



INSTITUTE OF MARITIME STUDIES

University of Nigeria, Enugu Campus

Maiden Hybrid **International Conference**

**BLUE ECONOMY: A Catalyst for Economic Growth
and Sustainable Development**

7th and 8th February, 2024

BOOK OF ABSTRACTS



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid** **INTERNATIONAL CONFERENCE**

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

WELCOME ADDRESS BY PROF. JUSTITIA O. NNABUKO, DIRECTOR, INSTITUTE OF MARITIME STUDIES AT THE OPENING CEREMONY OF THE MAIDEN HYBRID INTERNATIONAL CONFERENCE OF THE INSTITUTE OF MARITIME STUDIES, UNIVERSITY OF NIGERIA, ENUGU CAMPUS, NIGERIA

It is my delight and privilege to welcome all participants, especially the Chief Host of this Conference, Prof. Charles A. Igwe, Vice-Chancellor, UNN, the Keynote Speaker, Jan Hoffmann, the Chief, Trade Logistics Branch, Division on Technology and Logistics, United Nations Commission on Trade and Development (UNCTAD), the Lead Paper Presenters, Prof. Collins Chijioke of Abia State University, Uturu, and Dr. Awwal Bamanga, Asst. Director, Nigerian Maritime Administration and Safety Agency (NIMASA), to this memorable and eventful occasion of the Maiden Hybrid International Conference of the Institute of Maritime Studies, UNN. I also welcome all conference participants from international, regional, and national domains. It gives me immeasurable joy to witness this conference come to fruition, amidst the challenges that characterized its planning and implementation.

The conference themed, “Blue Economy: A Catalyst for Economic Growth and Sustainable Development” is a demonstration of the Institute's vision “to promote and sustain Maritime education, research and professional development programmes towards achieving world-class standard operating procedures for the Nigerian Maritime Sector”. On a national scale, this conference is more than ever germane at such a time when the Federal Government of Nigeria has shown resounding determination and commitment to initiate and sustain blue growth by establishing the Federal Ministry of Marine and Blue Economy. On a global scale, this conference forms part of our institutional contributions to the advancement of the UN Ocean Decade initiatives for achieving Agenda 2030 priorities in the maritime industry. This conference is organized in partnership with NIMASA to provide opportunity for policy makers, maritime industry operators, academia, researchers, environmentalists, etc., to generate and harness ideas, research, and innovations for the enhancement of the Blue Economy while promoting the preservation of our planet for sustainability.

At this juncture, it is pertinent to mention that since its inception in 2015, the Institute of Maritime Studies, UNN has been running Post-graduate Diploma and M.Sc. programmes in Maritime Business and International Logistics, Maritime Business Management, Maritime Telecommunications, and Maritime Regulations, Law and Policy, which many students have benefited from, having graduated successfully. We are also looking forward to introducing more courses in due time and we are open to opportunities for collaboration and technical cooperation with international and local development partners and institutions.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

B O O K O F A B S T R A C T S

Finally, on behalf of the Management and Staff of the Institute, I welcome and thank everyone, who contributed meaningfully in seeing this conference come through. It is our hope that this conference will generate quality contributions and outcomes that will add value to blue growth in Nigeria, and the global maritime community at large.

Thank you and God bless you.

Prof. Justitia O. Nnabuko

Director

Institute of Maritime Studies

University of Nigeria, Enugu Campus



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

OPENING REMARK BY PROF. CHARLES A. IGWE, VICE-CHANCELLOR, UNIVERSITY OF NIGERIA, AT THE MAIDEN HYBRID INTERNATIONAL CONFERENCE OF THE INSTITUTE OF MARITIME STUDIES, UNIVERSITY OF NIGERIA, ENUGU CAMPUS, NIGERIA

Protocol

Distinguished ladies and gentlemen, it's my sincere delight and honour to welcome you to this ground-breaking, historic event of the 1st International Conference organized by the Institute of Maritime Studies (IMS), in partnership with the Nigerian Maritime Administration and Safety Agency (NIMASA). The IMS was established in 2015, as an institutional partnership with NIMASA to be a centre of excellence for multidisciplinary academic, research, and professional development towards maximizing the enormous untapped opportunities in the global maritime industry, and the Nigerian maritime sector, in particular. I consider this maiden conference of the Institute of Maritime Studies very timely, thoughtful and laudable in view of the significance of the theme, "Blue Economy: A catalyst for Economic Growth and Sustainable Development" to our national development and blue growth among the global maritime community. I am very delighted to host this landmark conference within the concluding part of my tenure.

On this note, I want to use this opportunity to congratulate the Management and Staff of the Institute of Maritime Studies for conceptualizing and organizing this conference, especially, the Director of the Institute for her sterling leadership prowess. I also commend immensely the Management and Staff of NIMASA for standing with the University in supporting the building and nurturing of this Institute. I salute most especially the Keynote Speaker, Jan Hoffmann, the Chief, Trade Logistics Branch, Division on Technology and Logistics, United Nations Conference on Trade and Development (UNCTAD), the Lead Paper Presenters, Prof. Collins Chijioke of Abia State University, Uturu, and Dr. Awwal Bamanga, Asst. Director, NIMASA, for accepting to lend their expert scholarly voices to this conference. I welcome other dignitaries and distinguished scholars who will soon present their scholarly outputs in this conference. Finally, I commend the Management and Staff of the Institute for pioneering the planning and implementation of the Conference. Your commitment and hard-work is highly commendable.

At this juncture, I hereby declare this conference open. I wish you fruitful discussions.
Thank you and God bless you.

Prof. Charles A. Igwe
Vice-Chancellor
UNN



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

INTRODUCTORY REMARK

On behalf of the Local Organizing Committee (LOC), it is my pleasure to present the Book of Abstracts of the International Conference themed: **Blue Economy: Catalyst for Economic Growth and Sustainable Development. Blue economy being a contemporary aspect of the marine economy, it attracted participants from diverse backgrounds across the country and beyond.** I thank the Host, Prof. Justitia Nnabuko, Director of the Institute of Maritime Studies, for deeming us fit to steer and manage the conference to a successful conclusion. Finally, I appreciate all our participants, your contributions made the conference worthwhile. Dr. Paul Ezinna, Chairman, Local Organizing Committee (LOC)

Keynote Speaker: Jan Hoffmann, Head, Trade Logistics Branch, Division on Technology and Logistics, United Nations Conference on Trade and Development (UNCTAD)

Lead Paper Presenter 1: Collins Chijioke, A Professor of law, Abia State University Uturu.

Lead Paper Presenter 2: Dr. Awwal Bamanga, Assistant Director, Nigerian Maritime Administration and Safety Agency (NIMASA).



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

Panel 1: Blue Economy and Sustainable Development Goals

**CHARTING A COURSE FOR BLUE ECONOMY SUCCESS THROUGH UNITED
NATIONS CONVENTION ON THE LAW OF THE SEAS (UNCLOS) 1982 TOWARDS
ACHIEVING SUSTAINABLE DEVELOPMENT GOALS IN NIGERIA**

Oluchukwu Precious Obioma¹, Emmanuel Nwanmouh² and Edwin C. Arum³

1,3 Faculty of Law, University of Nigeria Enugu Campus

2 Institute of Maritime Studies, University of Nigeria, Enugu Campus

Correspondence: oluchukwu.obioma@unn.edu.ng

Abstract

Nigeria, endowed with a vast coastline and plentiful marine resources, has significant potential for a successful Blue Economy. Nevertheless, the task of harmonising economic ambitions with environmental sustainability and incorporating the United Nations Convention on the Law of the Sea (UNCLOS) 1982 and Sustainable Development Goals (SDGs) for efficient execution present substantial barriers to attaining a sustainable and equitable Blue Economy in Nigeria. This paper seeks to establish a connection between legal frameworks and SDGs, focusing on Nigeria's developing blue economy by analysing how the UNCLOS can be utilised alongside the SDGs to promote a successful blue economy in Nigeria. Adopting the doctrinal research design, a major finding of this study is that a gap exists between the current legal framework established by UNCLOS and the ambitious targets set out by the SDGs for a successful Blue Economy in Nigeria. Hence this paper recommends a synthesis of the SDGs' goals with the fundamental tenets of UNCLOS to provide a comprehensive framework for sustainable maritime development that would enable Nigeria to fully realise the potential of its blue economy. By recognising the issues and implementing the offered measures, Nigeria can use UNCLOS and the SDGs as guiding principles for a vibrant Blue Economy. This strategy will guarantee equitable access to resources, sustainable development, and a healthy ocean for future generations. Success ultimately depends on a strong political will, teamwork, and a dedication to striking a balance between environmental responsibility and economic development.

Keywords: Blue Economy, Legal Framework, Nigeria, Sustainable Development Goals, United Nations Convention on the Law of the Sea 1982.

**CROSS-SECTORAL PARTNERSHIPS AND COLLABORATION BETWEEN
LANDLOCKED AND COASTAL STATES IN OCEAN GOVERNANCE AND
EXPLOITATION AGAINST THE BACKDROP OF SDG 14**

Edwin C. Arum, Ekwelem Chinwe Martha and Obioma Oluchukwu Precious

Faculty of Law University of Nigeria, Enugu Campus

Correspondence: edwin.arum@unn.edu.ng1

Abstract:

This article investigates the potential for cross-sectoral partnerships and collaboration between landlocked and coastal governments in ocean governance and exploitation, with a particular emphasis on meeting Sustainable Development Goal 14 (SDG 14) targets. Despite their geographical disparities, landlocked and coastal states share common interests and challenges in conserving and managing marine resources sustainably, necessitating cross-sector and cross-border cooperation. Drawing on concepts of sustainable development, this study investigates ways to improve collaboration between landlocked and coastal governments to promote integrated ocean management techniques and accomplish SDG 14 targets. The analysis begins by reviewing the existing literature on cross-sectoral partnerships and collaboration in ocean governance, emphasizing the value of inclusive, participatory approaches that involve a wide range of stakeholders. Building on this foundation, the study identifies significant opportunities for collaboration between landlocked and coastal governments to achieve SDG 14 targets, including, marine resource management, maritime transport and connectivity, environmental protection and conservation, marine conservation projects, marine protected areas, and biodiversity conservation efforts to protect marine ecosystems, habitats, and endangered species, while also addressing pollution, habitat degradation, and climate change impacts. This study finds that by fostering cross-sectoral partnerships between landlocked and coastal states, stakeholders can use complementary strengths, resources, and expertise to address common challenges, promote shared prosperity, and advance sustainable ocean governance and exploitation in accordance with SDG 14's principles and objectives. The paper provides policymakers and stakeholders with insights and recommendations for improving collaboration and partnership-building activities in support of SDG 14 implementation at the national, regional, and global levels.

Key Words: Landlocked, ocean, governance, SDGs, Partnerships



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**LOGISTICS OUTSOURCING PROCESS AND OPERATIONAL PERFORMANCE OF OIL
AND GAS COMPANIES IN NIGER DELTA REGION**

Ibiama, Kenneth Adonye

Department of Transport and Logistics, Federal Polytechnic of Oil and Gas, Bonny, Nigeria.

Correspondence: kenibiama@yahoo.com

Abstract

The study assessed the Operational performance of the Oil and Gas Companies in Logistics Outsourcing Process in the Niger Delta Region. The study adopted a cross sectional research design. The population of interest for this study was drawn from oil and gas companies operating in the Niger Delta. A total of fifty one (51) oil and gas companies were identified. The data collected for this study was analyzed using descriptive statistics and SPSS analysis tools. The study revealed that the failure of outsourcing firms to manage providers properly and a lack of understanding of the other party, insufficient sharing of business information among the parties with subsequent problems to provide an appropriate context for co-operation. The study concluded that the process employed by oil and gas companies in logistics outsourcing with logistics service providers were key in influencing performance of their operation positively. The study recommended that just-in-time concept or approach, payment duration, welfare approach and sustainable communication channels should be included in measuring the performance of oil and gas companies in logistics outsourcing process. The study suggested the following parameters to be included in sourcing or selecting logistics service providers to ensure professionalism is taken care of by logistics services providers: Logistics services firms must have a professional certificate to back their nature of operations, they should also show some level of professionalism, commitment and improve quality of service delivery to enable major oil and gas companies to completely outsource jobs to them since they currently practice partial outsourcing in the industry.

Keywords: Operational Performance, Outsourcing, Cost, Competence, Third -Party, Just-in-time.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**ENHANCING HUMAN CAPACITY DEVELOPMENT FOR SUSTAINABLE GROWTH IN
THE BLUE ECONOMY: OPPORTUNITIES, CHALLENGES, AND STRATEGIES FOR
NIGERIA**

Anikwe, Sunday Obinna¹ & Unachukwu, Larry Chukwuemeka

Department of Industrial Relations and Personnel Management, Michael Okpara University of Agriculture, Umudike

Correspondence: anikwe.obinna@mouau.edu.ng

Abstract

The blue economy, encompassing sustainable economic activities related to ocean and coastal resources, holds significant potential for driving growth and prosperity. Nigeria, with its extensive coastline and diverse marine biodiversity, is well positioned to capitalize on the blue economy. However, effectively exploring and managing Nigeria's blue economy requires a dedicated focus on human capacity development (HCD) to ensure that individuals have the necessary skills, knowledge, and competencies to make meaningful contributions to this critical sector. This study will investigate various aspects of HCD in Nigeria's blue economy, focusing on opportunities, challenges, and long-term growth strategies. It provides valuable insights that can inform policy-making, industry practices, educational initiatives, and collaborative efforts aimed at maximizing the potential of Nigeria's ocean and coastal resources. Grounded in the theoretical underpinnings of human capital theory, this study employed a qualitative case study approach involving literature review and document analysis. The review drew from a wide range of data sources, including books, journal articles, and other relevant materials. The study's findings revealed that HCD in Nigeria's blue economy presents an opportunity to address the country's skills gap by providing individuals with the necessary training and education to meet the demands of the labor market. The study also identified numerous challenges facing HCD in Nigeria, including limited access to quality education and training, inadequate funding, and a lack of coordination among stakeholders. To address these challenges, the study recommended increased investment in HCD, enhanced collaboration among stakeholders, and the development of innovative approaches to training and education.

Keywords: Human Capital, Human Capacity Development, Blue economy, Coastal Resources, Sustainable Growth.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

BLUE ECONOMY AND HUMAN RESOURCE DEMAND FORECASTING: EVALUATION OF NIGERIA SEAFARERS DEVELOPMENT PROGRAMME (NSDP)

Paul C. Ezinna¹, Chidiebere Nnamani², Uchenna Caminus Ijeoma³ and Attama Paulinus⁴

1 Institute of Maritime Studies, University of Nigeria, Enugu Campus

2 Accountancy Department University of Nigeria, Enugu Campus

3. Centre for Distance & e-Learning

4 Department of Public Administration & Local Government, University of Nigeria Nsukka

Correspondence: paul.ezinna@unn.edu.ng

Abstract

The Blue Economy had been touted as the economy of now and sustainable future, if the resources are conservatively exploited and managed. However, the Human Resource Demand to effectively exploit and manage the Blue Economy in developing countries like Nigeria poses a challenge to the full maximization of the benefits of the Blue Economy. Hence, the aim of this study is to evaluate Nigeria Seafarers Development Programme (NSDP) with regards to Seafarers Capacity Development and Supply for Nigerian Blue Economy maximization, particularly the shipping sector. Documentary method of research and Trend Analysis were adopted for the study. The study discovered that there is manpower gap in the shipping sector and that Nigeria needs about 50,000 Seafarers for the Nigerian Shipping Industry to realize its full potential. The primary cause of the manpower gap was the collapse of Nigeria National Shipping Line (NNSL) and the study recommended that the restoration of Nigerian National Shipping Line is the beginning and basis of Nigeria claiming the ownership of her blue economy.

Key words: Blue Economy, Human Resources, Demand forecasting, Seafarers, Nigeria

BLUE ECONOMY AND GOOD GOVERNANCE: THE INHERENT CHALLENGES

Emeka Geoffrey Ede and Daniel Izuchukwu Ejim

Abstract

A number of international authorities hold blue economy as the sustainable use of ocean resources for economic growth, improved livelihood and jobs, while preserving the health of the ocean ecosystems. The Commonwealth of Nations refers to blue economy as a better stewardship of our ocean or blue resources. This is where good governance becomes pivotal - stewardship of the blue resources. This is because, good governance encompasses the processes and strategies of monitoring, measuring, and denoting the attitude and dispositions with which public and government institutions conduct public affairs in achieving the best interests of the people. This specially looks at how the institutions control and manage resources belonging to the public, in



order to guarantee the advancement of human rights and public good, without abuse and corruption, but with due alignment to the rule of law. The hive of the arguments to be empirically canvass in this research effort is that blue economy will necessarily and always require good governance for it to translate to any reasonable value or benefit to the people. Of course, it must be recognized that the notorious ills challenging the blue economy, includes sea piracy, illegal arms trafficking, terrorism, the destruction of maritime ecosystems, pollution, global climate change, and the overreliance on oil and gas. Good governance in its part suffers from corruption, political apathy by the people, lack of political will by the government, misappropriation of public funds and abuse of political power, just to list a few. While the resources of the blue economy may be the gift of nature, this paper will argue that the disciplines by which the blue economy is efficiently managed to the good of the people must necessarily come from the people. Using data and authorities in the field of maritime, the unavoidable links between good governance, the blue economy, and improved standard of living for the people will be exhibited. Then this paper will submit practicable recommendations as to how better stewardship (ei good governance) can be involved and circulated within the culture and politics of a people in a way that allows their blue economy to improve their livelihood.

INTERNAL CONTROL SYSTEM AND MARITIME EMPLOYEE PERFORMANCE: THE MEDIATING ROLE OCCUPATIONAL HEALTH AND SAFETY

Odoh Longinus Chukwudi¹, Nwanmuoh Emmanuel Ejiofo² & Obiokonkwo Linus. C³

¹ Department of Accountancy, University of Nigeria, Enugu Campu,

² Department of Marketing, University of Nigeria, Enugu Campus

³ Institute of Maritime Studies, University of Nigeria, Enugu Campus

Correspondence: longinus.odoh@unn.edu.ng

Abstract

Internal control is widely viewed as a system that provides organizational discipline that regulates employee's activities in any work place environment. Mirroring from a high risk work place environment like Maritime Sector, this study examined the mediating role of occupational health and safety on the influence of internal control system on Maritime employee performance. A sample of 50 employees in the Operational Management Cadre in Nigerian Maritime Sector were purposively selected for the study. Descriptive research design was adopted in the study to present the data collected from responses of Likert-Scaled structured questionnaires. Friedman Test was used to analyze the data collected. Findings from the study indicates that the occupational health and safety significantly and positively affect the influence of internal control system on Maritime employee performance in Nigeria. The study concluded that, adoption of occupational health and safety measures in Maritime activities fortifies to a large extent the influence of internal control



system on employee performance in Nigerian Maritime Sector. The study therefore, recommended that Nigerian Maritime Sector should incorporate occupational health and safety measures as a tool for strengthening internal control system that significantly and positively influence employee performance in any high risk work environment.

Keywords: Internal Control System, Occupational Health and Safety, Employee Performance.

PANEL 2: MARINE ECONOMY, ECONOMIC GROWTH AND JOB CREATION

FORECASTING CABOTAGE VESSELS' CONTRIBUTION TO NIGERIA'S OIL & GAS LOCAL CONTENT GROWTH: AN ECONOMETRIC ANALYSIS

Omoju, Babatunde; Ekpo, Imoh Ekpo; Evans, Udoh Felix

Maritime Academy of Nigeria, Oron, Akwa Ibom State, Nigeria

Correspondence: tundeomoju@gmail.com

Abstract

The study developed an econometric model to forecast the number of cabotage vessels (dependent variable Y) that would meet oil and gas local content needs (independent variable X), from 2023 to 2027, based on time series data from 2013 to 2022. The model produced a regression equation $y = -616.804x + 580.891$, correlation coefficient $r = -0.479$, and coefficient of determination $r^2_{yx} = 0.23$ (or 23%). Substitutions in the equation produced forecasts of ships (y) needed for the targeted years. The forecasts showed that the number of vessels required declined as the oil & gas local content capacity increased. Hypothesis test for correlation significance confirmed low correlation between x and y, while the r^2_{yx} suggested that cabotage vessels (y) determined only 23% of the growth of local content (x), the remaining 77% being determined by other unexplained variables in oil and gas. It was concluded that the contribution of cabotage vessels to oil and gas local content growth was insignificant. Consequently, recommendations were made on granting institutional support to local fleet expansion through empowering indigenous shipowners with capital to procure ships; investing in shipbuilding, developing manpower to match foreseeable fleet expansion, establishing a maritime and oil & gas data bank; and creating a shipping centre (freight market) with electronic platform where vessel owners and charterers (oil and gas companies) would trade charters through professional shipbrokers. Such platform would regulate demand and supply volatility in the emerging local oligopsony oil and gas market.

Keywords: blue economy, cabotage vessel market, local content, offshore support vessels (OSVs), oligopsony market.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**COMMUNITY RELATIONS STRATEGIES AND EFFICIENT MARITIME INDUSTRY FOR
NATIONAL GROWTH**

Ekwezuo, Marcellus Izuegbu

Public Relations, Department of Marketing, University of Nigeria, Enugu Campus.

Correspondence: marcelekwezuo@yahoo.com

Abstract:

The maritime industry plays a crucial role in global trade and economic development. Despite its potential to drive economic growth, the industry is faced with challenges including perception problems that might result in protests, and operational disruptions, among other communication-related issues that impinge on its efficiency. To ensure its sustainable growth and efficiency, it is essential to foster positive community relations. Community relations strategies have emerged as effective strategies to bridge the gap between the maritime industry's host communities and other key stakeholders. This paper explores the relationship between community relations strategies and the efficient functioning of the industry, emphasizing their impact on national growth. A mixed method research design was adopted, comprising quantitative and qualitative data sourced from semi-structured questionnaire and interviews. The sample comprises 44 public relations experts drawn from maritime-related organisations, industry practitioners and academia who are members of The School of Impactful Communication (TSIC). The study found that stakeholder/community engagement, education and awareness programmes, communication and transparency, environmental responsibility, community investment, and collaboration with local authorities are among the community relations strategies industry stakeholders can employ to ensure efficiency in the industry and to maintain positive relationships. The study proposes solutions to communication-related issues among stakeholders in Nigeria's maritime industry.

Keywords: Community relations, maritime industry, stakeholder theory, host communities, economic growth.

HARVESTING GENDER EQUALITY: EMPOWERING WOMEN FOR SUSTAINABLE BLUE ECONOMY IN NIGERIA

Anthony Aniagbaoso Igwe¹, Emmanuel Nwanmuoh² & Ewuzie Cajetan Obinna³

1 Department of Management, University of Nigeria – Enugu Campus

2 Department of Marketing and Public Relations, University of Nigeria – Enugu Campus

3 Department of Marketing, University of Nigeria, Enugu Campus

Abstract

The blue economy stands as a powerful driver for sustainable development, yet its potential can only be fully realized through the equitable inclusion of women. Despite being key stakeholders, women in coastal communities often face socio-economic and institutional barriers that hinder their participation and leadership roles in the blue economy. This paper aims to shed light on these challenges, explore the opportunities for empowerment, and provide actionable recommendations for fostering gender equality in the context of blue economic initiatives. The study employs a mixed-methods approach, combining qualitative interviews, surveys, and case studies to gather comprehensive data on the experiences, challenges, and successes of women in the blue economy. Fieldwork in diverse coastal communities and collaboration with relevant stakeholders contribute to a nuanced understanding of the intersectionality of gender, ethnicity, and socio-economic status in shaping women's roles within the blue economy. Preliminary findings underscore the multifaceted challenges faced by women, ranging from limited access to education and healthcare to systemic biases in decision-making processes. The findings emphasize the symbiotic relationship between gender equality and the success of blue economy initiatives. The paper concludes that empowering women in the blue economy is not only a matter of social justice but a strategic imperative for achieving sustainable development goals. The paper advocates for a holistic and inclusive approach that considers the unique needs and aspirations of women in coastal communities.

Keywords: Blue Economy, Gender Equality, Sustainable Development. Women Empowerment, Ocean Resources



COASTAL TOURISM, SUSTAINABILITY AND ECONOMIC DEVELOPMENT OF NIGERIA

Nwaiwu, J.N.¹ & Ekeke, J.N.²

¹Department of Accounting, University of Port Harcourt

²Department of Hospitality Management & Tourism, University of Port Harcourt

Correspondence: john.ekeke@uniport.edu.ng

Abstract

The existence of a dynamic, attractive and competitive tourism resource base with potentials for increasing tourism revenue in Nigeria is undeniable. A typical example is the coastal tourism resource which seems to have been relegated to the background like other tourism resources. The state of the country's tourism development with untapped tourism resources are often in a bitter contradiction with the expectations of various tourism stakeholders. The foregoing possibly explain why Nigeria is yet to turn its tourism resources into tourism products together with a lack of destination marketing capability which account for Nigeria's competitive disadvantage in the global tourism marketplace. This present study seeks to situate the quest to achieve national economic development on the ability of tourism service stakeholders/providers to craft, implant and implement coastal sustainable tourism development and marketing strategies in order to tap from the blue economy. The conceptual study relied on extant literature for this current research effort. The study found that Nigeria has approximately 400km of Atlantic beachfront, with majority remaining undeveloped; some are polluted by oil in the oil producing areas while others are clean with high potentials for resort and coastal tourism development. The study therefore argues that with proper tourism product development and appropriate destination marketing initiatives in the coastal communities in Nigeria, sustainable coastal tourism will thrive in Nigeria. The study proposes academic, stakeholder and marketing implications.

Keywords: Beach Tourism. Global tourism competitiveness. Sustainable tourism strategy. Sustainable competitive advantage. Destination attractiveness. Destination marketing capability. Experiential value. Blue economy. Nigeria.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

HIGH SEA AND SEABED EXPLORATION: IMPLICATIONS FOR NIGERIAN ECONOMIC GROWTH

Onyekachi David Chukwunwike¹ Christopher George Eze² Vivian Obioma Ugwoke³ & Christopher Pius Eze⁴

1&3 Department of Accountancy, University of Nigeria Enugu Campus

2. Department of Maritime Business and International Logistics, University of Nigeria Enugu Campus

4. Department of Economics, University of Jos, Nigeria

Correspondence: david.chukwunwike@unn.edu.ng

Abstract:

The 2016 National Policy on Environment Report identified a number of environmental challenges affecting the coastal and marine environment in Nigeria. It is against this backdrop that this paper examined high sea and seabed exploration and its implication for the Nigerian economic growth. The study specifically examined the contribution of deep sea mining on the economic growth of Nigeria, the implication of high sea and seabed exploration on the sustainable development of Nigeria, and ascertained the factors militating against the high sea and seabed activities in Nigerian maritime sector. Data were collected from the primary sources with the aid of a structured questionnaire. Data collected were analysed using tables and percentages. The outcome reveals that deep sea mining does not have significant contribution to the economic growth of Nigeria. Similarly, it was observed that high sea and seabed exploration does not have significant implication on the sustainable development of Nigeria. The outcome also revealed factors militating against Nigerian maritime sector. The study recommended the development and enforcement of stringent regulations. As well as increased investment in the high sea and seabed exploration.

Key words: High Sea, Seabed, Plastic Pollution, Sustainable Growth, Marine.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**CHARTING THE PATHWAY AND HARNESSING THE GAINS OF BLUE ECONOMY FOR
ECONOMIC DEVELOPMENT IN NIGERIA**

Chukwuka, Ekene Udoka and Abugu, Solomon Ogbonna

Department of Industrial Relations and Personnel Management, Michael Okpara University of
Agriculture, Umudike

Correspondence: chukwuka.ekene@mouau.edu.ng

Abstract

Nigeria, as a country is blessed by providence with abundance of resources among which is the sea also called the marine economy. For the fact that land is over exploited, the new normal is the intentional focus on the oceans for sustainable economic growth. As a result, the emanation of the concept "Blue Economy as a recent field of study that encompasses economic activities that depend on the sea, often associated with other economic sectors, including tourism, maritime transport, energy and fishing. Hence, this study focuses on harnessing the gains of blue economy for economic development in Nigeria. The paper is explanatory research based and solely on insights drawn from the analysis of the existing literatures. Findings of the study show that blue economy promotes Employment, Job Creation and Poverty Eradication, Ending Hunger, Securing Food Industries, People, Sustainable Fisheries, Sustainable Energy and Natural Resources. Among the challenges of blue economy revealed in the study are sea Piracy, Illegal, arms trafficking, terrorism, oil and gas pollution and global climate change. The study recommended among others that the government should raise awareness to boost understanding of the Blue Economy idea because of the relevant international rules, as well as recent UN agency tips on maritime cyber security threats and risk management.

Key words: Marine Economic System, Blue Economy, Development, Economic Development



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

MARINE RESOURCES: EFFECT ON ECONOMIC GROWTH

Abugu, James Okechukwu¹ and Oregun, Simeon Emuhowho²

1. Dept. of Marketing, Faculty of Business Administration, University of Nigeria, Enugu Campus

2. Dept. of Business Education, College of Education Warri

Email: james.abugu@unn.edu.ng

Abstract:

The quest for blue economy is greatly attracting global attention. Blue economy is a term used to describe an economic model that is associated with the sustainable use as well as the management of marine resources. The effect of marine resources to the economy attracts academic debate. This study therefore, investigates the effect of marine resources on the economic growth of Nigeria. In the study, descriptive survey was used. The study was conducted at the coastal areas of Lagos State, Nigeria. The population which was quoted as 230 by one of the trade officials who preferred to remain anonymous were made up of marketers of marine resources and designated government officials. The entire population was used for the study. Questionnaire was the research instrument used to elicit relevant data from the respondents. The research instrument was validated through content validity. The reliability of the instrument was achieved through test-re-test approach which yielded a Cronbach alpha of 0.8 considered reliable and adequate for the study. After the analysis of the data retrieved from the respondents and test of the study hypotheses, it was established that the following marine resources namely; crude oil, sea-food and minerals respectively has significant positive effect on economic growth. It was therefore concluded that marine resources has significant relationship with economic growth. Based on this, it was recommended that greater effort should be made by government and other stakeholders to maximally exploit the economic benefits derivable from marine resources to enhance economic growth.

Keywords: Blue Economy, Marine Resources, effect, global attention, economic growth

MARINE ECONOMY, ECONOMIC GROWTH AND JOB CREATION

Enwere Oguchinalu Enyioma

Abia State University, Uturu

Email: oguchinalu.enwere@abiastateuniversity.edu.ng

Abstract

The marine economy, which encompasses various sectors and activities related to the sustainable use and development of coastal and marine resources, plays a significant role in economic growth and job creation. This paper examined the relationship between the marine economy, economic growth, and job creation, highlighting the potential of coastal and marine resources as drivers of economic development. This paper x-rayed the sectors that contribute to the marine economy, including fisheries and aquaculture, shipping and transport, renewable energy, tourism and coastal development, marine biotechnology, and ecosystem services. It explores how these sectors can stimulate economic growth by generating revenue, attracting investments, and creating job opportunities. The research demonstrates that the marine economy holds the potential to contribute to GDP growth and employment generation, particularly in coastal regions and countries with significant marine resources. It presents case studies and examples of successful marine-based economic initiatives, showcasing how sustainable development strategies can lead to economic benefits and job creation. Moreover, the paper addresses the challenges and considerations associated with developing the marine economy, such as environmental sustainability, resource management, infrastructure development, and governance. It emphasizes the need for integrated and responsible approaches that balance economic growth with the preservation and conservation of marine ecosystems and biodiversity. In conclusion, this paper highlights the importance of the marine economy in driving economic growth and job creation. It underscores the potential of coastal and marine resources as valuable assets for sustainable development, while emphasizing the need for responsible and inclusive practices to ensure long-term economic and environmental benefits.

Keywords: Marine Economy, Economic Growth, Employment Generation, Renewable Energy, Sustainable Development



PANEL 3: MARITIME TELECOMMUNICATIONS, TECHNOLOGICAL INNOVATIONS AND TRADE

MOBILE WiMAX (IEEE 802.16E) CALL ADMISSION CONTROL TECHNIQUES FOR ENHANCED QUALITY OF SERVICE

Ifeanyi M. Chinaeke-Ogbuka, Bonaventure Ekengwu, Christantus O. Nnamani, Nnenna J. Eneh

Department of Electronic and Computer Engineering, University of Nigeria, Nsukka
E-mail: ifeanyi.chinaeke-ogbuka@unn.edu.ng

Abstract

This work is aimed at comparing three popular CAC schemes in mobile Worldwide Interoperability for Microwave Access (WiMAX) namely Dynamic CAC and Bandwidth Reservation, QoS-Aware CAC, and QoS Guaranteed CAC here referred to as Scheme One, Two and Three respectively to ascertain their performances and identify gaps that will form the focus of future research. Simulations were conducted based on their algorithms using the same simulation parameters in MATLAB software 2021 version. The schemes were compared for new and handoff connections in terms of blocking rate, dropping rate and throughput. Simulation results for new connection shows that Scheme Three outperforms Scheme One and Two having 26.9 % and 8.56 % improvements in throughput and 63.11 % and 24.17 % in blocking rate respectively. For handoff connection, Scheme Two showed the best performance having 13.25 % and 47.84 % improvements in throughput and 6.8 % and 49.3 % in blocking rate as compared to the Scheme One and Three, respectively. Result analysis shows that Scheme Two has the best performance however, it admits new connections and degrade existing connections but failed to consider the delay-intolerant service classes. It is recommended that the Scheme Two be further improved.

Keywords: IEEE 802.16e, WiMAX, QoS, CAC, rtPS, ertPS



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**ASSESSING THE IMPACT OF BLOCKCHAIN TECHNOLOGIES ON THE EFFICIENCY,
SECURITY, AND SUSTAINABILITY IN GLOBAL MARITIME TRADE**

Engr. Michael Okechukwu Ezea

Department of Electrical Engineering, Nigeria Maritime University, Okerenkoko

Email: michael.ezea@nmu.edu.ng

Abstract

Global maritime trade has played a pivotal role in shaping the world economy for centuries, serving as a fundamental driver of globalization and international commerce. However, it faces constant challenges related to inefficiencies, security vulnerabilities, and sustainability concerns. This research aims to investigate the transformative potential of blockchain technologies in addressing these issues and enhancing the overall performance of global maritime trade. Through a comprehensive analysis of blockchain applications in the maritime sector, this study evaluates their impact on operational efficiency, data security, and the sustainability of supply chain processes. This study will also look into the challenges of implementing blockchain technology in the global maritime trade

Keywords: Blockchain, operational efficiency, supply chain, Security, maritime trade

**ASSESSING THE EFFECTS OF MARITIME DIGITALIZATION ON PORT OPERATIONS
IN APAPA PORT, NIGERIA**

Echezona Chukwujekwu Davidson, Fred Achoru, Ikenna Amuka, and Josiah Ogbuka

Institute of Maritime Studies, University of Nigeria, Enugu Campus.

Correspondence: echezona.chukwujekwu@unn.edu.ng

Abstract

The paper focuses on assessing the effects of Maritime Digitalization on port operations at the Apapa port, Nigeria. Compared to other ports around the world, the Apapa Port, Nigeria, has been characterized by manual operations in service delivery. As a result, Digitalization and technology is yet to be fully utilized. The study looks at how maritime digitalization can impact port operations such as freight forwarding. Globally, the implementation of port digitalization has proven to enhance ports' operational effectiveness by increasing port efficiency and minimizing corrupt and unregulated practices in areas such as freight forwarding, scanning of goods, documentation, clearance, etc. However, digitalization in Nigerian ports, e.g. Apapa Port, is inadequate. The recent



Electronic Call-Up System (ETO), introduced by the Nigerian Ports Authority (NPA) was designed to allow trucks to move in and out of ports without human interaction. The recent innovation of the ETO to increase efficiency and combat corrupt practices has been controversial with accusations of ticket racketeering. The study employed the descriptive and exploratory design; Narrative review using available literature, editorials, reports etc (secondary data sources). In addition, questionnaires have been designed to collect primary data. The review of the literature shows that Nigeria loses a lot of revenue from the non-integration of maritime digitalization. The study recommends the integration of Port Digitalization into sensitive services of the Nigerian Maritime sector to achieve a significant reduction in sharp practices. There is also the need to train relevant port personnels to enhance their ICT capabilities for efficient and seamless service delivery as well as change the current culture which is anti-ethical to innovation.

Keywords: Apapa Port, Maritime, Digitalization, Internet Of Things (IoTs), Nigerian Maritime Administration And Safety Agency (NIMASA)

IMPACT OF DIGITAL TRANSFORMATION IN SHIPPING INDUSTRIES AND SUSTAINABLE DEVELOPMENT OF NIGERIAN ECONOMY

O. T. Umahi¹, Christopher George Eze², Oru Sebastian Arinze³ and Christopher Pius Eze⁴

1 Faculty of Law, University of Nigeria, Nigeria, Enugu Campus

2,3 Institute of Maritime Studies, University of Nigeria, Enugu Campus

4 Department of Economics Education, University of Jos

Correspondence: georgebush882@gmail.com

Abstract

The study examined the impact of digital transformation in Shipping Industries for Sustainable Development in the Nigerian Economy. Data for the study were sourced through the use of Questionnaire, population of the study is made up of 2600 staff of Onne Warf, Port Harcourt. A sample size of 347 was obtained through the use of Wimmer and Dominic sample size calculator. Data collected were analyzed using Pearson correlation analysis. Result of the analysis revealed that digitalization of Shipping Industries has significant effect on the gross domestic product of Nigeria. It was further observed that the adoption of IOT in Shipping Industries has a positive effect on the gross domestic product of Nigeria. It was equally observed that the application of AI in Shipping Industries contributes to the Sustainable Development in Nigerian Economy. Deriving from the findings of study, it was evident that digital transformation has a substantial impact on the country's Gross Domestic Product (GDP). Therefore, the integration of digital technologies into the Shipping



Industries has proven to be a key driver of economic growth. In light of that, the study recommended increased digitalization of Nigerian shipping industry.

Keyword: Digitalization, Shipping, Economy, Gross Domestic Product, Development

BETWEEN ARTIFICIAL INTELLIGENCE TECHNIQUES AND CONVENTIONAL APPROACH TO CUMULATIVE LOAD FORECASTING

J. N. Onah*, V.O. Enakarhire, P. Asusor, N. E. Egbuson, O. A. Esemuede

Department of Electrical and Electronic Engineering, Federal University of Petroleum Resources, Effurun, Delta State.

Correspondence: jonas.onah.pg.65348@unn.edu.ng

Abstract:

Hydropower generation is an integral source of electrical energy. Thus, it is not unusual to make load forecasting an important subject matter in Nigeria's Blue economy discussion. Load forecasting is a key aspect of power system design, operation, and maintenance. The problem is obtaining an accurate load forecasting model that would enable the system planners to estimate the exact power supply that would shore up the load requirements of industrial, commercial, and residential demands. An accurate load forecasting model is vital for developing any power sector capacity expansion plan. To obtain an accurate load forecast model, comparative analyses of conventional and nonconventional approaches such as the Autoregressive integrated moving average model (ARIMA), Genetic algorithm (GA), and Back propagation artificial neural network (BPANN) were exploited. The results of the analyses of root mean square errors show that the Backpropagation artificial neural network, the Genetic Algorithm, and the ARIMA yield 0.118, 0.235, and 0.462 respectively. The comparative load forecasting of the cumulative load models using BPANN, GA, and ARIMA yield 85,838MW 85,500MW, and 85,200MW respectively. These results have shown that BPANN outperformed GA, and ARIMA in load forecasting analyses. Hence, it is recommended for accurate load forecasting. With the current installed generation capacity of the Nigerian national power system hovering around 4,500MW, the forecast enables the power sector expansion planners to determine an estimate of additional generation capacity required to meet future load demands of 85,838MW by the year 2035.

Keywords: Blue economy, Load forecasting, ARIMA, GA, BPANN,

APPLICATION OF ARTIFICIAL NEURAL NETWORK IN PREDICTIONS OF OCEAN DYNAMICS -INDUCED CORROSION OF MILITARY VESSELS AND OFFSHORE INFRASTRUCTURES IN THE GULF OF GUINEA

Udeh A. Percy

Institute of Maritime Studies, University of Nigeria, Enugu Campus

Email: percy.udeh@unn.edu.ng

Abstract

Ocean factor-service infrastructures, such as military vessels, oil tankers and pipelines are frequently threatened by corrosion attacks. The corrosion related cracks, leakages and bursting due to structural failures is ranked as the second most hazardous calamity affecting the blue economy. The consequences of this includes: fire outbreak, loss of life, pollution of marine environments, surveillance interruptions and expensive maintenance schedules. The purpose of this study was to develop technological innovations aimed at predicting ocean related corrosion attacks on vessels and oil pipelines. In-situ immersion of metals and weight-loss analysis with Artificial neural network modeling were the methods used in the estimation of corrosion rates of 18 pieces of metal alloys sliced from (Low carbon steel, High strength steel, and Titanium). The numerical values from weight-loss estimates and Niger delta region of Gulf of Guinea waters with (depths of 1 to 120 meters and 120 to 1175 meters) for near-shore and offshore respectively, served as inputs for ANN training models. Trained artificial neural network have comparable performances and excellent precision in predicting corrosion rates on new data. Results reveals that trained models can be used to estimate corrosion rates down to ocean depths of 1175meters and also at some inaccessible locations. It provides better corrosion allowance than weight-loss method, such that exact sizes of sacrificial anode for corrosion protection can be chosen; thereby avoiding expensive maintenance schedules, structural failures, oil pollution and loss of life.

Keywords: Blue-economy, ocean-infrastructures, corrosion, artificial neural network



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

TECHNOLOGICAL INNOVATIONS AND MARITIME TRADE

Ogbonna, Okechukwu, Augustus; Mokwuah, Chieloka, James; & Nnamani, Victor Chukwuemeka

Department of Marketing, University of Nigeria, Enugu Campus

Correspondence: okeyaustus@gmail.com

Abstract

The aim of this paper is to examine the relationship between technological innovations and maritime trade in Nigeria. The specific objectives were to; examine the influence of block chain technology on maritime trade; ascertain the influence of artificial intelligence on maritime trade, and determine the influence of advance monitoring search on maritime trade. The target population for the study was 30 employees working in Onne and Port-Harcourt ports in Rivers State, the Warri Port, and the Calabar **Port** seaports in Nigeria. Survey research design was adopted. The instrument used for primary data collection was the questionnaires. Pearson product moment correlation was used to ascertain the nature and direction of the proposed relationship and **for** testing the stated hypotheses. The results of the study revealed a positive and significant relationship between the dimensions of technological innovations and maritime trade in Nigeria.. Based on the above findings, it was concluded that technological innovations would help in the increase of maritime trade in Nigeria. The study therefore recommends that Port managers should improve on the service quality of their ports by encouraging the use of more technologies in order to improve maritime trade. These technological innovations should be in compliance with state -of-The - art facilities as obtainable in other highly rated ports.

Keywords: Technological, Innovations, Maritime trade, Artificial intelligence, Blockchain technology, Advance monitoring search.



AUTOMATIC IDENTIFICATION SYSTEM FOR ENHANCED BLUE ECONOMY

Okoye Divine Echezonachukwu

divine.okoye.pg93689@unn.edu.ng

Abstract:

The Automatic Identification System (AIS) plays a significant role in the blue economy, which encompasses economic activities related to oceans, seas, and coastal areas. These roles touch almost all sections that make up the blue economy and hence in its sustainability. Here are some specific ways in which AIS contributes to the blue economy: Vessel Safety and Navigation: AIS enhances vessel safety by providing real-time information about the position, speed, and course of vessels. This helps prevent collisions, especially in busy shipping lanes and congested areas. Improved navigation safety allows for smoother maritime operations, reduces the risk of accidents, and safeguards human lives and property at sea. Maritime Traffic Management: AIS enables effective management of maritime traffic by providing comprehensive vessel tracking data. Port authorities, maritime agencies, and shipping companies can monitor vessel movements, optimize traffic flow, and ensure efficient use of maritime infrastructure. This leads to smoother operations, reduced congestion, and improved overall efficiency in ports and waterways. Search and Rescue Operations: AIS data is instrumental in search and rescue operations. In distress situations, AIS helps authorities locate and identify vessels in need of assistance, thereby enabling prompt and effective rescue efforts. AIS enhances maritime safety by improving response times and increasing the chances of successful search and rescue missions, etc.

Overall, AIS enhances safety, efficiency, and sustainability in various sectors of the blue economy; by enabling vessel tracking, improving navigation safety, supporting fisheries management, and contributing to maritime security and environmental protection, AIS plays a pivotal role in the responsible and sustainable development of the blue economy.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

PANEL 4: MARITIME SECURITY, SAFETY AND REGULATIONS

REVIEW OF SUPPRESSION OF PIRACY AND OTHER MARITIME OFFENCES (SPOMO) ACT 2019, TOWARDS THE REGULATION AND SUSTAINABILITY OF BLUE ECONOMY

Dike, Remigius Amarachi; Ebele, Ijeoma Chinelor; Mike Upan Aniah; Dinwoke, Chinyere Nwakaego; Ugwu Chioma Chidera; Chibuike O. Amucheazi; Timothy O. Umahi & Ilo Chima

Institute of Maritime Studies, University of Nigeria Nsukka, Enugu Campus

Correspondence: amarachi.dike@unn.edu.ng

Abstract

The Suppression of Piracy and Other Maritime Offences (SPOMO) Act is indeed a legislation in targeted at combating piracy and other maritime offenses in Nigeria. This Act, came into force in June 2019, and was enacted to address the rising cases of piracy and criminal activities in Nigerian waters and the Gulf of Guinea. It provides legal framework for the prosecution and suppression of piracy and other maritime offenses. It grants the Nigerian authorities the power to investigate, arrest, and prosecute individuals or groups engaged in acts of piracy, armed robbery at sea, and other criminal activities in the maritime domain. The enactment of this Act in 2019 is a significant step in Nigeria's counter-piracy effort; nevertheless, piracy has continued to thrive, with adverse effects on the country's economy, especially in the petroleum and our Blue Economy. The paper therefore, reviews the mission of SPOMO Act so far, towards tackling and achieving the purpose of its enactment. In its findings, the study observed that there were poor technological and scientific machineries on ground to enhance the enforcement and Ocean Governance, towards meeting the exigencies of time. As such, there is compelling need to adequately fund maritime enforcement agencies, towards achieving this set target objective. The paper further recommended the strengthening of the judiciary by reforming the criminal justice system, prosecuting piracy enablers cum beneficiaries and cultivating the political will to curb piracy by the Nigerian government. The above and many more can be added to some of the measures to effectively enforce the SPOMO Act towards the suppression of piracy in Nigeria.

Key words: Maritime, Piracy, Regulation, Sustainability, Blue-Economy



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

UNITED STATES AFRICA COMMAND (AFRICOM AND ITS IMPACT ON MARITIME SECURITY IN THE GULF OF GUINEA)

Ozumba Uzochukwu Innocent Nkem

Institute of Maritime Studies, UNEC

Email iozumba@yahoo.com

Abstract

This study examined the impact of US Africa Command on maritime security in the Gulf of Guinea, with specific emphasis on the core maritime security challenges in the sub region perpetrated by Violent Extremist Organisations (VEOs) and Transnational criminal Organisations (TCOs). Gulf of Guinea is a strategic coastal area that contains about 17 countries and it has rich natural endowments with vast reserves of hydrocarbon, oil deposits, mineral (diamond, tin and cobalt), fisheries resources, etc. which attract US Government's strategic interest in the maritime sub-region of west Africa. The study was anchored on the power theory. The qualitative method of data collection was adopted in the study. Data collected were analysed using content analysis and logical data framework. The study found that maritime security challenges in West Africa include piracy, violent extremism, Transnational organized crimes, Kidnaping, illegal, unreported and unregulated (IUU) fishing, transnational crude oil theft and smuggling, armed robbery, and drug trafficking. Therefore, maritime insecurity has remained prevalent in the Gulf of Guinea, despite the establishment of US Africa Command. The study found that AFRICOM was unable to mitigate maritime security challenges in Gulf of GUINEA in West Africa majorly due to its inadequate consultation with West African leaders which triggered suspicion and resistance among countries in the Gulf of Guinea. The study, therefore, recommends, among others, that the U.S.AFRICOM should conduct joint exercises and operations with African partners to enhance interoperability and promote regional cooperation in the sub-region.

Keywords: US Africa Command, Maritime Security, Gulf of Guinea, Violent Extremist organizations (VEOs) and Transnational criminal Organizations (TCOs)

**THE LEGAL CONTEXTS OF MARINE POLLUTION CONTROL: THE JOURNEY
TOWARDS ENVIRONMENTAL SUSTAINABILITY IN NIGERIA**

Nnamdi Anyachebelu

Institute of Maritime Studies, University of Nigeria, Nsukka, Enugu Campus

Abstract

Marine pollution is a serious menace that is hazardous and impairs the quality of the environment, with serious implications for man and the ecosystem. Marine pollution could be attributed to land- or sea-based activities. Some measures have been taken to control marine pollution, mitigate its effects and reduce its risks. These measures are in the form of international and national legal frameworks. This paper aims to explore Nigeria's journey towards environmental sustainability by examining the legal contexts of marine pollution control in Nigeria. Doctrinal methodology is adopted to attain the aim of this paper. The adopted research approach allows the researcher to source findings and data from grey literature, policy documents, journal articles, statutes and judicial precedents. This paper finds that the 1982 UNCLOS is regarded as an elaborate legal framework at the international level, imposing comprehensive provisions towards marine pollution control and environmental sustainability. The paper also finds that the Nigerian government has enacted some domestic legal frameworks. Some examples are the Oil in Navigable Waters Act (ONWA) and the Federal Environmental Protection Agency Act. These laws are aimed at ensuring marine pollution control and promoting environmental sustainability. However, the study finds that these legal frameworks could more effectively pursue environmental sustainability and marine pollution control. For instance, ONWA is specifically designated to operate offshore. This implies that its jurisdiction is not extended to the inland waters of Nigeria. This is so irrespective of the fact that most marine pollution results from inland waters like rivers, streams, and creeks that flow into the sea. Additionally, the ascription of jurisdiction over criminal liability in the Act to Magistrate court is an evidence of ailing intents to control marine pollution and attain environmental sustainability. Magistrate courts in Nigeria are short of resources to handle such enormous roles. This paper recommends a review of these laws to make credible inputs like the transfer of jurisdiction over criminal liability to the High Court. This paper is significant as it contributes to the pressing issue of environmental sustainability and the blue economy.

Keywords: Marine Pollution, Blue Economy, Environmental Sustainability, Sustainable Development Goals,



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**WORLD'S WORST ILLEGAL, UNREPORTED AND UNREGULATED FISHING (IUUF)
OFFENDER AND THE WORLD'S MOST OFFENDED: AN OCEAN JUSTICE
PERSPECTIVE**

Paul C. Ezinna, Fred Achoru, and Onah, Tobechukwu Francis

Institute of Maritime Studies, University of Nigeria, Nsukka, Enugu Campus

Correspondence: paul.ezinna@unn.edu.ng

Abstract

Illegal, Unreported and Unregulated Fishing is a global problem that results to unrecorded and vast amounts of fishes being caught and depletion of already overfished stocks. Be that as it may, some countries are worst in the act of IUUF while some are most vulnerable to the act of IUUF (i.e. most offended/impacted by the act of IUUF). Statistics indicates that China is the worst IUUF offender while West Africa is the most offended region. Grounded in the theoretical underpinnings of Blue Growth Initiative, the study employed Documentary Research Method and Trend analysis to execute the study. The study discovered that IUUF is enabled by technological capacity and as such requires counter technological capability to prevent or control the practice. To also protect the most IUUF impacted region of Africa and prevent further IUUF impunity of China in the region, regulated fishing practice premised on stringent laws must be adopted. The study concluded that in the absence of technological-equality, equality of nations before the law of ocean and coastal fishing should suffice.

Key words: Ocean, Fishing, Justice, China, West Africa

**THE OBSTRUCTIVE JURISPRUDENCE OF NATIONAL POLICIES AND THE GOALS OF
A BLUE ECONOMY**

Chibike Oraeto Amucheazi

Faculty of Law, University of Nigeria Enugu Campus, Enugu

Abstract

Conceptually the blue economy developed by the United Nations Environmental Program (UNEP), has as its aim, the need to foster a transition to a novel kind of economic growth and enhancement for developed and developing countries alike. It is considered one of the most crucial economic machinery for sustainable development with the potential of creating employment and capital. It involves a range of economic sectors and policies that conjunctively determine the sustainability of ocean resources with the aim of enhancing ocean ecosystem health and economies. Yet regardless of



the potentials of a blue economy, there are challenges that dwarf its relevance in global economic growth patterns. The first pertains to a lack of an all-encompassing definition which results to uncertainty with regards to the actual scope and objectives of the concept. The second is that the objectives if ascertained are operatively predicated on national and international laws and policies for its implementation and sustainability. Yet national laws differ as to focus and priority, driven by theories which can hardly be consolidated under a common goal. This paper adopts the doctrinal research method in analyzing the principles underlying the development of the blue economy with the aim of establishing the challenges towards an effective implementation of its goals. Using Nigeria as a case study, the paper finds that implementation of the objectives are confronted by a lack in policies that should support a mission of sustainability for future gains as opposed to a constricted focus on resource generating activities. It makes a case for a binding international law rather than a resort to national policies, which persuades coastal nationalities to converge interest on sustainability of the concept in order to achieve the gains of the program.

Keywords: Obstructive Jurisprudence, National, Policies, Goals, Blue Economy

POPULATION GROWTH AND URBANIZATION: THE DEMOGRAPHIC INFLUENCERS OF CLIMATE CHANGE AND CHALLENGES TO FISHING IN THE COASTAL AREAS OF TARABA STATE

John Wajim¹, Andeskebtso Yohanna Adaki² and Amadi Gloria Ekenedilichukwu³

1 Department of Sociology, Federal University Wukari, Taraba State

2 Department of Sociology, Taraba State University, Jalingo

3 Institute of Climate Change Studies, Energy and Environment, University of Nigeria, Nsukka

Correspondence: wajim@fuwukari.edu.ng

Abstract

Climate change as an undeniable global challenge is intricately connected to human activities, with population growth and urbanization emerging as significant contributors to this intricate phenomenon. Nigeria, being the most populous country in Africa, has witnessed substantial population growth and swift urbanization in recent years. While these trends signal societal progress, rising temperatures which drives flooding become inherent challenge, directly affecting fishing business in the riverine areas. Objective of the study is premised on how population growth and urbanization influence rise of carbon footprint and temperatures as they affect fishing trade. The study adopted a cross sectional survey design, Taro Yamane's formula was used to generate 400 sample from the total population of 581,000. Two-Way ANOVA was adopted as the statistical tool to

test the study's hypothesis. The study revealed that population growth and urbanization have significant influence on higher rise of carbon footprint and temperatures that leads to flooding. As temperatures increase, the window of time when fish are in good condition and abundant enough to harvest is reduced. This leads to a decrease in revenue for fishers and a corresponding reduction in the local economy in Taraba State. The study recommends that there should be promotion of sustainable fishing practices that take into account the effects of temperature rise and population growth. This could involve setting quotas for fish catch, establishing no-take zones to allow fish population to recover, and creating incentives for fishers to adopt sustainable methods.

Keywords: Climate change, coastal areas, demographic influencers, population growth, urbanization

EFFECT OF CLIMATE CHANGE ON NIGERIAN ECONOMIC SUSTAINABILITY

Okoroafor Okechukwu Ucheje & Obiageli Jacinta Okolo

Centre for Environmental Management and Green Energy, University of Nigeria, Nsukka

Email: uchejeok21@gmail.com

Abstract

Climate change is seen as a statistical variation that persists for an extended period, frequently for as long as a decade or more. Moreover, the issue of climate change which has gained global attention poses a serious threat to developing economy like Nigeria, which is characterized by widespread poverty as a result of economic instability. It is against this backdrop that this research is aimed at investigating the effect of climate change on Nigerian economic sustainability. The research made use of Autoregressive Distributive Lag (ARDL)/bond test approach and OLS estimation technique, while data for the period of 1990-2020 was collected. Changes in average temperature and carbon emission were used to capture climate change, while variation in exchange rate and agricultural production were used as control variables. The result of the analysis showed that the goodness-of-fit (R-Square) is 0.998. This means that 99.8% of the changes in the dependent variable (GDP) can be explained by the changes in the independent variables (CEM, AGRIC, EXR, TEMP). The annual speed of adjustment from short run to long run relationship is 34%. At F-statistic = 195.8052 and P value = 0.000, the model is statistically significant at 1% level. The results of the analysis further demonstrated that both in long-run and short-run, carbon emissions adversely affect Nigerian economic sustainability. Additionally, average atmospheric temperature was significantly related to sustainability of Nigerian economy in the short run. It was concluded that environmental stakeholders as well as Nigerian government should develop and enforce policies to reduce carbon



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

emissions and forest depletion. Also, efforts should be made by government towards ensuring that policies that are environmentally friendly are made that can encourage agricultural production in order to reduce import of agricultural produce, thereby boosting economic growth.

Key Words: Climate Change, Economy, Sustainability, Carbon, Emission

NAVIGATING CLIMATE CHANGE: ASSESSING THE IMPACT OF ENVIRONMENTAL POLICY ON MARINE TRANSPORT CARBON EMISSIONS IN EMERGING ECONOMIES

Joachin Uchechukwu Okolo¹, Prof. Justitia Nnabuko² and Dr. Zita Uchenna Mmamel³

1&3. Institute of Management and Technology, IMT Enugu

2. University of Nigeria, Enugu Campus

Correspondence: joachinokolo@gmail.com

Abstract

In the face of increasing global concern for environmental sustainability, especially in rapidly industrializing emerging economies, the effectiveness of environmental policies in reducing carbon emissions, particularly in the maritime industry, is a critical focus. This study examines the impact of environmental policies on carbon emissions in emerging economies' marine transport sectors, utilizing environmental stringency and the adoption of green technologies as key metrics. The System Generalized Method of Moment is employed for analysis, utilizing a dataset spanning 2019 to 2022. Environmental stringency is determined by regulatory frameworks, while the adoption of environmentally friendly technologies measures the integration of green technologies. Findings from the study suggest a nuanced relationship between environmental policy and carbon emissions in the context of emerging economies. The analysis reveals that varying degrees of environmental stringency exhibit diverse effects on carbon emissions, highlighting the importance of considering country-specific factors. Additionally, the study underscores the role of technological advancements in mitigating carbon emissions within the marine transport industry, emphasizing the need for innovative solutions and sustainable practices. The outcomes of this research contribute to the ongoing discourse on effective environmental policymaking in emerging economies, providing insights for policymakers, researchers, and industry stakeholders. The findings shed light on the multifaceted nature of the relationship between environmental policy, technological innovation, and carbon emissions in the marine transport sector, thereby aiding in the development of targeted and impactful strategies to promote sustainability in these rapidly evolving economies.

Key words: Environmental policy, Environmental stringency, Environmentally friendly technology, Marine transport CO₂, Emerging economies



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

PANEL 5: MARINE ENVIRONMENT, POLICY AND MARINE WASTE MANAGEMENT

ENVIRONMENT POLLUTION MONITORING AND CONTROL FOR CARBON MONOXIDE AND LIQUIFIED PETROLEUM GAS USING IOT-BASED SYSTEM

Tochukwu O. Onyia, Mamilus A. Ahaneku, Vincent A. Animalu

Department of Electronic and Computer Engineering, University of Nigeria, Nsukka

Correspondence: mamilus.ahaneku@unn.edu.ng

Abstract

Recent technological development has brought about the miniaturization of digital and wireless technologies which have led to the emergence of environmental sensors. These have greatly enhanced monitoring of the natural environment and in some cases opened up new ways of empirical measurement that supports future prediction. Timely detection and location of pollution sources is of great concern in environmental protection and control. This paper presents a system that monitors the level of pollutants (Carbon monoxide and Liquified Petroleum Gas) in our environment. The paper focuses on the development of an interface for Global System for Mobile communication (GSM) module using Arduino, and software design based on object-oriented programme using UMR-writer for its implementation. Data collected on several occasions were tabulated and analyzed. Results show different levels of severity based on the concentration of the pollutants. Results further show that the use of IoT based system enhances easy detection and effective control and could also predict future outcome.

Keywords: Arduino, Air pollution, Monitoring, Environment sensors, GSM module



RE-EMERGING NEGLECTED TROPICAL DISEASES IN NIGERIA: IMPLICATIONS OF MARITIME ACTIVITIES

Fred Chibuisi Otuu^{1,4*}, Maryann Okwuoma Okeke², Elvis Neba Shu^{3,4}

1. Department of Pharmaceutics, University of Nigeria, Nsukka

2. Department of Environment, Nigerian Port Authority, Lagos

3. Department of Pharmacology and Therapeutics, University of Nigeria, Enugu Campus

4. Molecular and Environmental Toxicology Research Group, University of Nigeria

Correspondence: Fred.otuu@unn.edu.ng.+2347032454222

Abstract:

Re-emerging Neglected Tropical Diseases (NTDs -Buruli ulcer, Chagas disease, chikungunya, dengue, dracunculiasis, echinococcosis, etc) pose grave challenges to public health as some of them are infectious with pandemic potentials and are believed to be exacerbated by environmental variables. Available literature reported that among all of the African nations, Nigeria has the greatest number of people infected with NTDs—accounting for one-fourth or more of the global NTD disease burden and 13 of the 20NTDs are endemic in the country. Some researchers have associated socioeconomic variables and climate change with the re-emerging NTDs in Nigeria but no study has looked at the possibility of Nigerian maritime activities been implicated in the re-emergence of NTDs in Nigeria. This study applied a systematic review of literature of relevant publications on maritime environmental pollutions in the past six years (2017-2023) to examine various ways through which maritime activities may have contributed significantly to the current patterns of biogeographic dispersal of non-indigenous marine species (NIMS), some of which are vectors of NTDS. All of the 125 relevant publications reported that ballast water, tank sediments and ships' hull or sea chests are the main sources of NIMS dispersal in maritime ecosystem. The study points out the need for Nigerian Maritime Administration and Safety Agency (NIMASA) to collaborate with Nigerian Port Authority towards strengthening marine pollution laboratories for effective monitoring of organic and inorganic pollutants in line with the global best practices so that intercontinental and local distributions of NTD vectors may be limited.

Keywords: Re-emerging, neglected tropical diseases, environment, maritime, vectors



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**A PHILOSOPHICAL EXPOSE OF ECOFEMINISM AND GREEN THEORY IN VAL
PLUMWOOD**

Ikea, Chidimma S.

**Department of Philosophy,
Imo State University, Owerri**

Email: mmaimsu@gmail.com

Abstract:

This paper makes a philosophical exposition of ecological feminism and green theory in Val Plumwood, a feminist philosopher. She gives a thorough feminist account of environmental philosophy, by outlining the relationship between feminism and ecofeminism. There is a link between women oppression and the domination of nature. In other words, the problematic of nature has been so closely interwoven with that of gender, because nature has encompassed many different sorts of colonization, domination and oppression; human domination and the domination of nature. According to her, Feminism is seen as a liberation struggle to eradicate domination and exploitation of both women and nature. All notions of dominating nature stem from the very real domination of human by humans. An adequate green philosophy is concerned with human social systems and those of nature; social ecology, deep ecology and ecofeminism. It is insensitive to ignore the social inequality, control and domination of women and nature in the world. She therefore develops an environmental feminism that can be termed a critical ecological feminism, one which is thoroughly accommodating, compatible with and can be strongly based in protecting and preservation both women and nature. This paper concludes that for there to be economic growth and sustainable development, the society should endeavor to protect and preserve nature.

Keywords: Feminism, ecofeminism, nature, domination, exploitation.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

MISMANAGED PLASTIC WASTE (MPW) AND COASTAL TOURISM DEVELOPMENT IN NIGERIA

Agina, Emeka Kenechi

Department of Hospitality Management & Tourism, Michael Okpara University of Agriculture, Umudike.

Email: talk2mekuz@gmail.com

Abstract

With rapid urbanization and the associated expansion of plastic use, plastic waste management has become a global concern. When waste management systems fail or nonexistent, plastic waste becomes mismanaged and often ends up polluting the oceans thereby negatively affecting the ecosystem and use of the oceans for tourism activities. The purpose of this study was to explore the state of plastic waste management and the effect on coastal tourism development in Nigeria. The study was exploratory in nature. Current situation of plastic waste management was captured from the database of Science and Health and environmental sustainability practice from the database of World Economic Forum as at 2022. The findings reveal that Nigeria ranks 11th in the world and 1st in Africa in plastic waste pollution. The country generates a total of 1,900,000 metric tons of plastic annually and 19,000 metric tons of plastic waste ending in oceans. Besides, the environmental sustainability index of Nigeria in Travel and Tourism Development Index is 3.9 out of 7. This shows that Nigeria is performing poorly in terms of coastal tourism development. Tourists from developed economy are becoming more conscious about the environment and as a result, prefer tourism destinations with sustainability initiatives. Therefore, the study recommends broad based policy changes such as reduction of single-use plastics, improving waste collection infrastructure, promoting recycling, implementing waste-to-energy solutions, river clean-up initiatives, and public awareness and education. Implementing these policies would lead to cleaner waterways, increase tourism activities, generate more foreign exchange, and improve general wellbeing of the ocean ecosystem.

Keywords: Blue Economy, Mismanaged Plastic Waste, Environmental Sustainability, Coastal Tourism, Nigeria.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

MARINE PLASTIC POLLUTION AND WOMEN IN WASTE MANAGEMENT

Idoko, Cordelia¹, J.N. Ezinna², Ekowo Stephen³, Ugwuibe Onyemaechi⁴ and Paul C. Ezinna⁵

1 General Studies Unit, University of Nigeria, Nsukka

2 Registry Department, University of Nigeria, Nsukka

4 Department of Public Administration and Local Government, University of Nigeria, Nsukka

3&5 Institute of Maritime Studies, University of Nigeria, Enugu Campus

Correspondence: paul.ezinna@unn.edu.ng

Abstract

From estimates, up to 12 million tonnes of plastic enter our oceans annually and that represents an equivalent of one garbage truck every minute. Unless the current trajectory of how we produce, use and dispose of plastic changes, the amount of plastic waste entering aquatic ecosystems is expected to increase up to 23-37 million tonnes per year by 2040. Curiously, the source of about 80% of the marine plastic litter is land-based and impacts on marine life and human health through the food chain. Hence, the need for all hands to be on deck to prevent the consequent health, economic and environmental harms, and explore the strategic role of women in the waste management value chain for effective prevention of marine plastic pollution. Grounded in the conceptual underpinnings of Circular Economy, the study adopted Descriptive Research Design and Trend Analysis as the instruments of the study. Consequently, the study discovered that women are needed at every stage of the waste management value chain and recommended that the inclusion of women into waste management policymaking can lead to more comprehensive and inclusive solutions to marine plastic pollution.

Keywords: Marine, Plastic, Pollution, Women, Waste



ENVIRONMENTAL FLOODING AND VULNERABILITY OF NIGERIAN COASTAL REGIONS: A CALL FOR STRATEGIC REMEDIAL ACTION

Christopher Maduka Anierobi¹ & Edith Chuka-Odenigbo²

1 Department of Urban and Regional Planning, University of Nigeria, Enugu campus

2 Registry Department, University of Nigeria, Enugu campus

E-mail: christopher.anierobi@unn.edu.ng

Abstract

Annually, the coastal regions of Nigeria records devastating flooding experiences ranging from submergence of biodiversity and displacement of residents, to destruction of lives and properties, infrastructural facilities, animals, crops and degradation of soil among others. The incidence had become increasingly grievous in recent time especially in this era of the global climate change phenomenon with its associated increase in global temperature, precipitation and rise in sea levels which inevitably ushered in an increased frequency of flooding. In the year 2012 for instance, many Nigerian towns and communities within the coastal regions suffered from the ravaging effects of flooding which submerged almost half of the country and recorded as a national disaster effecting over 12 out of the 36 States in Nigeria. These were mostly within the marine areas of River Niger, River Benue, Bight of Benin and Atlantic Ocean among other coastal regions. The annual cases of loss of lives, internal displacements, destruction of properties, disruption of socio-economic, cultural and religious activities; and breakage of family ties among others calls for a proactive sustainable remedial measure towards addressing the menace. This study therefore examined the coastal regions of Nigeria in relation to the incidences of flooding with a view to determining the extent of susceptibility and suitable measures towards addressing the issue. Secondary and primary data were sourced. Direct observations and structured interview methods were utilized to illicit relevant data from residents of identified flood prone areas across the identified marine regions in the country as well as official records of the Ministry of Environment. Among other things, the study revealed that 98% of residents of coastal areas in Nigeria perceive flooding as a environmental problem challenging community development, particularly in the rainy seasons. However, findings showed that flooding had received as little as only 15% of government intervention activities on environmental problems across States. Moreover, drainage channels were grossly inadequate, coupled with lack of physical development planning, refuse disposal in drainage channels and building of houses on water ways. At such, the study recommended an institution and implementation of a proactive and holistic physical development planning regulations, river dredging and construction of dam schemes coupled with public participation.

Key words: Environment; flooding; Coastal region and Vulnerability.



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

**APPRAISAL OF THE LEGISLATIVE AND INSTITUTIONAL REMEDIES TO SHIP
POLLUTION AND THE EFFECT ON THE BLUE ECONOMY OF NIGERIA**

Tamunotonye Dafuro Kalio

Email: tamunotonyekalio@yahoo.com

Abstract

There is an increasing interest in the Blue Economy globally in attaining sustainable economic growth of nations. There are inherent potentials of the Blue Economy that could enhance the attainment of sustainable economic growth in Nigeria. However, these potentials among others are inhibited by ship pollution. This study finds out how ship pollution negatively impacted the Blue Economy of Nigeria resulting in impeding sustainable economic growth with a particular focus on appraising the legislative and institutional remedies to ship pollution and the effect on the Blue Economy of Nigeria. It finds out that though there are legislative and institutional remedies in existence nationally and internationally that attempt to curb ship pollution that impacts negatively on the Blue Economy of Nigeria, there is a need to review and amend some of the legislations to match the gravity of the effect of ship pollution on the Blue Economy of Nigeria. Also, it finds an apparent weakness of remedial institutions that need to be strengthened, occasioned by paucity of funds and abysmally low-capacity development. The study adopted an analytical and doctrinal approach of methodology anchored on primary and secondary data.

FEMINISM AND ITS IMPACT ON GENDER EQUALITY IN A MODERN SOCIETY

Nana, U. Joseph¹ & Omodafe, U. Philomena²

1 Department of Accountancy, Delta State Polytechnic, Otefe-Oghara,

2 Department of Marketing, Delta State Polytechnic, Ogwashi-uku,

Correspondence: ujnana2000@yahoo.com

Abstract

The study examined the impact of feminism on gender equality in a modern society with a view to engendering sustainable economic development. The study used the cross sectional survey research design method alongside the stratified random sampling technique. A sample size of 361 female students was selected from the target population of 6,230 female students in Delta State Polytechnic Ogwashi-Uku and Delta State Polytechnic Otefe-Oghara. Structured questionnaire was used to obtain relevant data from the respondents. Three constructs (Intellectual Feminism, Transformational Feminism and Liberal Feminism) were critically analyzed. The statistical



techniques adopted include descriptive statistics and multiple regression analyses; this was done by using SPSS version 23 for data entry and preliminary analysis. The findings showed that transformational feminism has the highest positive impact on gender equality ($\beta = 0.583$, $0.000 < 0.05$). The study concluded that the age-long socio-culturally ascribed gendered roles imposed on women that have deliberately restricted them in the areas of life choices, freedom and participation in paid jobs should be jettisoned going forward. The study recommends amongst others that Nigerian leaders should get involved in advocacy efforts to influence policy changes at both local and national levels in order for women to be productive, solve problems, use their creativity and initiative, learn new concepts and skills and contribute their quota to national development. In addition, the government should support policies that promote gender equity in areas like education, employment, healthcare and family life as this would help to improve their quality of life (QoL).

Keywords: Feminism, Gender Equality, Intellectual Feminism, Transformational Feminism, Liberal Feminism.

THE PIGGY BANK AND ITS IMPLICATION FOR THE NIGERIAN ECONOMY

Christopher Pius Eze¹, Christopher George EZE² & Josiah C. Ogbuka³

1 Department of Economics, University of Jos, Nigeria.

2,3 Institute of Maritime Studies, University of Nigeria Enugu Campus

Correspondence: ezeplus1976@gmail.com

Abstract:

The piggy bank, a traditional savings platform, has been an integral part of financial empowerment and age-long savings habit across the globe. In the context of the Nigerian economy, the use of piggy banks has been prevalent, especially among the younger population, and those living in remote locations, out of the reach of modern/formal banking facilities. However, limited knowledge of contributions of this savings sub-sector to the Nigerian economy restricts its optimisation and integration into formal banking system. We adopted a mixed-method approach, combining quantitative surveys and qualitative interviews to evaluate the economic implications of piggy banks for Nigeria, examining how this age-long practice contributes to financial literacy, individual savings, economic empowerment, and entire economic landscape. Contextually, the study specifically examined the role of piggy banks in fostering a savings culture and financial discipline, alongside its potential macroeconomic effects. The study shows that Piggy bank contributes



INSTITUTE OF MARITIME STUDIES
University of Nigeria, Enugu Campus

Maiden **Hybrid**
INTERNATIONAL CONFERENCE

BLUE ECONOMY: A Catalyst for Economic Growth and Sustainable Development
on 7th and 8th February, 2024

BOOK OF ABSTRACTS

significantly to individual savings and personal financial stability. In addition, piggy bank plays significant role in promoting financial literacy and inclusion among different demographic groups. There is a need for the banking sector to promote strategies for enhancing financial literacy, with a focus on simple saving tools like piggy banks. Government should encourage the integration of piggy banks with formal banking systems to facilitate a smooth transition from informal to formal financial practices. These findings can contribute to expanding knowledge of contributions of informal savings platform to economic growth both in Nigeria and other least developed and lower-middle income nations for economic sustainability.

Keyword: Piggy Bank, Investment, Savings Economy, Gross Domestic Product, Economic Sustainability

