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All manuscripts submitted for consideration should be typed using Microsoft Word format. Articles should be printed on A4 size paper, double line-spaced with ample margins on each side of the page using Times New Roman font, and 12 as font size. Submissions should not exceed eighteen pages. The APA and MLA style of referencing with the in-text citation format and works cited is preferred. Three copies of the manuscripts are to be submitted to the Editor for assessment.

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It is our policy that contributions are not only original but also advanced in the respective disciplines. Contributions that receive positive assessment from our team of assessors are published in the Journal.

**Prof. Benjamin Omolayo**  
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## CONTENTS

- Pronunciation Problems of Mwaghavul Speakers of English: A Contrastive Analysis  
**Ibukun Filani** 1 – 22
- Exchange Rate Volatility and Foreign Capital Inflow Nexus: Evidence From Nigeria  
**Ditimi Amasoma, Ifeakachukwu Philip Nwosa & Mary Modupe Fasoranti** 23- 48
- Understanding Ethnicity and Identity Through Ethnographic Details Reposit In Drama and Theatre, A Review of Four African Plays  
**Ademakinwa Adebisi & Adeyemi, Olusola Smith** 49 – 72
- Rhetoric and Ideology: A Discourse-Stylistic Analysis of Bishop Oyedepo’s Keynote Address at the 26th Conference of Avenu  
**Ikenna Kamalu and Isaac Tamunobelema** 73 – 93
- Condom Use Attitude and Self-Efficacy as Determinants of Sexual Risk Behaviour Among Long Distance Truck Drivers in Lagos, Nigeria  
**Abiodun Musbau Lawal** 94 – 106
- The Effects of Internet Use on Customers-Staff Social Interaction in Selected Banks in Southwestern Nigeria.  
**Taiwo Olabode Kolawole** 107 – 126
- Myth and the African Playwright: Osofican’s Craft in *Morountodun*  
**Omeh Obasi Ngwoke** 127 – 142
- Phenomenological Approach to the Study of Traditional Medicine: A Case Study of Emu Clan of Delta State

<b>Kingsley I. Owete</b>	<b>143 – 158</b>
Symbolic Subordination: Subjectivity and the Activism of Liberation in Soyinka and Armah <b>Chinyelu Chigozie Agwu</b>	<b>159 – 181</b>
Power, Responsibility and Language: Soyinka's <i>A Play of Giants</i> and the Conative Function <b>Victoria Oluwamayowa Ogunkunle</b>	<b>182 – 209</b>
Maghrebian Literature and the Politics of Ex(In)clusion <b>Kayode Atilade</b>	<b>210 – 228</b>
The Challenges of Designing Epic Performances for Fledgling University-Based Theatres: Fuoye Theatre As Example. <b>Bakare, Eguriase Lilian</b>	<b>229 – 237</b>
The Legal Interpretations of the Modal Auxillaries "May" and "Shall", Through the Cases <b>Wasiu Ademola Oyedokun-Alli</b>	<b>238 – 245</b>
<b>Contributors</b>	<b>246 – 249</b>

## CONDOM USE ATTITUDE AND SELF-EFFICACY AS DETERMINANTS OF SEXUAL RISK BEHAVIOUR AMONG LONG DISTANCE TRUCK DRIVERS IN LAGOS, NIGERIA.

**Abiodun Musbau Lawal**  
*Federal University Oye-Ekiti*

### **Abstract**

*Numerous studies have established that Long Distance Truck Drivers (LDTDs) are one of the high risk groups for the spread of HIV/AIDS due to the high practice of sexual risk behaviours in the trucking population. This study examines attitude towards condom use and condom use self-efficacy as determinants of sexual risk behaviours of LDTDs in a haulage company in Lagos. The study is a cross sectional survey design where 154 LDTDs with mean age of 44.03 years were selected in a Haulage company in Lagos state using accidental sampling method. Questionnaire was used as an instrument for data collection. Three hypotheses were tested in the study using t-test for independent samples. The results showed that Attitude towards condom use significantly determined levels of sexual risk behaviours among LDTDs [ $t(152) = -7.71; p < .05$ ]. Condom use self-efficacy significantly determined levels of sexual risk behaviours among LDTDs [ $t(152) = -5.89; p < .05$ ]. However, ages of LDTDs [ $t(152) = 0.62; p < .05$ ]. It can be concluded that condom use attitudes and self-efficacy are important motivating factors in prevention intervention programmes for reducing sexual risk behaviours among LDTDs.*

**Keywords:** Sexual risk behaviours, condom use attitude, condom use self-efficacy, long distance truck drivers, Lagos, Nigeria.

### **Introduction**

It has been established that sexual risk behaviours are major routes through which Human Immunodeficiency Virus (HIV) and Acquired Immune Deficiency Syndrome (AIDS), as well as other Sexually Transmitted Infections (STIs) are spread within different populations. Numerous studies have affirmed that Long Distance Truck Drivers (LDTDs) are high risk group for the transmission of HIV/AIDS throughout the world (Arulogun, Oladepo and Titiloye, 2011; Sorensen, Anderson, Sneaker, Menacho & Vilches, 2007; Sunmola, 2005). This is based on the evidences of their levels of sexual risk behavior, which include unprotected sex, casual sexual relationship or heavy use of alcohol before sex (Aral & Holmes, 2006) among others. However, high sexual risk behaviours among LDTDs may be attributed to lack of some motivating factors towards reducing sexual risk behaviours. Motivating factors such as positive attitude towards condom use and high condom use self-efficacy may therefore reduce levels of sexual risk behaviours in trucking population; since knowledge of HIV/AIDS appears not to be enough.

Some working conditions put LDTDs at risk of contracting or transmitting the HIV virus as well as engaging in various forms of sexual risk behaviours. These working conditions include the fact that drivers are separated from their regular partners for extended periods of time. They are also subject to fatigue while on trips; they usually carry significant sums of cash to meet their travel needs which make it easier for them to

patronize commercial sex workers; they are attractive customers to the sex industry that tends to be active in so-called “hot spots” where trucks stop; and they often have inadequate access to health services, including to treatment for sexually transmitted infections (IOM, 2005).

Condom use seems to be the most globally acceptable preventive behavior to HIV infection; especially when it is used correctly and consistently. Therefore, attitude to condom use becomes a motivating factor to the use of condom based on the theory that established the link between an individual’s attitude towards an object and putting up the actual behavior when need arises. On this note, attitude towards condom use may determine level of sexual risk behaviours among LDTDs. For instance, findings have shown that LDTDs with positive attitude towards condom use were more likely to use condoms when the need arises (Sorensen, *et al* 2007; Oduwole, Jeminusi, Aderogba & Okuboyejo, 2002). Studies have linked attitude towards condom use and unprotected sex. For instance, Marandu and Chamme (2004) found that beliefs about the use of condoms are barriers to the condom use. Also, Sunmola (2005) reported that among the long distance truck drivers in Nigeria, a major group that transmits HIV, the use of male latex condoms is generally low and erratic. These suggest that attitude towards condoms determine non-use of condom among drivers.

Another factor that could contribute to changing sexual risk behaviours among LDTDs is condom use self-efficacy. One of the most important factors in a person’s ability to negotiate condom use with their partners is something known as self-efficacy. Self efficacy is assessed frequently in HIV prevention research. For instance, O’Leary, Jemmott and Jemmott (2008) highlighted the importance of self-efficacy in explaining the effects of skill-building sexual risk-reduction interventions on sexual risk behavior. Condom use self-efficacy in this context is the drivers’ ability to effectively and regularly make use of condom during sex; and this may serve as a motivating factor for the drivers to using condoms as preventive measures during sexual relationships.

Regarding age and sexual risk behavior, high sexual risk behavior have been developmentally linked (Bachanas, Morris, Lewis-Gess, Sarett-Cuasay, 2002). Younger people have less effective coping skills and frequently have higher number of sexual activities; which can readily expose them to all sorts of sexual risk behaviours. This may suggest that ages of drivers can have impact on their levels of sexual risk behaviours. The purpose of this study was to examine if attitude towards condom use and condom use self-efficacy will directly determine levels sexual risk behaviors among long distance truck drivers in a haulage company in Lagos state.

### **Statement of Hypotheses**

1. LDTDs that have positive attitude towards condom use will significantly score low in sexual risk behaviors than those who have negative attitude towards condom use.
2. LDTDs that are high in condom use self-efficacy will significantly score low in sexual risk behaviours than those who are low in condom use self-efficacy.
3. Older LDTDs will significantly score low in sexual risk behaviours than younger LDTDs.

## Methods

### Research Design:

The study employed a cross sectional survey design. The design was found appropriate to investigate the influence of attitude towards condom use and condoms use self-efficacy on sexual risk behaviours among long distance truck drivers in the study.

### Participants:

In order to be more scientific about the sample size, the researcher used Slovin's formula to arrive at 154 LDTDs that were selected in the study; given the population size and a margin of error. Descriptive analysis of the LDTDs' demographic characteristics showed a mean age of 44.03 years (SD=8.82 years); ranging from 27 years to 68 years. Forty four (28.6%) of the drivers were Christians, 88(57.1%) were Muslims, 10(6.5%) were Traditionalists, and 12(7.8%) indicated observing no religion. Analysis of educational qualifications of LDTDs showed that 40(26%) of them had no formal education, 55(35.7%) had primary education, 54(35.1%) had secondary education and 5(3.2%) were graduates. Analysis of number of sexual encounter in three months prior to the data collection period showed a minimum of 1 to maximum of 22 times/episodes. The drivers had 0 to 4 wives and the number of sexual partners apart from primary partners ranged from 0 to 13 women. LDTDs spent a maximum of 13 weeks outside home within three months prior to the current study with an average of 3.97 weeks.

### Measures:

Questionnaire was used as an instrument for data collection in the study. The questionnaire consisted of demographic variables, attitude toward condom use scale, condom use self-efficacy scale and sexual risk behaviours scale as follows:

**Section A-Demographic Variable:** This consisted of age, religion, educational qualification, number of sex in the last three months, number of wives, number of partner apart from primary partner and number of week spent outside home.

**Section B-Attitude Towards Condom Use Scale (ATCUS):** This section consisted of 13-item Attitude towards Condom Use Scale (ATCUS) developed by DeHart and Birkmer (1997). The scale tapped drivers' personal attitudes to the use of condoms as a preventive method of HIV/STI infection. The scale has 5-point Likert response format in the following: strongly agree (scored, 1), disagree (scored 2), Undecided (scored 3), agree (scored 4) and strongly agree (scored 5). High score indicates positive attitude towards condom use and low score indicates negative attitude towards condom use. For the psychometric properties of the scale, DeHart and Birkmer (1997) reported Cronbach's alpha of 0.88 for the original 13-item scale. The author of this paper reported an alpha reliability coefficient of 0.71 for the current study.

**Section C-Condom Use Seld-Efficacy Scale (CUSES):** This section consisted of Condom Use Self-Efficacy Scale (CUSES) developed by Braffoed and Beck (1991). The scale measured expectations of success in obtaining, disposing of and negotiating the use of condoms by the drivers. The scale was rated on a 5-point Likert-type response format as follows: strongly disagree (scored, 1), disagree (scored 2), Undecided (scored 3), agree (scored 4) and strongly agree (scored 5). High score indicates higher condom use self-efficacy. Low score indicates lower condom use self-efficacy. For psychometric properties, the authors reported internal consistency of 0.91 for the 28-item CUSES with a test retest reliability of .81. The author of this paper reported an alpha reliability coefficient of 0.81 for the current study.

**Section D-Sexual Risk Behaviours Scale (SRBs):** This section measured 6-item Sexual Risk Behaviour scale developed by Lawal (2013). The scale measured levels of sexual risk behaviours of long distance truck drivers. The scale has the following response format: Always (scored 4), Sometimes (scored 3),, occasionally (scored 2) amd Never (scored 1) respectively. High score indicates higher level of sexual risk behavior. Low score indicates lower level of sexual risk behaviours. For psychometric properties, the author of this paper reported a Cronbach’s alpha coefficient of 0.85 for the scale.

**Sampling Methods:**

Purposive sampling method was used to select the Haulage Company in Lagos state. The sampling method was found appropriate for the purpose of the study. In the selection of the drivers, the researcher employed accidental sampling technique in the distribution of questionnaire to the drivers.

**Data Collection Procedure:**

The researcher, along with a research assistant assigned by the management of the haulage company administered the questionnaires. The process of data collection for this survey took a period of six months. Two hundred questionnaires were distributed; 171 were retrieved. The researcher however, selected 154 questionnaires that were properly completed as the sample size. These questionnaires were coded and analyzed using Statistical Package for the Social Sciences (SPSS 15.0 version).

**RESULTS**

**Hypotheses Tested**

*First Hypotheses:* LDTDs who have positive attitude towards condom use will significantly score low in sexual risk behaviours than those who have negative attitude towards condom use. The hypothesis was tested with the use of t-test for independent samples. The result is presented in Table 1.

**Table 1 shows Attitude towards Condom Use and Sexual Risk Behaviours among LDTDs**

ATCU	N	Mean	SD	df	t-value	P
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SRBS	61	13.16	3.94	152	-7.71	<.05
Positive	93	17.27	2.67			
Negative						

Table 1 showed that attitude towards condom use significantly determined levels of sexual risk behaviours among LDTDs [ $t(152) = -7.71; p < .05$ ]. This is interpreted that LDTDs with positive attitude towards condom use ( $X = 13.16$ ) significantly scored lower in sexual risk behaviours than those with negative attitude towards condom use ( $X = 17.27$ ). This hypothesis was accepted.

*Second Hypothesis:* LDTDs who are high in condom use self-efficacy will significantly score low in sexual risk behaviours than those who are low in condom use self-efficacy. The hypothesis was tested with the use of t-test for independent sample. The result is presented in Table 2.

**Table 2 shows Condom Use Self-Efficacy and Sexual Risk Behaviours among LDTDs**

CUSE		N	Mean	SD	df	t-value	P
SRBS	High	66	13.76	3.39	152	-5.89	<.05
	Low	88	17.06	3.47			

Table 2 showed that condom use self-efficacy significantly determined levels of sexual risk behaviours among LDTDs [ $t(152) = -5.89; p < .05$ ]. It is therefore interpreted that LDTDs with high condom use self-efficacy ( $X = 13.76$ ) significantly scored lower in sexual risk behaviours than those with low condom use self-efficacy ( $X = 17.06$ ). This hypothesis was accepted.

*Third Hypothesis:* Older LDTDs will significantly score low in sexual risk behaviours than younger LDTDs. The hypothesis was tested with the use of t-test for independent samples. The result is presented in Table 3.

**Table 3 shows Age Difference and Sexual Risk Behaviour among LDTDs**

Age		N	Mean	SD	df	t-value	P
SRBS	Old	66	15.86	3.96	152	0.62	<.05
	Young	88	15.48	3.69			

Table 1 showed that ages of LDTDs did not significantly determine levels of sexual risk behaviours [ $t(152) = 0.62; p < .05$ ]. It is interpreted that LDTDs ( $X = 15.86$ ) did not score significantly different from younger LDTDs ( $X = 15.48$ ). This hypothesis was rejected.

## DISCUSSION

The study investigated attitudes toward condom use and condom use self-efficacy as determinants of sexual risk behaviours among long distance truck drivers in a haulage company in Lagos. Three hypotheses were tested in the study. The first hypothesis stated that long distance truck drivers who have positive attitude towards condom use would

significantly score low in sexual risk behaviours than those who have negative attitude towards condom use. The hypothesis was confirmed in the study. The findings showed that LDTDs who have positive attitude towards condom use reported lower levels of sexual risk behaviours than those who have negative attitude towards condom use. This finding confirmed the link between attitude and behaviour going by the assertion of Ajzen and Fishbein's (1980) theory of reasoned action, which Ajzen (1991) then expanded into the theory process of deliberate decision making. Therefore, drivers who have positive attitude towards the use of condoms are more likely to practice safer sex compared to those who have negative attitudes towards the use of condoms. In other words, having positive attitude towards condom use becomes relevant among LDTDs since condom is still the most globally acceptable form of preventing STIs including HIV infection, drivers' attitude towards its use remains a significant component in HIV prevention intervention in this population. This finding is in line with Marandu and Chamme (2004) that positive attitude towards condoms agrees with actual condom use. This finding suggests that having positive attitude towards condom use by the drivers is a personal motivation to actual use of condoms for reducing sexual risk behaviours.

The second hypothesis stated that long distance truck drivers who were high in condom use self-efficacy would significantly score low in sexual risk behaviours than those who are low in condom use self-efficacy. The hypothesis was confirmed in the study. The finding showed that LDTDs who were high in condom use self-efficacy reported lower levels of sexual risk behaviours than those who were low in condom use self-efficacy. Condom use self-efficacy reflects confidence in one's ability to exert control over the use of condoms as a preventive measure during sexual intercourse. Drivers who believe they can effectively use condoms and suggest the use of condoms to their sexual partners are therefore less likely to practice unprotected sex. The current finding supports O'Leary, *et al* (2008) that highlights the importance of self-efficacy in explaining the effects of skill-building sexual risk-reduction interventions on sexual risk behavior. It suggests that drivers who believe in their capacity to make use of condom during sex might have seen this necessary for safer sex, would not hesitate not to do so.

The third hypothesis stated that older long distance truck drivers would significantly score low in sexual risk behaviours than younger long distance truck drivers. The hypothesis was not confirmed in the study. The finding showed that ages of drive did not determine their levels of engagement in sexual risk behaviours. Though, the present finding contradicts the assertion that age is developmentally linked to high sexual risk behaviours (Bechanas, Morris, Lewis-Gess, Sarett-Cuasay, 2002); it was revealed in the study that sexual risk behaviours in trucking population have no link with whether the drivers are older or younger.

## **Conclusion**

Findings of this study revealed that attitude towards condom use and condom use self-efficacy are the key motivating factors in determining level of sexual risk behaviours among long distance truck drivers. With these findings, it can be concluded changing drivers' attitude towards a particular preventive measure like condom use and enhancing their skills in terms of expectations of success in obtaining, disposing of and negotiating the use of condoms with their sexual partners would be very helpful in reducing their levels of involvement in sexual risk behaviours.

### **Recommendations**

It is recommended that psychologists, health practitioners and stakeholders in government parastatals, non-governmental organization, religious organizations, and communities should all take the issue of high sexual risk behavior in the trucking population very seriously because it can indirectly affect drivers' spouses and indirectly; the general population. Therefore, attitude toward condom use and condom use and condom use self-efficacy should be considered as motivating components of any HIV prevention intervention for long distance truck drivers as these would go a long way in changing their sexual behaviours.

### **Limitation of the Study**

This study is not an exception to some challenges as limitations that need to be put into consideration for similar studies in the future. For instance, findings of the study were limited to long distance truck drivers sampled from a particular Haulage Company in Lagos; which has also limited the sample size. Other haulage companies or organizations where a host of long distance truck drivers are available across Nigeria should survey for a more robust findings. Another limitation is informant reliability; no doubt, the subject matter is sensitive and controversial; some drivers may not be truthful for many reasons, including giving the "correct" or "moral" answer or giving answers that reflect well on them. To curtail this limitation, other forms of data collection procedures should be involved in the selection processes. For example, observational method will be more helpful in this regard.

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