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The Activities of Sea Robbers and its Implication on Water Transportation: Experience from Niger Delta Region of Nigeria

Adongoi, Toakodi [α], Otodo, Ifeanyichukwu [σ] & Azibasuam Adioni-Arogo [ρ]

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I. Introduction

Globally, about eighty percent of trade is carried out through the sea. This stresses the important role the sea plays in the economic development of many nations including Nigeria (Bowden, Hurburt, Aloyo, Marts and Lee, 2010). Despite the enormous wealth generated from the sea, maritime security in the Gulf of Guinea is not given the deserved attention. An evidence of the neglect of maritime security manifests not only in personnel strength, but also in the size of budgetary allocations to maritime forces (Onuoha 2012). According to Onuoha (2012), maritime security forces are ill equipped and underfunded to perform interdiction operations off West and Central Africa. For example, there are fewer than 25 maritime crafts exceeding 25 meters in length, readily available for interdiction exercise. Nigeria heavily depends on the sea as its lifeline with the international community. The nation's maritime environment is important for the import and export of oil, petroleum resources, vital food items, industrial machinery and raw materials for the country's survival and industrial development (Abiodun, 2015).

According to Bowden et al (2010), any activity that inhibits or endangers the free transit of vessels in the maritime domain of Niger Delta can have serious economic and security implications. Similarly, Osodi (2014) opined that, maritime insecurity is one of the serious social problems confronting residents of the Niger Delta region of Nigeria. Sea robbers frequently attack commuters whose livelihood depends on the waterways. Acorn Media Services Ltd (2007); Ehwarieme (2009); Oyetunji (2012); Leverink (2013); Ekpo and Essien-Ibok (2013) observed that the activities of sea robbers pose a major threat to maritime business operators as well as the Oil and Gas sector. Maritime insecurity in recent times has a negative impact on the cost of shipping and shipping related activities especially by hijacking of large tankers, seizing their cargoes and delay in delivery of goods and services. Besides oil tankers, other vessels that ply the waterways are equally vulnerable to sea robbers' attacks as one of the major means of transportation in the region is by water transportation (Igbokwe, 2012). Other contributory factors to insecurity in the region include: the geographical nature of the region characterised by maze of shallow creeks which hinders effective policing of Niger Delta waterways.

Residents of the region as well as domestic and international tourists use canoe, speedboat and local ferryboats to move from one destination to another. Often, sea robbers attack and rob passengers in these vessels. In some instances, passengers are even injured, maimed or at worst killed during confrontation with sea robbers (The Citizen, 2013; Ziron Marine, 2014; Rider, 2014, 2015). This situation makes Nigeria waterways especially the Niger Delta waterways very unsafe places to be and since travelling by water continues to be an important means of transportation in the region, maritime insecurity is a worrisome issue in Niger Delta in particular and Nigeria in general.

Most incidents of sea robbers in Nigeria's territorial waters are largely thefts in ports, where the crews' personal belongings, unsecured material on deck and the contents of containers and crates are taken by threat of violence. Such cases of robbery

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actually make up the bulk of maritime criminality worldwide.

Apart from its adverse consequences on the livelihood of residents in the study area, the activities of sea robbers have also undermined revenue generation in the affected states. The extent of commercial traffic by boat operators has reduced considerably, as persons who would have travelled by water for trading or job related purposes are afraid of attacks by sea robbers who often target expatriate and other Nigerian workers in the Oil and Gas industry. This has led to a reduction in investment ventures in the region since most investors are afraid to invest in the region on account of insecurity to life and business enterprises. The incessant increase in sea robbers attacks and the level of continuing security absence suggest that Nigeria's maritime environment will remain perilous for the foreseeable future.

Onuoha and Hassan (2009) noted that the rate of occurrence of sea robbers attacks on ships within Nigeria's territorial waters has not only assumed exceptional proportions in recent times, but also has attracted some measure of concern from international organizations. According to the International Maritime Bureau (IMB) (2013), Nigeria's maritime domain is classified as a risky and dangerous route for navigation due to the activities of sea robbers. In view of this, vessels are advised to be vigilant when navigating Nigeria's territorial waters. In addition to this, Nigeria has been enlisted as the second most dangerous country in the world (International Maritime Bureau, (2014). This raises a lot of concern among policy makers as well as within academic circles, thereby providing the necessary justification for this study.

To most residents of the littoral states in Nigeria, maritime business operations are essential to their survival. In a public lecture on the fundamental causes of maritime insecurity by Amaechi (2008), it was observed that the creeks, rivers and oceans that make up Nigeria's territorial waters play an essential role especially in the lives of the people who live in these littoral states. These waterways assisted in income generation through activities such as oil and gas exploration, fishing, lumbering, among others. Amaechi (2008) further noted that, the continued violence and high levels of insecurity and sea robbery in the coastal areas and the territorial waters have affected the Nigerian economy both in the short and long term. This observation typically highlights the problem of sea robbers that has characterised the everyday experience of Nigeria coastal dwellers, who reside in locations where water transportation plays a major part in the mobility of most people. The maritime insecurity situation in Akwa-Ibom, Bayelsa, Cross River, Delta and Rivers States represent the current challenges confronting water transportation in the Niger Delta region.

Despite the devastating effect of sea robbers on the nation's maritime environment, there is dearth of studies to demystify the extent of damage done to this sector by sea robbers. Available studies focused more on the effect of sea robbers on the oil and gas industry, as well as its implication on national security (Onuoha and Hassan, 2009; Udensi, Okpara. Oyinyechi, 2014). Indeed, little has been done to unravel the problems caused by sea robbers to water transportation. Consequent upon this knowledge gap, this study was undertaken to examine activities of Sea Robbers and its implication on water transportation in Niger Delta region of Nigeria.

II. Conceptual Framework

According to ICC International Maritime Bureau (2017), piracy is defined in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) and Armed Robbery defined by the International Maritime Organization (IMO) in its 26th Assembly session as Resolution A.1025 (26).

Article 101 of UNCLOS defines Piracy as:

a) Any illegal acts of violence ,detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed -
   i. On the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
   ii. Against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
b) Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
c) Any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).

The IMO defines Armed Robbery in Resolution A.1025 (26) "Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships" as:

1. Any illegal act of violence ,detention or any act of depredation or threat thereof , other than an act of piracy; committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea ;
2. Any act of inciting or intentionally facilitating an act described above.

Based on critical evaluation, this study therefore adopts IMO Resolution A.1025 (26) that defines any illegal act of violence or detention or any act of depredation or threat thereof, other than an act of piracy; committed for private ends and directed against a ship or against persons or property on board such a ship, oil tanker, fishing crafts, trawlers, ferryboat, canoe, and speedboat within Nigeria territorial waters as "Sea Robbers".

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III. Theoretical Framework

The Routine Activity Theory propounded in 1979 by Cohen and Felson in their work entitled "Social Change and Crime Rate Trends" was adopted as the theoretical framework for this study. In the "Routine Activity Approach", Cohen and Felson proposed that crime is a product of the combined result of three essential elements: First there must be a motivated offender who is capable of committing an offence. Second it is not enough for the potential offender to be motivated; he must also be able to execute his criminal intent.

According to Cullen and Agnew (2006), the routine activity approach is based on two rather simple ideas. First, for crime to occur, motivated offenders must converge with suitable targets in the absence of capable guardians. Secondly, they noted that the probability of this situation occurring is influenced by their routine activities including the work, family, leisure, and consumption activities. For example, if we spend more time in public places such as bars and on the street, we increase the likelihood that we will come into contact with motivated offenders in the absence of capable guardians. However, routine activities theory does not explain why an offender is motivated to commit a crime, but instead assumes that motivation is constant (Cohen and Felson, 1979; Morrow, 2015; Wikstromolof, 2009; United States Legal Incorporation, 2015).

Igbo (2008) noted that for a crime to occur, a motivated offender must also identify and engage a suitable target. Suitable targets can take a number of forms depending on the nature of the crime (i.e. the particular intent of the offender) and the situational context (i.e. the available opportunities). A suitable target might be an object, such as a piece of valuable property to steal or a home to burglarise.

The final component of routine activities theory consists of capable guardianship, which bears the potential to dissuade or prevent crime even in the presence of a motivated offender with a selected suitable target. Capable guardianship is an expansive concept that researchers interpret and study in a variety of ways. Formal types of guardianship such as police officers and other types of law enforcement agents, symbolise a well-recognised form of protection from crime and victimisation. Routine activity theory suggests that the presence of these agents might prevent a crime from happening. Many potential offenders, despite being motivated to commit a crime, would be hesitant to engage in criminal behaviour with a police officer's presence.

The routine activity theory is relevant to this study on activities of sea robbers and its implication on water transportation because it assists to explain the existence of the crime in the littoral states of the Niger Delta Region. First, unemployed youths in the region are a pool of persons who are ready and capable of committing crime of the nature of sea robbery. Vulnerable targets are in the form of shipping vessels, ferry boats, speedboats, oil tankers, fishing crafts, trawlers, and passengers that ply the waterways. Most of these targets are not always well guarded. The numerous mazes of creeks in the littoral states of the Niger Delta provide hiding places for suspects or offenders who usually lay ambush for their targets in waterways that are not well protected. The absence of protection for these targets exposes the latter to incessant attacks by these motivated offenders. Besides, when faced with threat to life, such target usually panic enough to promise their assailants instant wealth reward. Such offers are quite appealing to sea robbers and fuel their appetite for maritime criminality. Therefore, the routine activity theory is very useful for concisely explicating the activities of sea robbers and its implication on water transportation in the Niger Delta region of Nigeria.

IV. Methodology

In this study, the researchers employed the survey design. A survey is a systematic method for gathering information from (a sample of) entities for the purposes of constructing quantitative descriptors of the attributes of the larger population of which the entities are members (Avedian, 2014). Its choice for this study was informed by the fact that, the survey is concerned with collection of information from a specified target population in whom interest is expressed. The information is collected from a relatively small subset (sample) of the population and the researcher generalises the results obtained from the sample to the whole population (Taylor, Sinha, and Ghoshal, 2009). Survey design was chosen to enable the researchers gather informed opinion and experiences of sea robbery attack from maritime business operators without any attempt to manipulate or control them.

The population of the study comprised maritime business operators in the region. A multi-stage sampling technique was adopted to select a representative sample for this study. This method involved successive stages of selection (Osuala, 2005); which is useful when the researcher recognises that the population is distributed in pockets of settlements or clusters with interest in using the clusters as a basis for selection (Asika, 2009). In the first stage, the study area (Niger Delta Region) was divided into three clusters namely: Western, Central, and Eastern Zones. The Western zone comprises Delta State, Edo State, and Ondo State. The Central zone consists of Bayelsa State, Imo State and Rivers State. The Eastern zone comprised Abia State, Akwa Ibom State and Cross River State (See Figure 1 for details).

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Source: Field Survey (2016)

Figure 1: Map of the study Area

A Sample size of 400 respondents comprising maritime business operators in the region was derived using the Taro Yamane sample size determination technique. The instruments used for data collection in this study were structured questionnaire and interview schedule. A Likert scale type questionnaire consisting 30 closed-ended questions was designed and administered to the respondents in proportion to the size of each stratum.

Likert scale measures the intensity or degree of agreement by respondent to a statement that describes a situation or phenomenon (Ary, Jacobs, Sorensen and Walker 2014). Likert scale is useful when measuring the characteristics of people such as feelings and opinions. This questionnaire design was chosen to measure the opinions and feelings of maritime business operators because apart from the fact that it is easy to analyse results and draw conclusions therefore, the scale format with which the questions were presented gave respondents the freedom to choose answers that best expressed their opinions. Another reason for the choice of questionnaire was due to the largeness of the study area.

Four hundred (400) copies of the questionnaire were administered (through the help of 3 research assistants comprising one assistant from each of the

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sampled state). Section A of the questionnaire assessed the demographic characteristics of the respondents, while section B assessed the substantive issues based on the study variables. It is noteworthy that out of the 400 copies of questionnaire that were administered to the respondents, 389 copies were found useable for data analysis as 11 copies were not useful. Thus, the study achieved 97.3% questionnaire response rate. Additionally, since it would have been impracticable to conduct interviews in the three states selected for the study, key stakeholders from each of the states selected were interviewed.

The data collected were analysed using descriptive and inferential statistics. Descriptively, simple percentages (%), and tables were adopted for the study. Simple percentages (%) and tables were used to analyse the demographic characteristics of respondents, while inferential statistics specifically Pearson Product Moment Correlation (PPMC) was used to test the research hypothesis, in order to make a sound statistical decision. Pearson Product Moment Correlation (PPMC) at 0.05 (r) level of significance was used to determine the relationship existing between the activities of sea robbers and water transportation in Niger Delta Region of Nigeria.

V. Validity and Reliability of the Instrument

To establish validity of the instrument, experts in maritime safety and security, as well as experts in tests and measurements validated the questionnaire and interview schedule. A pilot study comprising ten respondents each of speedboat operators, members of Maritime Workers Union of Nigeria and market women in Ogbia Jetty, Bayelsa State, was conducted on a Wednesday weekly market day in order to test the reliability of the instrument. The data collected were subjected to Cronbach's Alpha reliability analysis and yield a reliability coefficient of 0.80.This confirmed the reliability of the instrument. See Table 1.1 for details.

Table 1: Reliability analysis

S/N	Variable	No. of Items	Cronbach Coefficient (α)
1	Discouraged people from travelling by water	5	0.81
2	Hindered free flow of gods and services along Niger Delta waterways	5	0.83
3	Discourages Development in the Maritime sector	5	0.79
4	Introduction of 'Security Dues' in Niger Delta Waterways	5	0.82
5	Increase in marine transportation	5	0.76
6	Heighten unemployment in the maritime sector in Niger Delta region of Nigeria	5	0.80
	Total		4.81
	Average		0.80

VI. Result and Discussion

This section presents results of data analyses to examine the activities of sea robbers and its implication on water transportation in Niger Delta region of Nigeria.

Table 2: Socio-demographic Characteristics of Respondents (N=389)

Demographic Profile	Variable	Frequency (N)	Percent (%)
Gender	Male	225	57.8
	Female	164	42.2
Age of Respondents	18-25yrs	82	21.1
	26-32yrs	139	35.7
	33-50yrs	168	43.2
Educational Status	No Formal Education	44	11.3
	Primary Education	120	30.8
	Secondary Education	155	39.8
	National Diploma	64	16.5
	Bachelor Degree	4	1.03
	Masters Degree	2	0.57

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Occupation	Speedboat operators	75	19.3
	Fishermen/women	155	39.8
	Traders	103	26.5
	Maritime Union workers	56	14.4
Years of Maritime Business Experience	Below 5yrs	154	39.6
	5-10yrs	123	31.6
	Above 10yrs	112	28.8

Source: Field Survey (2016)

The socio-demographic distribution of the sampled respondents presented in Table 2 indicates that the total number of respondents is 389, constituting 225 (57.8%) male and 164 (42.2%) female. Thus, the views being expressed in this study are representative of both male and female with the male respondents in the majority. The result also revealed that the majority of respondents (38.0%) were between the ages of 33-50 years. Similarly, 33.4% of respondents were aged 26-32 years, 21.1% of respondents were 18-25 years of age, and 7.5% were aged 51years and above. This suggests that majority of respondents in this study were young, energetic and still in their productive age. Based on these characteristics, they were expected to be of sound mind and in a position to understand the central theme of this study and make meaningful contributions accordingly.

The educational status of the respondents could be categorized into five groups as shown in Table 2: (a) Those without any formal education (b) Primary- those who had only 1- 6 years of formal education; (c) Secondary education – those who had 6years of post primary education; (d) Tertiary - those who had 6 – 12 years of formal education and may include those with diploma certificate, bachelor and post graduate degrees; (e) those with additional qualification. Consequently, 44 (11.3%) of respondents in this study had no primary education. 120 (30.8%) had primary education since they were First School Leaving Certificate (FSLC) holders, 155 (39.8%) had secondary education with GCE/SSCE certificate. In like manner, 64 (16.5%) of respondents were National Certificate and Diploma (NCE/ND) holders. There were 4 (1.0%) respondents in the qualification category that had Higher National Diploma and Bachelor Degree (HND/B.Sc.) as well as 2 (0.5%) who had Masters' degrees. This implies that most respondents in this study were of average educational status.

The number of years of experience in the maritime business environment is also an important socio-economic factor that could influence the perception of respondents on the subject matter of the study. Therefore, results in Table 2 show that 154 (39.6%) respondents have spent below 5 years in the Nigerian maritime industry, 123 (19.7%) have spent over 5-10 years, and 112 (28.2%) have spent 10 years and above working in the maritime business environment. With the level of experience in the industry, it is safe to conclude that issues concerning the activities of sea robbers would not be strange to the respondents, but would be clearly understood by them.

The distribution of the respondents' primary occupation was grouped into four occupational categories namely; speedboat operators, fishermen/ women, traders, maritime union workers. As indicated in Table 2, fishing was the primary occupation of the respondents under survey with 155 (39.8%) of fishermen engaged in the business. Apart from fishing, traders were 103 (26.8%), speedboat operators constituted 75 (19.3%) of the total number of respondents, and 56 maritime union workers constituting (14.4%) of the respondents were the least in the occupation distribution statistics. Accordingly, it is clear that the study cut across various occupations. This is important in obtaining a balanced and unbiased data from respondents who gave their occupational perspectives on the theme of study.

VII. The Implication of Sea Robbers to Water Transportation in Niger Delta Region of Nigeria

Travelling by water continues to be an important means of transportation in Niger Delta region. Thus, sea robbery is a worrisome social problem as it poses threat to passengers, crews on board and their cargo. This study attempted to x-ray the effects of sea robbers on water transportation thus respondents were required to describe the challenges they have experienced in travelling and conveying their goods from one point to another. Percentage of agreement, mean score of the sample, and standard deviation were used to evaluate the respondents' opinion. The extent of agreement with regards to the challenges was calculated as a sum of percentage strongly agreed and agreed, while mean score of 2.5 was used as a benchmark in determining whether the opinion about a particular effect of sea robbers is significant or not. The mean score (2.5) was derived by dividing the sum of the scale by 4. Thus, any item with a mean score of 2.5 and above was accepted as a significant challenge. This does not imply that the challenges posed by sea robbers are not important, they actually do, but some are more important than others in terms of their implications on water transport business.

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Table 3: Distribution of respondents on the implication of sea robbers on water transportation (N= 389)

Parameters	SA	A	D	SD	M	S.D	% of Agreement
Discourages people from travelling by water	123 (31.6)	257 (66.1)	7 (1.8)	2 (5.0)	3.29	0.52	97.7%
Hinder free flow of goods and services along the Niger Delta waterways	112 (28.8)	264 (67.9)	11 (2.8)	2 (5.0)	3.25	0.53	96.7%
Increase in marine transport fare.	23 (5.9)	35 (9.0)	143 (36.8)	389 (48.3)	1.72*	0.86	14.9%
Introduction of "security dues" in the waterways	86 (22.1)	186 (47.8)	67 (17.2)	50 (12.9)	2.79	0.93	69.9%
Discourages development in the Maritime sector	77 (19.8)	189 (48.6)	109 (28.0)	14 (3.6)	2.85	0.77	68.4%

Source: Field Survey, 2016
NB: Figures in parenthesis are percentages
M = Mean, S.D = Standard Deviation
***Non- significant mean score*

Evidently in Table 3, the respondents generally agreed that sea robbers poses serious challenges to water transport business in the study area. Apart from the increase in marine transport fare (% of agreement = 14.9%, M= 1.72, SD= 0.86), all other challenges were significant. For instance, most respondents agreed that sea robbery discourages people from travelling by water (% of agreement = 14.9%, M = 1.72, SD = 0.86); hindered free flow of goods and services along the Niger Delta waterways (% of agreement = 14.9%, M = 1.72, SD = 0.86); introduced "security dues" in the waterways (% of agreement = 14.9%, M= 1.72, SD= 0.86); and discourages development in the maritime sector (% of agreement = 14.9%, M = 1.72, SD = 0.86). Surprisingly, the item on the increase in transport fare hardly received popular consideration by the respondents. This may be attributed to the fact that other factors from the activities of sea robbers may affect when considering cost of transportation. Factors such as current hike in fuel price, cost of spare parts acquisition for boat maintenance, etc, also contribute to increase in transport fare. The finding that sea robbers discourage people from travelling by water was considered the greatest challenge by the surveyed respondents. Almost all the respondents were in support of this view (strongly agree = 123 (31.6%); agree = 257(66.1%). The above result corroborates the responses of the subjects during the interview session in the study area. According to the Chairman, Maritime Worker Union of Nigeria Ogbia Chapter Bayelsa State; in an interview conducted on 15/3/2016 posited that:

> "Sea robbers have really impacted negatively on the traffic in this waterfront. Passengers from Nembe and Brass axis now travel through the yet to be completed Ogbia-Nembe road using Hilux Jeep with auxiliary to Nembe and from Nembe they find their way to Brass. The menace of sea robbery has significantly hindered free flow of goods and services along the Niger Delta waterways."

It was revealed from the study that, the activities of sea bandits along all the waterways in Niger Delta have almost stopped a lot of travellers from using the waterways which are relatively usually shorter in distance and, are a faster route for travellers to arrive their destinations. In a similar view, an (Ex-officio Member of Maritime Workers Union of Nigeria, Ogbe-Ijoh Branch Warri) in an interview conducted on 16/4/2016, who is a stakeholder in water transportation submitted that "sometimes people chose to even bury their loved ones in Warri rather than travel to their hometown and risk attack by sea robbers, especially along Warri-Burutu, Ogulagha and Aghoro waterways". In any case, those using the waterways are mostly those who have no alternative means of reaching their destination other than the waterways hence their unavoidable use of the route.

In addition, it was also observed from the views of the respondents that, the activities of these sea bandits appear to be on the increase and more dangerous by the day rather than decreasing. A respondent a speedboat operator at Besege Unit of Maritime Workers Union of Nigeria Akwa Ibom State Chapter in an interview conducted on 16/5/16 stated that:

> "Sea robbers have killed over five drivers from this beach recently. Most times the robbers will float their boat, pretend as if the engine has developed fault, and attack any unsuspecting boat that come their way. Particularly, at Atabong Unit in Oron, sea robbers hijacked over 21 engines including the fibre between 2014 to date. And in these attacks, they have killed over eight speedboat drivers and wounded many".

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VIII. Test of Hypothesis

There is no significant relationship between the activities of sea robbers and decline in water transportation in the Niger Delta region of Nigeria.

Table 4: Pearson's correlation matrix of relationship between sea robbers and water transportation

		Sea Robbers	Water Transport
Sea Robbery	Pearson Correlation	1	.491**
	Sig. (2-tailed)		.000
	N	389	389
Water Transport	Pearson Correlation	.491**	1
	Sig. (2-tailed)	.000	
	N	389	389

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

The result of the correlation analysis of the relationship between sea robbers and water transportation (Table 4) showed a significant relationship ($r = 0.491$; $p < 0.01$). The correlation coefficient of 0.491 implies that a strong relationship exists between the two variables, leading to the rejection of the hypothesis, which states that there is no significant relationship between sea robbery and decline in water transportation in the Niger Delta region of Nigeria. Thus, the higher the activities of sea robbers in Niger Delta waters, the greater its adverse effect on water transportation business since it discourages people from travelling by water, hinders free flow of goods and services, and discourages commercial activities in the maritime sector of the Nigerian economy. Apart from the business operators being affected, socio-cultural activities could equally be hindered.

IX. Limitations of the Study

The study of the activities Sea robber and its implication on Water Transportation: Lessons from Niger Delta region of Nigeria is a sensitive one as some of the respondents were initially skeptical about the study. But later, the respondents cooperated when they were convinced that the information sought for was strictly for academic purposes and would be treated with utmost confidentiality. Larger data would have been gathered by the researcher if the respondents had allowed the use of tape recorder by the researchers during the fieldwork for this research.

X. Conclusion and Policy Implications

The maritime environment especially the Niger Delta region is where most of the trade in Nigeria takes place. Consequently, anything that inhibits or endangers the free transit of vessels in the maritime domain of Niger Delta region may pose serious economic and security challenges. This implies that, the higher the activities of sea robbers in Niger Delta waters, the corresponding impact it will have on water transportation business. This discourages people from travelling by water, hinders free flow of goods and services, and discourages commercial activities in the maritime sector of the Nigerian economy. Apart from the business operators being affected, socio-cultural activities could equally be hindered.

It has been variously affirmed that the extent to which waterway users are guaranteed safe faring and utilisation, determines the growth and productivity of the water transport (Ezem, 2012; Igbokwe, 2012). This is only achievable when the security of the waterways is adequate and effective, and a proactive policing measure adopted as obtainable elsewhere this corroborates the study of Eck (2005).

Consequently, the study suggests the following recommendations:

First, problem oriented policing in sea robbers hotspots in the region is recommended. This is a proactive measure of policing which is more effective than the traditional random patrol. This will guarantee safety of lives and property of seafarers, domestic and international tourists as well as residents of the littoral states of Niger Delta region.

Second, a static floating duty post should be stationed at hotspots or cluster of hotspot, in addition to adopting a twenty-four hour policing by security operatives in partnership with youths in the affected communities. This police–Youth partnership should be provided with effective and highly secured communication equipment/channels for prompt dissemination of information and control of the policing network .This will help reduce the activities of sea robbers especially the attack on speedboats, ferryboats and local crafts along the waterways and creeks of the study area.

As a third measure, preservatives should be applied to all perishable goods before transporting along the creeks and waterways of Niger Delta region. This will help reduce the quantity of goods spoillage resulting from delay in delivery as a result of attacks.

Lastly, the problem of unemployment in Nigeria should be tackled through the provision of skill acquisition programmes. This platform will reduce the number of idle youths who usually see sea robbery as a means of earning material things quickly.

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Appendix I

Correlations

		Sea Robbery	Water Transport
Sea Robbery	Pearson Correlation	1	.491**
	Sig. (2-tailed)		.000
	N	389	389
WATER TRANSPORT	Pearson Correlation	.491**	1
	Sig. (2-tailed)	.000	
	N	389	389

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

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