onímótò a máa mú kí àwọn omọ̀ egbé kan ó hùwà ọ̀finràn àti iwà ipá.				
60.	Mo ti mòómò ba fèrèsè tàbí ilèkùn ilé jẹ̀ ri.				
61.	Bíbamótòjẹ̀ lásikò ijà pèlú àwọn alátakò kíi ẹ̀ nnkan tuntun nínú iṣẹ̀ onímótò.				
62.	Kò wópò kí àwọn olólùfẹ̀ aṣájú onímótò tó jẹ̀ onijàngbòn/oníwà ipá kọ̀ iṣẹ̀ rẹ̀.				



	<b>ÌWÀ ÒFINRÀN</b>				
63.	Wọn ɛ ètò àwọn ibùdókò dárádára kí iwà ipá ó má baà máa wáyé níbè				
64.	Ìkòlura - ɛni a máa wáyé déédé láàrín àwọn òsìsè onímótò pàápàá nínú ɛgbé lábélè àti láàrín ɛgbé sí ara àwọn.				
65.	Òrò owó àbùdá, ààyè gbigba to n fa àisèkan a máa yorí sí idarúdàpò àwọn ibùdókò.				
66.	Agbára isèlú àti sísègbè fàwọn ošèlú le fa ijà ni àwọn ibùdókò.				
67.	Òrè mi lè ti mi ɛ ohunkohun				
68.	Láwọn igbà kan mo ti rúfin wi pe a kò gbodò gba èyàn létí tàbí lu èyàn torí pé àwọn kan tì mí láti ɛ bèè.				
69.	Láwọn igbà kan mo ti ɛ àwọn nńkan tó tì mí láti ɛ bèè.				
	<b>ÀKÍYÈSI EWU</b>				
70.	Òpòlopò ewu ló rò mò sísè isè gégé bí òsìsè ɛgbé onímótò				
71.	Gégé bí òsìsè ɛgbé onímótò o nílò láti máa retí idágiri nígbàkugbà.				
72.	Gégé bí òsìsè ɛgbé onímótò o ɛéṣe kí èyàn ó ku ní rèwerèwe.				
73.	Gégé bí òsìsè ɛgbé onímótò mo mò pe ewu nílá n bẹ nínú isè náà.				
	<b>ÌKÓLÁYÀJÈ</b>				
74.	Tí wọn ba mú inú bí mi mo lè sùwàhù				
75.	Ìmúnúbímí kò le ní kí n pa èlòmíràn				
76.	A máa ká mi lára bí àwọn èyàn kan ɛ máa n kàn mí lábùkù lènu isè.				
77.	Gbogbo igbà lókàn mi kí balè lórí wí pé àwọn agbónfinró lè mú mi lójú òpópónà.				
78.	Gbogbo igbà lókàn mi kí balè lórí iwàkuwà tí àwọn èlòmíràn n wa mótò.				
79.	Tí ɛńkan bá kòlù mi, tí mo bá gbèsan ni ara mi máa n balè				
80.	Lèèkòòkan ó máa n nira fún mi láti pa ibínú mòra.				
	<b>ÀMÌ ÀJÈSÁRA ÌTÀNJÈ</b>				
81.	Kò sí ohunkóhun tí o n yò mí lènu tàbí dèrùba mi nílè ayé, mo gbàgbò wí pé ààbò wa lórí mi.				
82.	Ohunkóhun tó bá ɛlè lènu isè àwọn alágbára ni yóò yanjú rẹ.				
83.	Mo ni àwọn òògùn ibílè tí mo fi di ara mi lámùrè.				

84.	Mo gbàgbó nínú agbára òògùn láti ré ewu gbogbo kúró lódò mi.				
85	Mo gbàgbó nínú agbára ẹmí àìrì àti àwọn nńkan mìíràn láti ró gbogbo ẹwu kúró lódò mi.				

## Appendix IV

### KII/Key Informant Interview Guide

1. Opinions about violent behaviour among road transport workers
2. Perceived frequency of violent behaviour among road transport workers
3. Views on the causes of violent behaviour among road transport workers.
4. Perception about the personal qualities of an average road transport worker
5. Perception of an average road transport worker on risk taking.
6. Perception on the consequences of violent behaviour among road transport workers.
7. Perception of an average road transport worker on super-ordinate – subordinate relationship.
8. Views on living a garrison life style in the course of carrying out road transport business.
9. Opinion on public perception of an average road transport worker.
10. Perceived union handling of violent behaviour among road transport workers.
11. Views on government handling of violent behaviour among road transport workers.

### Ìfòròwánilénuwò Àwọn Abẹ̀nà-ìmò pàtàkì

1. Èrò nípa ìwà ipá àwọn onímótò
2. Àwọn ìwà ipa tí a sàkíyèsì pé ó máa n wáyé wéléwélé
3. Èrò lórí Òkùnfà ìwà ipá láàrín àwọn onímótò
4. Àkíyèsì nípa ìwà onímótò pátó
5. Àkíyèsì nípa bí onímótò ẹ̀ n káyà sí ewu
6. Àkíyèsì lórí àbájáde ìwà ipá láàrín àwọn onímótò
7. Àkíyèsì onímótò lórí ibásepò láàrín ògá sí ọ̀mọ̀ṣẹ̀
8. Èrò lórí gbígbè ìgbésì ayé bíi jagunjagun lẹ̀nu isẹ̀ mótò
9. Èrò lórí Àkíyèsì àwọn aráàlú lórí onímótò.
10. Àkíyèsì bí àwọn ẹ̀gbé onímótò fi ìwà ipá láàrín àwọn ọ̀mọ̀ ẹ̀gbé wọn.
11. Èrò lórí ọ̀wọ̀ tí ìjọba fì mú ìwà ipá láàrín àwọn onímótò

## Appendix V

### Indepth Interview Guide

#### *Questions*

The major objective of this study is to examine the predictors (determinants) of violent behaviours among Road Transport Workers in Ogun State.

1. What causes high prevalence of violent behaviours among Road Transport Workers in Ogun State?
2. To what extent, do socio-personal and psychological variables predict violent behaviours among Road Transport Workers and Commercial Vehicle Drivers.
3. What is the disposition of members of Road Transport workers union to various violent behaviours of their members?
7. What is the level of reported cases of violent behaviours of Road Transport Workers in OgunState.
8. Is there any cordial relationship between you, the Road Transport Workers and Commercial 'drivers'?
9. What are the control techniques as well as effectiveness adopted by the Road Transport Workers Union in addressing issues of violent behaviours among their members?
10. Assess the prevalence of violent behaviours among the Road Transport Workers and commercial drivers in Ogun State?
11. Examine the disposition of members of the Road Transport Workers Unions to various violent behaviours.
12. Is there any committee that investigates occurring violence for you?
13. Which methodical measure are you taking to control violence among your members and the commercial drivers?

## Appendix VI

### Ìfòròwánilénuwò Àwọn Abẹ̀nà ìmò tó ẹ̀ kókó apa keji

1. Ìbèèrè: Kí ni àwọn nńkan tí ó fa ìwà ipánle tí ó wópò láàrin àwọn òsìsẹ̀ elétò irinnà ojú òpópónà ní ipínlẹ̀ Ògùn?
2. Báwo ni ibásepò ẹnikòòkan àti àwùjọ àti oríṣiríṣi àfòkànro ti ẹ̀ òdiwòn ìwà ipá láàrin àwọn òsìsẹ̀ elétò irinnà àti àwọn awakò èrò?
3. Iha wo ni ẹgbé àwọn onímótò kọ sí oríṣiríṣi ìwà ipá tí àwọn ọmọ ẹgbé wọn n hù?
4. Báwo ni wọn ẹ̀ ní fí ẹjọ ìwà ipá àwọn onímótò sùn tó ní ipínlẹ̀ Ògùn.
5. Njé ibásepò tó dan mórán wà láàrin àwọn òsìsẹ̀ ẹgbé elétò irinnà àti àwọn awakò èrò?
6. Àwọn ọ̀nà wo ni ẹgbé onímótò la kalẹ̀ àti pe báwo ni ọ̀nà wònyí ẹ̀ múnádóko to láti kápá ìwà ipá láàrin àwọn ọmọ ẹgbé?
7. Ẹ̀ ẹ̀gbéwọn bí ìwà ipa ẹ̀ ní jẹyọ wéléwélé láàrin àwọn ẹgbé elétò irinnà àti àwọn awakò èrọ ní ipínlẹ̀ Ògùn.
8. Ẹ̀ àyèwò iha tí àwọn ọmọ ẹgbé elétò irinnà kò sí oríṣiríṣi ìwà ipá.
9. Njé ẹ̀gbimò kankan wa tí o n ẹ̀ iwádíí isẹ̀lẹ̀ ipá fún un yín?
10. Ona wo le n gba lati kapa iwa ipa laarin awon omo egbe yin ati awon awakò