

CHAPTER ONE

INTRODUCTION

1.1 Background of the study

Worldwide Port and Maritime operations and their associated facilities and infrastructure collectively represent one of the single greatest unaddressed challenges to the security of nations and the global economy today. The reason that ports and shipping activity are so difficult to secure lies primarily in their technology. Ports are typically large, asymmetrical activities dispersed over hundreds of acres of land and water so that they can simultaneously accommodate ship, truck and rail traffic, petroleum product/liquid offload, storage or piping, and container storage. The movement of freight, cargo (solid or liquid), and transport through a port is generally on a "queuing" system, meaning that any delay snarls all operations. Whether or not delays are related to security, security generally falls by the wayside in the interest of time management or convenience. Globally, there are very few uniform standards for point-to-point control of security on containers, cargoes, vessels or crews - a port's security in one nation remains very much at the mercy of a port's security, or lack thereof, in another nation. Organized crime is entrenched in many ports and a large majority of them still do not require background checks on dock workers, crane operators or warehouse employees. Most ports lease large portions of their facility to private terminal operating companies, who are responsible for their own security. The result of this is a "balkanized", uneven system of port security and operations management as a whole.

1.2 Statement of the problem

Maritime security is, indeed, a quandary (Uadiale and Yonmo, 2010a). The disintegration of central government authority, the lack of maritime security has, therefore, become a grave problem. The Horn of Africa and the Gulf of Guinea are thus symbols of "the few cases in Africa where security on land have spilled over and affected maritime security severely". The lack of maritime security in the region and the fact that it was not possible to enforce the law and maintain good order at sea, threatened maritime communication, maritime sovereignty and stimulated piracy. While much of the insecurity mid-wifed, piracy of the Somalia coast stems from the collapse of governance, and law and order in Somalia, in the Gulf of Guinea, the situation is somewhat different. Maritime piracy in the Gulf of Guinea is more directly politically driven. In Nigeria, politics on land directly result in offshore actions, causing the hub of insecurity on land in the Niger Delta region to spill into the Gulf of Guinea to promote bad order at sea. According to the maritime watchdog - the International Maritime Bureau (IMB), the waters of Nigeria are now the second most

dangerous in the world, next to Somalia. The proliferation of piracy in the West African region has been of concern amongst government and the oil industry since 1999. With militant groups turning pirates in the Niger Delta, claiming that they are sabotaging the oil industry for political purposes in protest of the mismanagement of Nigeria's oil wealth. However, these political grievances are increasingly taking on a criminal nature (Uadiale and Yonmo, 2010a).

1.3 Significance of the study

Information Communication Technology (ICT) refers to several forms of information exchange between two or more devices like computers, mobile PDAs and hi-tech devices through which any of the several methods of interconnection, principally through the Internet can be initiated to perform a defined task. These technologies provide speedy, inexpensive, secure and convenient means of communication.

Therefore, in developing countries Nigeria precisely, the impact of ICT in the maritime sector for maritime operations and security cannot be over emphasized. It is as a result of this that this research study is determined to assess the impact of ICT on security of Maritime operations.

1.4 Objectives of the study

1. To assess maritime security, information and communications technology.

1.5 Research questions

1. How can maritime security, information and communications technology be assessed?

1.6 Research hypotheses

Ho: Maritime security, information and communication technology cannot be assessed.

Hi: Maritime security, information and communication technology can be assessed.

1.7 Limitations of the study

a. Financial constraint- Insufficient funds tend to impede the efficiency of the researcher in sourcing for the relevant materials, literature or information and in the process of data collection (internet, questionnaire and interview).

b. Time constraint- The researcher will simultaneously engage in this study with other academic work. This consequently will cut down on the time devoted for the research work.

1.8 Scope of the study

The study focuses on assessing maritime security, information and communications technology with rivers port as a case study.

1.9 Definition of terms

Maritime: This is connected with the sea, especially in relation to seaborne trade or naval matters.

Security: This refers to protection of a person, building, organization, or country against threats.

Information and Communications Technology: This refers to an umbrella term that includes any communication device or application, encompassing: radio, television, cellular phones, computer and network hardware and software, satellite systems and soon, as well as the various services and applications.

References

Uadiale, M. and Yonmo, E. (2010a). Africa in the International Courts: Addressing the Issues of Maritime Piracy in Contemporary Africa. A Paper Accepted for Presentation at the Forthcoming Africa Conference 2011: Africa in World Politics, University of Texas, Austin, U.S.A, March 25th -27th 2011). Pp 1-20.

Bichou, K. and Gray, R., 2004, A logistics and supply chain management approach to port performance measurement, Maritime Policy and Management, 31 (4), 47-67

Bichou, K. and Gray, R., forthcoming, A critical review of conventional terminology for classifying seaports, Transportation Research Part A, 39 (1), 75-92

European Conference of Ministers of Transport, 1998, La Desserte Terrestre des Ports Maritimes, Round Table 113, Paris: 10-11 December 1998

Gray, R., 2001, 'International Logistics', Course Materials, University of Plymouth: UK

ASSESSING MARITIME SECURITY INFORMATION AND COMMUNICATION TECHNOLOGY

The complete project material is available and ready for download. All what you need to do is to order for the complete material. The price for the material is NGN 3,000.00.

Make payment via bank transfer to Bank: Guaranteed Trust Bank, Account name: Emi-Aware technology, Account Number: 0424875728

Bank: Zenith Bank, Account name: Emi-Aware technology, Account Number: 1222004869

or visit the website and pay online. For more info: Visit <https://researchcub.info/payment-instruct.html>

After payment send your depositor's name, amount paid, project topic, email address or your phone number (in which instructions will be sent to you to download the material) to +234 70 6329 8784 via text message/ whatsapp or Email address: info@allprojectmaterials.com.

Once payment is confirmed, the material will be sent to you immediately.

It takes 5min to 30min to confirm and send the material to you.

**For more project topics and materials visit: <https://researchcub.info/> or For enquiries:
info@allprojectmaterials.com or call/whatsapp: +234 70 6329 8784**

Regards!!!