

SECURITY AGENTS IN NIGERIA SEA PORTS: A FOCUS ON PORT HARCOURT SEA PORT.

ABU EDET (Ph.D)
Department of History
University of Calabar

Abstract

The Nigerian sea port has been of very serious economic concern to various administrations such that at regular times the management and administrators has been changed to meet up with world best practices and especially security challenges , considering the strategic nature of the maritime industry, the study used the questionnaire methods and the study findings reveal the following amongs others, that Proper orientation has significant effect on the performance of security personnel and Reduction of security agent helps to reduce cost and delay of the time to process documentations. Finally the paper recommended the following amongst other To properly monitor the rate of smuggling, the top officials should stop giving orders that will allow smuggling in the port. some form of incentives should be given to the security official in order to motivate them.

Keywords; Nigerian Sea Port, Security Challenges, Security Agents, and Nigerian Socio-Economy.

Introduction

Maritime transport is generally regarded as an important facilitator of world trade, permeating all national and international boundaries. More than purely a facilitator, maritime transport is also a significant exportable service in many countries and in the process contributes directly to national Gross Domestic Product (GDP) (Yarbrough and Yarbrough, 2006). In this occasion, access to a global network of reliable, efficient and cost-effective maritime transport service is beneficial to all countries including developed and developing countries, whose trade in price-sensitive goods often comprises a significant component of their economies (WTO, 2004). Notwithstanding the crucial role maritime transport plays in our daily lives, it also carries with it significant risk factors which can jeopardize the economies of countries if unchecked. Such risk factors include among others maritime terrorism and its potential negative effects on global transport chain (Ukperere, 2010). Historically, the security or safety of the vessel, its cargo, passenger and crew has been of great concern since vessels started going to sea and the advent of world trade. It is recalled that from earliest times the vessel, cargo, passengers and crew were jointly and severally exposed to pirates who can be said to be precursors of modern terrorists as far as marine transportation is concerned. Safety measures such as carrying of some arms and ammunition, standard, recognized and authorized practice on the seagoing vessels which became the rather basic and rudimentary self-help security approach to shipping aimed at ensuring safety of the ship and cargo traveling across the sea from part of the world to the other. There had to be an intervention, which the world maritime community accordingly responded to Nigeria is indeed one of the greatest maritime nations of the world; this is confirmed by both the local maritime operators and foreign maritime operators. Ports are supposed to be security zones and policed as such to prevent crimes mainly theft, smuggling among sabotage attacks, stowaway.

They vandalize the lighting system to enable them carry out their natural and notorious activities.

Any degree of crimes can now be perpetrated by these hoodlums acting in cohorts with some of the security agents, and port official. Crewmembers going ashore are sometimes violently attacked and robbed within and outside the ports. It is on this background that this study will get to discover the effectiveness of the security agents in Nigeria ports.

Challenges

Cargo theft has grown from breaking any types of package within the ports to complete disappearance of container out of the ports.

Cargos are being successfully cleared from the port by spurious owners. Ships are boarded by unauthorized persons who steal both cargoes and ship property including those relate to safety. What a criminal act! Vehicular cargoes are more vulnerable to plunderage because of the attention they attract. They are loaded with some goods that are not made parks where they normally await clearing. They are securely locked and

then keys are handed to security officials for safety. But most of these vehicles with or without undeclared goods are mysteriously opened and their valuable parts are stolen

Clearing of cargoes is a process which the shippers, freight forwarders and consignees think is as difficult as the head of the camel having to pass through the eye of the needle. The customs long room is being made too “long” for clearing agents. Problems with all departments involved in the clearing start from the usual indifference to work, the officials thinking that they are doing the agents favour. The agents must “co-operate” with the officials, otherwise their entries will either be unnecessarily delayed further or completely lost in the labyrinth of bureaucracy. Having survived the voracity of these officials and the goods released, the clearing agent faces the ordeal of having to “settle” all other security agents and officials even with authentic release documents. Some of the security men still go outside the ports to intercept and tort the consignee for “settlement”. Coupled with factors like high port tariffs, port insecurity is now causing Nigerian ports serious loss of clientele to neighbouring ports. Lome and Cotonou for example, although in charter parties and ordinary contracts of affreightment where carriage of goods by sea Act 1971 does not apply to the operating bills of lading. Ship owners can exclude liability for loss of or damage to cargo arising from piratical acts generally the Act (COGSA “71”) does not provide such that Nigeria has joined the club of port stigmatized as dangerous in insurance circles. Consequently, ship owners and shippers pay higher premiums for ships and cargoes, a burden that is ultimately passed to the public consumers.

If Nigeria must grow both politically and economically, there are needs for an efficient and effective security system for safety of cargoes and ships including the crews. These should be both the activities of the appropriate authority and the private sectors to ensure that security at the port be maintained.

The history of Port Harcourt dates back to the colonial era with the discovery of coal in commercial quantity in Enugu, the pace of work in Port Harcourt Port was accelerated and in 1913, history was made as Port Harcourt Port was commissioned by Lord Frederick Lugard, the first Governor-General of Nigeria. Three years later in 1916, the Port Harcourt-Enugu rail line was completed to commence shipment of this solid mineral from Enugu through the Port to overseas markets.

The Port Situated in the Gulf of Guinea, is also known as Rivers Port Complex started from a humble beginning; evolving from one berth for coal export; to four berths to handle a cargo mix of import/export merchandise. Presently, the Port with a quay length of 1,259 is capable of accommodating eight modern seagoing vessels loading and discharging at the same time. The Port is also equipped with 16 tanks of 3,048 ton capacity of bulk oil installation. This has a conveyor belt and a pier holding the structure, while there are also seven stacking areas of 27,407.15 square meters size and four (4) Arcon sheds with storage capacity 12,486.15 square meters. The dockyard, is the section which carries out electrical, marine and engineering works, is being headed by a Dockyard Manager.

The Port is a multi-purpose Port and plays the ‘Mother-Port’ role to several jetties surrounding her as ‘satellites’. Through the provision of pilotage and towage services, thereby catering for the various markets, relating to Dry, Liquid and General cargo trades. It is worthy to note that the Port is situated strategically in one of the world’s largest crude oil production regions and by this advantage, created the tanker market being witnessed at the Federal Ocean Terminal through the Bonny Fairway Buoy.

PORT REFORM

In 2006 the Federal Government reformed the Nigerian Ports in line with global trends. Thus, giving way to Private Sector Participation (RSP) in Port operations. Rivers Port was not left out. We have Messrs Port and Terminal Operators Limited (PTOL) and BUA Ports and Terminals Nigeria Limited as Private Operators in the Port with Nigerian Ports Authority as the Landlord.

Further to this, Rivers Port monitors, regulates and ensures compliance of all terms and conditions expressed in the Lease Agreement. The Port also controls all the jetties under its jurisdiction as well as the provision of marine services. Capital and maintenance dredging are carried out by Bonny channel Company (BCC), a joint venture company to keep the channel open, navigable and safe for maritime business. Other activities include: planning and development of Port infrastructure, Bathymetric surveys, maintenance and enforcement of Health, Safety and Environment (HSE). Nigerian Ports Authority provides security in compliance with the International Ship and Port facility Security (ISPS Code) i.e it is a security guideline issued by International Maritime Organization (IMO) for global compliance, to protect ships and port facilities against terrorist attack and in 1st July 2004, the Presidential Implementation Committee on Maritime Safety and Security (PICOMSS) established by the Presidency to implement it in Nigeria Seaports. Also this feat has been achieved through security and the joint efforts of Navy, Port Police, the Joint Task Force (JTF), the Marine Police and NPA Security officials.

PROSPECTS

With the ongoing reactivation of rail systems nation-wide including that of Port Harcourt Port, there is hope for higher records of cargo throughput in volume terms. This will further translate to increase in revenue generation. To the importers, the cost of transportation will reduce drastically since rail is cheaper than road transportation. To Nigerian consumers, it means a reduction in the cost of imported commodities. Enhancement of ICT through a common network with Nigeria Customs and other Port users will further add value to faster documentation that will lead to Port efficiency. This will place more demand on human capacity development against the backdrop of international best practices.

Nigerian Ports Authority also engaged the services of Messrs. African Circle Pollution Management Limited (ACPML) on Build, Operate and Transfer (BOT) agreement to build and operates waste reception facilities for ship generated waste in the Port.

Recently, Nigerian National Petroleum Corporation (NNPC) engaged the services of Messrs. PPP Fluids to transport Crude Oil from its platform to Port Harcourt Refinery at Okrika for the purpose of refining it into different products to avoid pipeline vandalisation with its colossal loss to the Federal Government. With the advent of this operation, the revenue base of Rivers Port is enhanced.

TYPES OF SECURITY AGENTS IN PORT HARCOURT SEA PORT

There are about or more than 33 various security agent in the port but there are the main ones which are recognized due to importance in ports. they are:

- (1) The Police
- (2) The Custom & Excise
- (3) The immigration
- (4) N.D.L.E.A& Narcotics
- (5) Nigeria Navy
- (6) State Security Service
- (7) Nigerian Port Plc security etc

FUNCTIONS OF THE ABOVE MENTIONED SECURITY AGENTS

- (i) **THE POLICE:** The police is an arm of National Security in the country's maritime trade. Port Police Command is attached to the port to maintain surveillance over ships in port, cargoes and other superstructures in the ports to stealing and pilfering as well as damage' to persons and assets.
- (ii) **THE CUSTOM AND EXCISE:** The enforcement role of customs is mainly to control smuggling. The customs and excise department also examine all: cargoes received at the port with a view to ensuring that all regulations are observed and items which could jeopardize national security are not shipped into the country and to collecting appropriate duties on all imported items. The marine customs play complementary role with the Navy on water patrol.
- (iii) **THE IMMIGRATION:** The Immigration form part of the Security Agents that defends the nation by checking the type of people that come into the nation • through the ports. These are mainly the crew passengers and officers on board a vessel: They carry out their duties by making sure that illegal immigrants are not allowed into the country and any such person found to be an illegal immigrant would be handed to appropriate authority for deportation.
- (iv) **N.D.L.E.A. AND NARCOTICS:** National thug law enforcement agents, which are found primarily to check and control the illegal importation of hard drugs by members of crew and officers onboard a vessel into the country They perform their duties by carrying out a search of a vessel Immediately it comes to berth and ensuring that the vessel is drug free and any form of hard drug found, the law enforcement officer has the right to act accordingly
- (v) **THE NIGERIAN NAVY:** They defend the nation's sovereignty against enemy attack by sea, the Navy is required to enforce the Federal Government law within the territorial waters of Nigeria Its Intercept sea pirates and smugglers and enforce exclusive economic Zone law and regulation within the E.E.Z.

They Navy is involved in:

- (1) Promotion of save and efficient passage of marine traffic,
- (2) Provision of hydrographic, oceanographic, environmental and weather service
- (3) Maritime Search and Rescue (SAR);
- (4) Co- ordination of coast guard duties

- (vi) **STATE SECURITY SERVICE:** This Agency takes over the removal of agencies from the port. They are men who appear in ordinary clothing (mufti) and they prevent against things that are offensive to the e especially arms and ammunition.
- (vii) **NPA SECURITY:** these security officials are employee of Nigerian Port Plc. They can very well be referred to as co- operates security that e being employed and trained specifically for the general security of the port They are always seen in uniform as Black Trousers, White Shirt, Green Applets and in black beret to complete.

THE PORT AS A CIVILIAN AREA OF OPERATION

The Nigeria seaports are civilian area of operation by virtue of the instrument that established the port and the type of activities involved in the ports The port management act of 1955, allowed Nigerian port to manage the port based on outline legal conditions in the status The Custom and Excise Management Act No 55 of 1958 part iii 12, 13 14, 15 16 17 stipulated hereunder.

- (A) 12 (1) The Minister may by order designate any area in Nigeria specified in the order to be a place of arrival or departure of ship for custom s purpose.
- (2) Any area designated under this section is in this ordinance referred to a custom’s port.
- (3) Except as permitted in writing by the board, the master of a ship entering Nigeria by sea from any place outside Nigeria shall not cause or permit the ship to call at any place other than a custom port, and any person importing or concerned in importing any goods into Nigeria at any place other a custom port.
- (12A) The Nigerian Port Plc shall in every area designated a custom port under section 12 provide office accommodation required by officers of the customs and Excise service for proper discharge of their functions in customs port.
- (13) The custom may, by notice in the gazette -
 - (a) Approval for such period and subject to such condition and restriction as it deem fit, place in any custom port .for loading of goods of any class or description of goods and any place so approved is in advance referred to as an approved wharf.
 - (b) At any time for reasonable cause revoke or vary the term of any approval given under this section.Any person who contravenes or fails to comply with any condition or restriction imposed under this section shall be liable to a fine.

PREVIOUS GOVERNMENT PLANS AND ACTIONS TO

“FIGHT” PORT INSECURITY: The Federal Government middle of 1996, brought in a decree streamlining the operation of security agencies in ports.

They (The government) Set up a National Task force on seaport security, the task force composed of Army, Navy, Police, State Security Service (SSS), National Drug Enforcement Agency (NDLEA) and various security operatives, has since swung into action It also established magistrate courts in all seaports in the country The courts, among other things, will now try illegal visitors that come into the ports and this is expected to drastically reduce human trafficking V there. AS the year rolled - by, things were already taking shape as the task force drew up strategies to contain insecurity. It has also moved to ensure that those guidelines are implemented and enforced through monitoring.

Now all passengers’ vessel entering any Nigeria port are to be bounded first by port health officers, followed by operative of the Nigeria customs services (NCS), NDLEA, NAVY, SSS, and Nigeria Immigration Service (NIS) who are to send not more than 16 personnel collectively.

The SSS, the Directorate of military intelligence (DM1), Directorate of Naval Intelligent (DNI) and other Naval personnel have also been banned from physical examination of containers.

Henceforth, only’ NCS professional import duty administration (PIDA) are allowed to physically conduct ‘the examination, which to save time now, are to be done simultaneously.

The DM1, DNI and SSS will low only observe the process without physical interfering. At the end of the examinations all the approved agencies must append their signatures thereon, on the spot after which containers and other cargoes should be moved unhindered to the designated exit port-gate for onward delivery The NCS has also been empowered to draw up schedules of examination each day with clearing stipulated time of inspection.

At the point-gate, the numbers of security agencies allowed to operate were also reduced to six. These includes customs enforcement unit, Nigeria Port Authority Traffic and Security departments the NDLEA Navy and Police force who are to have collectively not more than 18 personnel.

The Standard Organization of Nigeria (SON), the nation’s watchdog against the dumping of fake and inferior or low standard products The National Agency for Food and Drug Administration and Control (NAFDAC) has also since been barred from the port except when they are needed.

To ensure that these directives are followed, the leaders of the task have since swung into action by visiting all, the seaports in the country, addressing officials of NPA, all affected security agencies and other port operators.

They are also physically visiting all black spots and setting up physical examples by arresting, detaining and prosecuting those who flout the directives. Another black area the task force is delving into is curtailing the activities of Pirates and water borne criminals.

PILFERAGE PROBLEM

The problem of pilferage in Nigeria Ports especially the main port like the Port Harcourt Sea Port is very alarming. This set of human beings through one means or the other find their ways into the port for the purpose of vandalizing, pilfering, stealing and extortion of money from customers to the port. How this people get in should be a great concern to security agencies in port.

This so-called “pilferage” comes in different manners and styles without having any formal or official assignment to do in the port but only to carry out their nefarious activities.

MENACE OF DRUG-PUSHERS

Exploiting the laxity of our Port security, drug barons have turned the ports as an avenue for transporting their unlawful cargoes as long as they have minders onboard, capitalizing on the rapacity of some of crewmembers occasioned by the present economic condition.

They can succeed in our ports but in most cases they are caught either at sea by the crew or at their destination by selfless security officials. The innocent ship crew and ship owners stand to lose directly from the malignant adventurism of these drug barons. The ships are usually arrested and heavily fined. The ship owners incur colossal financial losses while the innocent crew members suffer treatments intradignatem, (beneath their dignity), to mention but a few.

STOWAWAY

Stowaways are economic immigrants that illegally find their ways into the ship for migration to another country. Most of these stowaways after finding their ways into the ship hide themselves in the holes. For these stowaways to be stopped there should be proper watch keeping, provision where all the holes, the engines spaces, the cabins and stores are property searched even with the most thorough watch keeping, determined stowaways will still find methods of getting on board, regular searches of the vessel must always be carried out whilst in the port and a carefully executed search of the entire vessel immediately prior to sailing.

Routine shipboard searches of the vessels are effective ways of ‘detecting stowaways and they should be earned out in accordance with the instructions given.

Data Presentation and Analysis

The data presented below were gathered during field work:

Bio data of respondents

Table 1 gender of respondents

Valid	Frequency	Percent	Valid Percent	Cumulative Percent
Male	30	60.0	60.0	60.0
Female	20	40.0	40.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table1 above shows the gender distribution of the respondents used for this study. Out of the total number of 50 respondents, 30respondents which represent 60.0percent of the population are male.

20 which represent 40.0 percent of the population are female.

Table 2 age range of respondents

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 15-20 years	5	10.0	10.0	10.0
21-25 years	5	10.0	10.0	20.0
26-30 years	10	20.0	20.0	40.0
31-40 years	15	30.0	30.0	70.0
41-50 years	13	26.0	26.0	96.0
above 50 years	2	4.0	4.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 2 above shows the age grade of the respondents used for this study. 5 respondents which represent 10.0percent of the population are between 15-20years. 5respondents which represent 10.0percent of the population are between 21-25years. 10 respondents which represent 20.0percent of the population are between 26-30years 15 respondents which represent 30.0percent of the population are between 31-40years. 13 respondents which represent 26.0percent of the population are between 41-50years. 2 respondents which represent 4.0percent of the population are above 50 years.

Table 3 educational background of respondents

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid WASSCE/SSCE	5	10.0	10.0	10.0
OND/NCE/HND/BSC	32	64.0	64.0	74.0
MSC/PGD/PHD	10	20.0	20.0	94.0
OTHERS	3	6.0	6.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 3 above shows the educational background of the respondents used for this study. 5 respondents which represent 10.0 percent of the population are WASSCE/SSCE holders. There were no WASSCE/NECO/GCE holders. 32 which represent 64.0 percent of the population are OND/NCE/HND/BSC holders. 10 which represent 20.0 percent of the population are MSC/PGD/PHD holders 3 which represent 6 percent of the population had other type of certificate.

Table 4 marital status of respondents

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Single	20	40.0	40.0	40.0
Married	26	52.0	52.0	92.0
Divorced	3	6.0	6.0	98.0
Widowed	1	2.0	2.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 4 above shows the marital status of the respondents used for this study. 20 respondents which represent 40 percent of the population are single. 26 respondents which represent 52.0percent of the population are married. 3 respondents which represent 6.0percent of the population are divorced. 3 respondents which represent 6.0percent of the population are divorced.

1 respondent which represent 2.0percent of the population is widowed.

TABLES BASED ON RESEARCH QUESTIONS

Table 5 Reduction of security agent helps to reduce cost and delay

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid strongly agree	21	42.0	42.0	42.0
Agree	10	20.0	20.0	62.0
strongly disagree	19	38.0	38.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 5 above shows the responses of respondents that reduction of security agent helps to reduce cost and delay

21 respondents representing 42.0percent strongly agreed that reduction of security agent helps to reduce cost and delay

10 respondents representing 20.0percent agreed that reduction of security agent helps to reduce cost and delay

19 respondents representing 38.0percent strongly disagreed that reduction of security agent helps to reduce cost and delay

Table 6 proper orientation has significant effect on the performance of security personnel

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid strongly agree	25	50.0	50.0	50.0
Agree	6	12.0	12.0	62.0
undecided	9	18.0	18.0	80.0
Disagree	5	10.0	10.0	90.0
strongly disagree	5	10.0	10.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 6 above shows the responses of respondents that proper orientation has significant effect on the performance of security personnel

25 respondents representing 50.0percent strongly agreed that proper orientation has significant effect on the performance of security personnel

6 respondents representing 12.0percent agreed that proper orientation has significant effect on the performance of security personnel

9 respondents representing 18.0percent were undecided.

5 respondents representing 10.0percent disagreed that proper orientation has significant effect on the performance of security personnel

5 respondents representing 10.0percent strongly disagreed that proper orientation has significant effect on the performance of security personnel

Table 7 official order on security personnel has significant effect on smuggling problems

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid strongly agree	19	38.0	38.0	38.0
Agree	24	48.0	48.0	86.0
undecided	2	4.0	4.0	90.0
Disagree	5	10.0	10.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 7 above shows the responses of respondents that official order on security personnel has significant effect on smuggling problems

19 respondents representing 38.0percent strongly agreed that official order on security personnel has significant effect on smuggling problems

24 respondents representing 48.0percent agreed that official order on security personnel has significant effect on smuggling problems

2 respondents representing 4.0percent were undecided.

5 respondents representing 10.0percent disagreed that official order on security personnel has significant effect on smuggling problems

Table 8 Availability of equipment is one of the factors affecting the efficiency of security officials

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid strongly agree	35	70.0	70.0	70.0
Agree	10	20.0	20.0	90.0
undecided	3	6.0	6.0	96.0
Disagree	2	4.0	4.0	100.0
Total	50	100.0	100.0	

Source: field survey, August, 2016.

Table 8 above shows the responses of respondents that availability of equipment is one of the factors affecting the efficiency of security officials

35 respondents representing 70.0percent strongly agreed that availability of equipment is one of the factors affecting the efficiency of security officials

10 respondents representing 20.0percent agreed that availability of equipment is one of the factors affecting the efficiency of security officials

3 respondents representing 6.0percent were undecided.

2 respondents representing 4.0percent disagreed that availability of equipment is one of the factors affecting the efficiency of security officials

HYPOTHESIS

H₀: availability of equipment is not among of the factors affecting the efficiency of security officials

H₁: availability of equipment is one of the factors affecting the efficiency of security officials

Level of significance: 0.05

Decision rule: reject the null hypothesis if the p-value is less than the level of significance, accept the null hypothesis if otherwise.

Test Statistics

	availability of equipment is one of the factors affecting the efficiency of security officials
Chi-Square	29.200 ^a
Df	4
Asymp. Sig.	.000

a. 0 cells (.0%) have expected frequencies less than 5. The minimum expected cell frequency is 10.0.

Conclusion based on the decision rule

Since the p-value (0.000) is less than the level of significance, we reject the null hypothesis and conclude that availability of equipment is one of the factors affecting the efficiency of security officials

Study findings

1. Non-Availability of equipment is one of the factors affecting the efficiency of security officials.
2. Official order on security personnel has significant effect on smuggling problems.
3. Proper orientation has significant effect on the performance of security personnel.
4. Reduction of security agent helps to reduce cost and delay of the time to process documentations.

Conclusion

From the result of the analysis; we conclude that the availability of equipment is one of the factors affecting the efficiency of security officials because if the security officials have every equipment needed to carry out their duties effectively, then the rate of smuggling in the Port Harcourt sea port will be reduced.

Recommendation

1. The federal government of Nigeria should make available the necessary equipment needed for the security officials to work effectively.
2. To properly monitor the rate of smuggling, the top officials should stop giving orders that will allow smuggling in the port.
3. some form of incentives should be given to the security official in order to motivate them.

References

- Amuwero Lucky (1995); Security Agent and Clearing of Goods. The Freight Monitor 24th – 30th April (page 6)
- Appleyard D, Field A (1997). International Economics. Irwin: McGraw Hill.
- Badejo, B.A. (2000), The Role and Implication of Government Policies, Charting the Course of the Maritime Industry. Paper Presentation on the Occasion of the National Seminar on Indication of Corruption and Sharp Practice in our Ports.
- Bell J (2006). Doing Your Research Project, 4th edition. Maidenhead: Open University Press.
- Ben-Yami, M & Anderson, A.M. (1985), Community Fisheries Centres; Guidelines for establishment and Operation; Fisheries Technical Paper No. 264, Rome.
- Creswell J (2003). 179 research Design: Qualitative, Quantitative and Mixed Methods 3d edition. London: Sage Publications.
- Dawson C (2006). A Practical Guide to Research Methods, 2nd edition. London: Sage Publications.
- Emah OJ (1998). Mechanics of Ports Operations and Management. Uyo: Daniel Jackson Publishers, Nigeria.
- Gbosi, A.N. (1995), Economic Reforms and Stability of Nigeria Financial Institutions, Lagos, Upper Standard Ltd.
- Gbosi, A.N. (1998), Contemporary Issues in Nigeria's Finance and Fiscal Policy, Abakahki Pack Publishers.
- Igbokwe, M. I. (2001). Major Problems Associated with the Nigerian Ports System and Suggested Solutions Unpublisher Seminar Paper.
- ISPS Code (2003). International Ship & Port Facility Security Code and SOLAS Amendments 2002. London: IMO
- IMO Handbook (2003). London: IMO Publications.
- Marlow P (2002) (ed). Ships, Flags & Taxes. The Handbook of Maritime Economic & Business. London: LLP.
- Moth P (2004). ISPS CODE: 2004 Update: A Practical Guide. England: Foreshore Publications.
- Ndikom, B.O.C. (2004), Essentials of Port Reforms, the Nigeria Experience, Lagos, Bunmico.
- Ndikom, B.O.C. (2006). The Kernel Concept of Slopping Operations, Policies and Strategies: The Industry Overview, Lagos, Bunmico Publishers.
- Ndikom, B.O.C. (2008) Elements of Transport Management, Lagos, Bunmico Publishers.
- Nigeria Year Book (2004). Lagos: Security Minting & Printing Company Limited.
- Ohaku C (2005). Terrorism & African Perspective in the 21st Century: Abuja: The Regem Limited.
- Ogundana, B. (1997), The Measurement of Port, Productivity and Efficiency in Nigeria: Operational Modalities and the way forward. Paper Presented at the 6th Annual Delegate conference of the Nigeria Freight Committee Association, November 21, Lagos. Piracy and other Unlawful Acts at Sea (And Other Related Offences) Act, 2012.
- Pomeroy, S.R. (1994), Community Management and Common Property of Coasted Fisheries in Asia and the Pacific Concepts, Methods and Experience, Manila, Iclarm.
- Silverman D (2005). Doing Qualitative Research: 2nd edition. London: Sage Publications.
- Singh, N & Ham, L. (1995), Community Based Resources Management and Sustainable Livelihood: The Grass Roots of Sustainable Development, Canada; International Institute of Sustainable Development.
- Steenken D, Voss S, Stahlbock R (2003) Container terminal operation and operations research- a classification and literature review. Spectrum, Springer- VerlagGmb H 26: 3-49.
- South African Maritime Yearbook (2004). Pretoria: Department of Transport South Africa.
- Straus A, Corbin J (1998). Basics of Qualitative Research 2nd edition. London: Sage publications.
- Timothy JC, Rao DSP, O'Donnell CJ, Battese GE (2005) An Introduction to Efficiency and Productivity Analysis. Springer.