International Journal of Latest Engineering Science (IJLES) E-ISSN: 2581-6659
DOI: 10.51386/25816659/ijles-v4i6p102

Volume: 04 Issue: 06 **November to December 2021** **www.ijlesjournal.org**

Maritime Security Strategies and Crime Prevention in Nigeria Waterways

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Abstract

This study investigated the impacts of Maritime Security Strategies on Crime Prevention in Nigeria Waterways. The objectives of the study were to examine the effects of surveillance, interagency cooperation, whistle blowing and technology social information sharing on crime prevention in Nigeria Waterways. The population of the study include six agencies which were; Nigerian Maritime Administration and Safety Agency (NIMASA), Nigerian Navy, Nigerian Security and Civil Defence Corps, Marine Police, Merchant Navy vessel crews. The data were obtained through structure questionnaire containing closed-ended questions. Non probabilistic sampling method was employed whereby each member of the group represents the entire group. Descriptive statistics and one sample t test statistical tool was used to analyse the data and it was revealed that surveillance, interagency cooperation, whistle blowing and technology social information sharing have significant impact on crime prevention in Nigeria waterways. The researcher concludes that Maritime Security Strategies have significantlyreduced maritime crimes in Nigeria waterways. The researcher recommends that Nigeria along with other neighboring African countries should form a synergy especially maritime states to promote security programmes through financing, education/training of security personnel, use of modern technology and adequate collaboration withlandlocked states to achieve this common goal. The agency should ensure zero tolerance tocompromise with the perpetrators but bring every action for litigation.

Keywords: *Maritime-Security-Strategies, Crime-Prevention, Nigeria-Waterways*

1 Introduction

The Nigerian economy is dependent on free flow of trade (goods and services) in and out of the maritime industry via sea transport, particularly considering the fact that Nigeria is a major crude oil producing and exporting country in the West and Central Africa.The maritime industry is a major sector of the economy ensuring transportation of huge amounts and volume of trade and commerce. Maritime trade plays a key role in Nigeria's economic development. It accounts for about 95% of the vehicular means of Nigeria's international trade (Alari, 2019). The value of the maritime domain is anchored on its natural assets (waterways); its importance for transportation and trade; power and security (Lundqvist, 2013). Aside from the numerous international trades facilitated through the maritime domain, the maritime space particularly the inland waterways provide a catalyst for intra-national trade development among littoral communities and cities in Nigeria.

Inland waterways are made up of navigable rivers, lakes, coastal creeks, lagoons and canals (Aderemo&Mogaji, 2010, Nwoloziri*et al*, 2022). The movement of goods and services along inland waterways is one of the oldest means of transporting goods and services from one point to another largely due to the fact that inland water transport offers the most economical, energy efficient and environmental friendly means of transporting all types of cargos (Obeta, 2014). It also offers safer and cheaper rates in areas where water exist naturally; and this facilitates commerce, promotes wealth creation, poverty alleviation, and creates job opportunities for youths within such regions (Nwoloziri*et a*l., 2022).

The Federal Government has revealed that Nigeria accounts for about 75 per cent of the crimes that take place on the waters in the Gulf of Guinea (Tyavzua, 2021). However, the Nigerian coastal communities and waterways are characterized with crimes and criminality. Piracy and armed robbery attacks on the seas and inland waterways have continued to rise even with the deployment of security forces and assurance of safety by the government (Bueger& Edmund, 2017). There is a drastic reduction in maritime activities such as oil exploration, deep sea fishing and transportation as a result of piracy and armed robbery in Nigerian maritime domain. In 2005 for instance, the Nigerian Trawler Owners Association withdrew its fishing vessels from Nigerian waters as a result of piracy attacks and the attendant consequences (Okengwu, 2011), also in 2013, out of 47 cases of piracy 29 took place off the coast of Nigeria alone. As result of these, the Nigerian government swung into action and set up national security committees to tackle the menace which regrettably did not achieve the desired results (Tyavzua, 2021).

Insecurity in Nigeria maritime has led to national loss of revenue and limitations on investment; besides, it has caused an increase in crime rates (Caesar, 2015). The International Maritime Bureau says Nigerian waters account for about 82 percent of crew kidnappings in the world, and Nigeria has reported more attacks than any other country in the recent time (Aljazeera, 2019). Moreover, the International Maritime Bureau (IMB) has reported that during the first three quarters of 2009, Nigeria was ranked the second most dangerous water in the world in terms of attacks which was obviously linked to militancy in the Niger Delta with traces spreading into adjoining countries through organized criminal groups and divergent separatist sects (Caesar, 2015). The Nigerian maritime security has a direct bearing on the nation's capacity to secure its national assets which are vital for the country and to secure international assets which widens the scope of its importance (Bush, 2004; Caesar, 2015). In order to ensure a viable domain for maritime business to thrive, the Nigerian Navy had initiated various operational strategies and codenames including operation "TSARE TEKU" an anti-piracy operation and operation "RIVER SWEEP" anti-crude oil theft and anti-illegal refining operations to strengthen maritime domain (Chapsos& Cassie, 2017). It is pertinent to state that the activation of the anti-piracy operation and the anti-crude oil theft and illegal refining operations occasioned a decline in reported cases of piracy/sea robbery attacks. This effort has also helped to prevent stealing of crude oil in ships or barges to mother vessels at sea within Nigeria maritime domain. The notoriety of Nigerian waterways in terms of piracy, kidnapping and armed robbery is evident. Many researchers have welcomed the innovations on join maritime security strategies of information sharing (Adams, 2016), surveillance (Borchert, 2011), whistle blowing (Bueger& Will, 2017; Chassang&Padroi, 2015) among others.

The aim of this study is to evaluate the impacts of maritime security strategies on crime prevention in Nigeria waterways with specific objectives to ascertain if:

i. Maritime surveillance has significant effect on crime prevention in Nigeria waterways.
ii. Interagency cooperation has significant effect on crime prevention in Nigeria waterways.
iii. Whistle blowing has significant effect on crime prevention in Nigeria waterways.
iv. Technology social information sharing has significant effect on crime prevention in Nigeria waterways.

The following questions were formulated to guide the study.

i. To what extent does maritime surveillance have significant effect on crime prevention in Nigeria waterways?
ii. To what extent does interagency cooperation have significant effect on crime prevention in Nigeria waterways?
iii. To what extent does whistle blowing have significant effect on crime prevention in Nigeria waterways?
iv. To what extent does technology social information sharing have significant effect on crime prevention in Nigeria waterways?

To answer the research questions, the following hypotheses were postulated:

H_{01}: Maritimesurveillance has no significant effect on crime prevention in Nigeria waterways.
H_{02}: Interagency cooperation has no significant effect on crime prevention in Nigeria waterways.
H_{03}: Whistle blowing has no significant effect on crime prevention in Nigeria waterways.
H_{04}: Technology social information sharing has no significant effect on crime prevention in Nigeria waterways.

2. Methods of Data Collection/Instrumentation

The instrument for data collection was a close-ended questionnaire designed by the researcher that contained 35 items. The questionnaire was structured into sections A and B. Section A, was the demographics of respondents, while section B, the measurement items of the study variables. The questionnaire was designed in the Likert 5-point scale which were very low extent (VLE), low extent (LE), moderate extent (ME), high extent (HE) and very high extent (VHE).The questionnaire was designed in a five-point scale as follows:

Table 1: Decision rules

Likert design	Scale	Decision
Very High Extent (VHE)	5	5.00 and above Very High Extent
High Extent (HE)	4	4.00-4.99 High Extent
Moderate Extent (ME)	3	3.00-3.99 Moderate Extent
Low Extent (LE)	2	2.00-2.99 Low Extent
Very Low Extent (VLE)	1	1.0-1.99 Very Low Extent

Source: Author

3. Methods of Data Analysis

To analyse the data collected on this study, descriptive and inferential statistics were usefully applied. Descriptive statistics of mean, standard deviation and variance were adopted. Bar chart, frequency distribution and percentages were used to represent the data. T-Test was used for hypothesis testing. A t-test is a type of inferential statistic used to determine if there is a significant difference between the means of two groups, which may be related in certain features.Calculating a t-test requires three key data values which include the difference between the mean values from each data set (called the mean difference), the standard deviation of each group, and the number of data values of each group.Higher values of the t-value, also called t-score, indicates that a large difference exists between the two sample sets. The smaller the t-value, the more similarity exists between the two sample sets. To carryout t test analysis the data sample collected on 5 likert scales were summed up into two categorizes based on responses. The VLE and LE were summed up as “category A” while, ME, HE and VHE which were positive affirmatives summed up as “category B”. Statistical Package for Social Sciences (SPSS) version 22.0 was employed for the computation.

4. Results

Table 2. Questionnaire administration statistics

S/N	Questionnaire	Quantity	Percentage (%)
1	Produced Copies	60	100
2	Administered Copies	60	100
3	Retrieved Copies	57	95
4	Copies not Retrieved	3	5
5	Valid Copies	48	80
6	Invalid Copies	9	15

Source: Author

Table 2 shows the number of questionnaires produced and administered, retrieved, and used for analysis. As indicated in the Table 2, the researcher administered a total of 60 copies of the questionnaires (i.e. 100%) to the targeted respondents. Out of the 60 copies administered the researcher was able to retrieve 57 copies which represent 95% of the population. This means, 3 copies (5%) were not retrieved. Out of 57 copies retrieved, it was observed that 9 copies (15%) were wrongly filled making them invalid and could not be used for analysis. Hence, a totally of 48 copies representing 80% of population were valid and used for the study. It shows that 80% which represents a very large number of respondents were covered by the research instrument thus allows the acceptability of the results.

Table 3. Respondents' Gender Distribution

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	37	77.1	77.1	77.1
	Female	11	22.9	22.9	100.0
	Total	48	100.0	100.0	

Source: Authors' Field survey

Table 3 informs that out of the total population of 48 respondents, 37 presenting 70.8 per cent were males and 11 representing 22.9 per cent were females.

Table 4. Respondents' Marital Status

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Single	11	22.9	22.9	22.9
	Married	34	70.8	70.8	93.8
	Separated	3	6.3	6.3	100.0
	Total	48	100.0	100.0	

Source: Authors' Field survey

Table 4 shows marital status of the respondents. 11(22.9%) were single; 34 (70.8%) were married; and 3 (6.3%) separated.

Table 5. Respondents' years of work experience

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 10 years	6	12.5	12.5	12.5
	10 to 15 years	9	18.8	18.8	31.3
	15 to 20 years	13	27.1	27.1	58.3
	20 years and above	20	41.7	41.7	100.0
	Total	48	100.0	100.0	

Source: Authors field Survey

Table 5 represents years of work experience of the respondents in the maritime domain. The statistics shows that 6 respondents (12.5%) have worked for less than 10 years in the system; 9 (18.8%) have 10 to 15 years of experience in maritime industry; 13 (27.1%) have worked between 15 to 20 years; and 20 (41.7%) have over 20 years' experience in the maritime. The statistical report informs that the respondents are experienced to provide valid information on impacts of maritime security strategies on crime prevention in Nigeria waterways.

Table 6 Official levels of respondents

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Low level staff	5	10.4	10.4	10.4
	Middle level staff	13	27.1	27.1	37.5
	Top level staff	30	62.5	62.5	100.0
	Total	48	100.0	100.0	

Source: Field Survey

Table 6 shows the official status of the respondents in the maritime industry. 5 (10.4%) were low level staff, 13 (27.1%) were middle level staff, while 35 (72.9%) were top level staff. This shows that participants in the study were in right positions to provide reliable information to answer the research questions in the study.

This represents the analysis of data collected from the questionnaires administered to respondents. The responses from the respondents were quantified and inferential statistics was used to analysis the data collected on the study.

Table 7. Descriptive statistics on surveillance

	N	Sum	Mean	Std. Deviation	Variance	Decision
To what extent has security patrol in Nigeria waterways checkmated the activities of pirates and sea robbers?	48	187	3.90	1.292	1.670	Moderate
To what extent has security patrol in Nigeria waterways checkmated kidnapping of the offshore workers and ship crews?	48	190	3.96	1.237	1.530	Moderate
To what extent has security patrol in the territorial waters checkmated and guard against illegal movement of people and unidentified vessels?	48	186	3.87	1.282	1.644	Moderate
To what extent has security patrol in the territorial waters curtailed the activities of illegal sea explorers and prosecutes oil thieves, pipeline vandals and other criminal elements?	48	188	3.92	1.412	1.993	Moderate
To what extent has security patrol in the territorial waters helped to invade the hiding places of the criminals?	48	199	4.15	1.304	1.702	High

Source: Author

Table 7 shows the results of descriptive analysis using sum, mean and standard deviation on the impacts of surveillance on crime prevention. As shown in the Table 7, the entire responses generated high mean scores of 3.87 to 4.15. This means that maritime surveillance has moderately checkmated pirates and sea robbery activities, kidnapping of crews, illegal movements of people and unidentified vessels, illegal exploration, pipe line vandals and oil bunkering. The analysis, shows that question 5 has the highest sum of 199 and therefore the highest mean score of 4.15. This implies that offshore maritime surveillance has to a high extent invade the hiding places of the criminals and that the security patrol of joint effort of the Navy and anti-piracy groups in the internal waters has effectively helped to invade the hiding places of the criminals.

Table 8: Descriptive statistics on interagency cooperation

	N	Sum	Mean	Std. Deviation	Variance	Decision
To what extent has Interagency cooperation reduced the presence of pirates and sea robbers in internal waters?	48	189	3.94	1.278	1.634	Moderate
To what extent has Interagency cooperation reduced kidnapping of crews and offshore workers in the internal waters?	48	201	4.19	1.214	1.475	High
To what extent has Interagency cooperation reduced illegal movement of people and unidentified vessels in Nigeria waterways?	48	199	4.15	1.072	1.148	High
To what extent has Interagency cooperation reduced illegal sea explorers, oil thieves, pipeline vandals and other criminal elements in the GOG and internal waters?	48	202	4.21	1.148	1.317	High
To what extent has Interagency cooperation helped to invade the hiding places of the criminals in the GOG and internal waters?	48	202	4.21	.922	.849	High

Source: SPSS

Table 8shows the descriptive analysis of sum, mean and standard deviation on impacts of interagency cooperation on crime prevention in Nigeria territorial waters. The descriptive statistics on table 8 show the mean scores greater than 4.00 which informs that interagency cooperation has to a greater extent checkmated kidnapping, illegal movement of persons, unidentified vessel, illegal exploration, pipe line destruction and oil bunkering. The questions 4 and 5 have the highest responses with the sum of 202 and mean score of 4.21, which means that, they were the most effective result of interagency cooperation in the internal waters whereas, item 1 has the highest standard deviation, variance and least mean score of 1.278, 1.634 and 3.94 respectively, which implies that it has the most data spread and has not completely but moderately reduced the presence of pirates and sea robbers in internal waters.

Table 9: Descriptive statistics on whistle blowing

	N	Sum	Mean	Std. Deviation	Variance	Decision
To what extent has Whistle blowing helped to investigate and arrest pirates and sea robbers in the territorial waters?	48	201	4.19	1.347	1.815	High
To what extent has Whistle blowing helped to investigate and arrest kidnappers of offshore workers and ship crews in the territorial waters?	48	204	4.25	1.296	1.681	High
To what extent has Whistle blowing helped to investigate and arrest illegal movement of people and unidentified vessels in the territorial waters?	48	211	4.40	1.250	1.563	High
To what extent has Whistle blowing helped to investigate and arrest illegal sea explorers and prosecutes oil thieves, pipeline vandals and other criminal elements in the territorial waters?	48	203	4.23	1.372	1.883	High

To what extent has Whistle blowing helped to investigate and invade the hiding places of the criminals in the territorial waters?	48	205	4.27	1.267	1.606	High

Source: SPSS

Table 9, shows the statistical analysis of whistle blowing impact on crime prevention in the territorial waters. The mean scores of responses on whistle blowing are above 4points on the 5 point scales. This signifies that whistle have prevented or checkmated pirate and sea robbery, kidnapping, illegal movement of persons and unidentified vessels, illegal exploration and pipeline vandal and has help to provide relevant information to invade the hiding places of the criminals. Item 3 on the list has the highest sum of 211 and mean score of 4.40. In other words, item 3 is the most effective result of whistle blowing among others. Whereas, item 1 has the highest standard deviation and variance of 1.347 and 1.815 respectively, which means item 1 has the most data variation and least effective result of whistle blowing.

Table 10: Descriptive statistics on Technology Social Information Sharing (TSIS)

	N	Sum	Mean	Std. Deviation	Variance	Decision
To what extent has TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. created awareness on the operations of pirates and sea robbers in the GOG and internal waters?	48	195	4.06	1.040	1.081	High
To what extent has TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. created awareness on the operations of kidnappers of offshore workers and ship crews in the GOG and Nigeria waterways?	48	222	4.63	.866	.750	High
To what extent has TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. created awareness on the operations of illegal movement of people and unidentified vessels in the GOG and Nigeria waterways?	48	202	4.21	.922	.849	High
To what extent has TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. created awareness on the operations of illegal sea explorers and prosecution oil thieves, pipeline vandals and other criminal acts in the GOG and internal waters?	48	201	4.19	.915	.836	High
To what extent has TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. created awareness on the sources and hiding places of the criminals in the GOG and internal waters?	48	196	4.08	1.007	1.014	High

Source: SPSS

Results of the analysis of the impact of TSIS on maritime crime prevention in territorial waters inform that the mean scores are concentrated on the higher side of the scale above 4.00, which suggest that TSIS has significant impact on maritime crime reduction. The result in table 10, item 2 has the highest sum of 222 and mean score of 4.63, which means that TSIS via Radio, Email, Satellite, Facebook, Instagram, etc. has created awareness mostly on the operations of kidnappers of workers and ship crews in in Nigeria waterways. However, item 1 has the highest standard deviation and variance of 1.040 and 1.081 respectively, which implies that item 1 has the most data spread.

H_{01}: Maritime surveillance has no significant effect on maritime crime prevention in Nigeria waterways.

One-Sample Test						
	Test Value = 0					
	T	Df	Sig.(2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
Category A	21.915	4	.000	8.20000	7.1611	9.2389
Category B	77.662	4	.000	39.60000	38.1843	41.0157

Source: SPSS

The t test analysis indicated great difference in the mean of the data samples. The t-score of Category B is very high at 77.662 which signifies that there is very high extent to which surveillance prevents maritime crime, hence, we reject the null hypothesis and accept the alternative that maritime surveillance has significant effect on maritime crime prevention in Nigeria waterways.

H_{02}: Inter-agency cooperation has no significant effect on maritime crime prevention in Nigeria waterways.

One-Sample Test						
	Test Value = 0					
	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
Category A	5.982	4	.004	5.80000	3.1081	8.4919
Category B	43.526	4	.000	42.20000	39.5081	44.8919

Source: SPSS

The result shows a high mean difference between the data samples and high t-score of 43.526 which signifies that the data variables are not closely related and therefore category B explains that Inter-agency cooperation has significant effect on maritime crime prevention, hence, we reject the null hypothesis and accept the alternative.

H_{03}: Whistle blowing has no significant effect on maritime crime prevention in Nigeria waterways.

One-Sample Test						
	Test Value = 0					
	T	Df	Sig. (2tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
Category A	14.513	4	.000	7.40000	5.9843	8.8157
Category B	79.623	4	.000	40.60000	39.1843	42.0157

Source: SPSS

Similarly, the mean difference between the data variables is high with the t-score value of 79.623 and mean difference of 40.60000 which suggests that Category B is very highimplying that Whistle blowing has significant effect on maritime crime prevention in Nigerian waterways.

H_{04}: Technology social information sharing has no significant effect on maritime crime prevention in Nigeria waterways.

One-Sample Test						
	Test Value = 0					
	T	Df	Sig. (2-tailed)	Mean Difference	95% Confidence Interval of the Difference	
					Lower	Upper
Category A	11.225	4	.000	4.20000	3.1611	5.2389
Category B	117.060	4	.000	43.80000	42.7611	44.8389

Source: SPSS

The Category B has the highest t-score of 117.060 withvery large mean difference of 43.80000against 4.20000.The result implies that Technology social information sharing has significant impact on maritime crime prevention in Nigeria waterways, hence, the null hypothesis is rejected.

6. Conclusion and Recommendations

The study evaluatedthe impacts of maritime security strategies on crime prevention in Nigeria waterways. The results shows that maritime security strategies have significant impacts on crime prevention in maritime industry. This in other words, informs that the security strategies which include; Maritimesurveillance, Inter-agency cooperation, Whistle blowing and Technology social information sharing have significantly reduced piracy, sea

robbery, kidnapping and human trafficking and drugs which were the major maritime crimes prevalent in Nigeria territorial waters.

The findings of this study have revealed the impacts of maritime security strategies on crime prevention in Nigeria waterways. The importance of these maritime security strategies cannot be overemphasized. Notwithstanding, based on the findings and conclusion of the study, the researcher therefore recommends there following:

i. There is need for education and sensitization of maritime operators to embrace integrated maritime security strategies and work in synergy to ensure cooperation.
ii. Interagency cooperation should be encouraged and promoted among the maritime security agencies.
iii. Need for more sophisticated technology installations within littoral states to enable network communication and dissemination of information.
iv. Award of bravery on global recognition should be accord to anyone with relevant information on whistle blowing to reveal the perpetrators in their hideouts.

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