



PRACTICE AND POLICIES OF INFRASTRUCTURE PROTECTION IN NIGERIA; PROSPECTS AND CHALLENGES

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Abstract:

Attempts were made to investigate how policies and practices over the years have secured the mass of infrastructural assets in Nigeria, having created a nexus between the need for infrastructural availability and socio-economic wellbeing of the people in any country based on different levels, critical problems fundamentally as to aggregate the different complexities to the nature and causes infrastructural destruction in Nigeria using a volatile region in Nigeria, notorious for pipeline vandalism in the Niger-Delta, Delta State, was explored, findings from our various respondents were computed nature and causes of their continued engagement in pipeline vandalism were investigated. Relevant literal contributions from scholars were presented while asserting that the competitive edge of any nation is directly linked to a secure and functional infrastructural base, as supporting theories were aligned to link different views on the subjects, issues, as poverty, insecurity and corruption were found to be responsible for infrastructural vandalism in Nigeria. It was however recommended that an improved collaboration between the public and privates sector will further enable corporate synergy where concerns, worries, and challenges of insecurity would be brought to the fore for proper diagnosis...

Keywords:

infrastructure, insecurity, economic development.

BACKGROUND TO THE STUDY:-

Infrastructures implicitly are materials, institutional and personal facilities that are available to economic agents which fundamentally contributes to realizing the equalization of is parallel to the achievement of students and to their social cognitive development, but research over a span of year's documented low levels of remuneration of comparable inputs in the case of a suitable allocation of resources, complete integration and maximum level of economic activities" (Jochimsen 1966: 100)

Services which facilitate different economic activities and thereby helps in the economic advancement of any country , in areas of education, health, transport and communication, finance, irrigation, power and science and technology et cetera, fits and forms types of infrastructure. These are also called social over head capital; they do not directly produce goods and services but induce production in

Infrastructure constitutes those basic facilities and

agriculture, industry and trade by generating external economies.

Protection of infrastructures is critical to Nigeria's, socio-economic growth, safety and environmental stability. The overall necessity for protection of infrastructural facilities is therefore sacrosanct to minimize the risk of incapacitating these facilities. The poise to secure core infrastructures at all levels nationally and regionally, makes the quest for sustainable development realizable, as it known from experience that development is inextricably tied to a functional and solid infrastructural base. The presence of infrastructure any where provides the inhabitants welfare and utilization, yet despite its usefulness as a public good, it is prone to vandalism in event of unanticipated social disturbances or natural degradation.

The wanton destruction of critical infrastructure nationwide necessitated the Technical Standards and Network Integrity (TSNI) (2019) to reiterate the passage of a bill on the protection of national critical assets by the National parliament; it seeks to assess relevant infrastructure capacity in a bid to classify them as critical national assets. TSNI, therefore called on all communities and traditional leaders to come into a strategic alliance with other stakeholders to ensure adequate protection for infrastructural facilities, this move by government agencies have been long overdue as many national assets which were once optimally functional and also keeping the Nigerian economy afloat while facilitating welfare succor to the populace at some point in time has now become a shadow of itself, they were neglected over decades made to rot away

while most of these assets were hijacked by thieving individual, and ultimately vandalized for gains or agitations.

The Nigerian law in Section 14(1) of the 1999 Constitution of the Federal Republic of Nigeria states that, the security and the welfare of the people shall be the primary purpose of government. The above might be on the premise that, the welfare of the people is enhanced by the provision of social amenities like electricity, motor worthy roads, pipe borne water, and etcetera.

The provision of institutional infrastructure is considered to be a task of the state. However, private agents or organizations have taken the responsible for supplying infrastructures to augment government efforts, the framer of the Constitution saw the need for the provision of infrastructure this informed the essence to prioritize it and as such to be provided by the government. It is unacceptable to talk of citizens' welfare without talking of the provision of infrastructural facilities.

Nigeria's electricity supply ranked second worst in 2017, According to the *Advisory Power Team* report showed that the national grid capacity stood at 4,000MW, the power sector has lost a considerable chunk of distribution infrastructure, transmission infrastructure among other power generation assets. On transport infrastructure, The World Economic Forum (WEF) 2016, Nigeria is ranked as the 120th out of the 142 countries in the quality of roads category. With a point value of 3.1 on a scale of 10.0, Nigeria ranks below the standard mean falling behind many African countries such as Namibia (31), South Africa (43), Tunisia (46), Rwanda (48), The

Gambia (52), Botswana (53), and Kenya (71). Only six African countries rank below Nigeria, they are Madagascar, Lesotho, Burkina-Faso, Angola, Mozambique and Mauritania. Nigeria has the worst quality of road in West Africa alongside Burkina-Faso, with the appalling reports; the arduous task of meeting the constitutional welfare of Nigerians necessitated the establishment of the Nigeria Security and Civil Defense Corps (NSCDC) as a stop gap to protect critical national assets and infrastructure.

Towards this end, The infrastructural base of any nation is an indicator of her competitiveness, aside natural endowments the productivity base of any nation cannot be stimulated when the requisite infrastructure are lacking, it is a crucial engine that drives the real sector of any economy, if Nigeria infrastructural fixtures and fitting are present in different sectors that add up the nation's Gross domestic product (GDP),

Below in no particular order sectors and industries that utilizes infrastructures for meeting the competing needs of household, firms and public institutions are listed below;

1. Transportation.

- ✓ Roads,
- ✓ Bridges,
- ✓ Highways,
- ✓ Rail,
- ✓ Airports And
- ✓ Ports.
- ✓ Others transport facilities...

2. Energy.

- ✓ Power Stations
- ✓ Electric Grids
- ✓ Power Cables
- ✓ Dams
- ✓ Turbines,
- ✓ Dams
- ✓ other energy installations

3. Oil and gas

- ✓ Pipelines
- ✓ Flow Stations
- ✓ Refineries
- ✓ Oil And Gas Platforms
- ✓ Other Oil And Gas Installations

3. Communication Technology

- ✓ Telecommunication installations
- ✓ Network cables
- ✓ Other fittings

5. Buildings and edifice

- ✓ Stadiums,
- ✓ Museums,
- ✓ Parks,
- ✓ Educational institutions
- ✓ Medical institutions
- ✓ Government buildings

STATEMENT OF THE PROBLEM(S)

Glaringly, with the appalling drought of basic critical infrastructures nationally and locally, there is need to jealously guard the existing ones that caters for the welfare of the inhabitants. Practices and policies that protects the existing infrastructure, the prospects for future infrastructural development should be reassessed, while mounting challenges as touching anthropological factors cannot be unconsidered the need for understudying the nature and causes of the increasing threats and frequent vandalism and utmost destruction of this critical state assets should be reappraised, and the lurking issues underneath the renewed tempo on assets disturbance, in essence this paper seeks among other problem to re-evaluate the practices and policies of infrastructural protection in Nigeria, and furthermore lays bare the challenges and the prospects for workable solution driven recommendation.

In essence this paper seeks among other problems to re-evaluate the practices and policies of infrastructural protection in Nigeria, and furthermore lays bare the challenges and the prospects for workable solutions

Hence certain problems identified in the course of preliminary investigation were challenges of;

1. Mass poverty, illiteracy and ignorance
2. Policy inconsistencies and poor implementation capacities
3. Weak security architecture

4. The Nigerian legal regime and institutional corruption

OBJECTIVES OF THE STUDY

The main objectives of the study are examined and attempted to;

1. Investigate the nature and causes of infrastructural threats in Nigeria
2. Ascertain if policy inconsistencies and poor implementation capacities impedes infrastructural protection in Nigeria
3. Appraise the dragnet of the security logistics for protecting Nigerian infrastructures
4. Find out if the Nigerian legal regime is suitably adapted to check infrastructural threats in Nigeria

RESEARCH QUESTIONS

The study will be guided by the following research questions:

1. What is the nature and causes of infrastructural threats in Nigeria?
2. Does policy inconsistencies and poor implementation capacity impede infrastructural protection in Nigeria?
3. Is the dragnet of security logistics effective to protect Nigerian Infrastructures?
4. Is the Nigerian legal framework suitably adapted to check infrastructural threats in Nigeria?

LITERATURE REVIEW

Infrastructural security could be associated with national security, which means 'the overall system for protecting internal assets'. Cunningham and Taylor (1985) defined the term "security" in a broad sense as "any effort to protect all economic activity from crime." It is more specifically defined as "Asset protection and loss prevention to protect all assets, both intangible and intangible," and is used as a term limited to industry. Be land (2005) also defined insecurity as "the state of worry or anxiety stemming from a concrete or alleged lack of protection." It refers to lack or inadequate freedom from danger. This definition reflects physical insecurity that is that the most visible style of insecurity and it feeds into many other forms of insecurity such as economic security and social security. A major issue regarding insecurity explicit in these definitions is that those littered with insecurity are not solely unsure or unaware of what would happen however they are additionally not able to stop it or protect themselves when it happens, insecurity is the presence of and/or apprehension of those tendencies that could undermine internal cohesion and corporate existence of any nation and her ability to maintain crucial institutions for the realization of her core values and socio-political objectives, as well as meet the legitimate aspirations of the people. It also implies the presence or apprehension of danger to life and property, and the presence of a non-conducive atmosphere for the people to pursue their legitimate interest within the society.

Infrastructural security is the process of securing capital assets that will help in improving the living conditions of the people. This is seen from the perspective of enhancing the welfare of the people.

It therefore means that, infrastructural development is expected to have positive implication when it is provided, According to Us man (2014), infrastructure means the basic physical and organizational assets needed for the operation of a society or enterprise, or the services and facilities necessary for an organization to function., infrastructure are those structures that give society meaning, however there is no generally acceptable definition of the concept of infrastructural, however different scholars have come up with various definitions of the concept.

Infrastructures in this paper has to do with tangible structures such as transport facilities, telecommunication facilities, power, water, and sewage, which they characterized as wheels of economic activities. The meaning of infrastructure, as put forward by Jacobson and Tarr (1995), was that it is the structures that frame and hold cities making it possible to carry out all soci-economic activities like energy, water supply, telecommunication, as well as others. A connection was established between infrastructural development and poverty reduction by ADB (1999), and Oshikoya (1999), stated that developing infrastructure can help decrease poverty in two significant ways: first is the link that resides between infrastructural development and economic development, and second is the link between infrastructural development and the pro-poor growth process. In both cases, the outcome is poverty reduction. The provision of basic infrastructure as markets, schools and good roads can help to reduce unemployment and illiteracy, which will lead to higher income and better nutrition

Concentrating investment in infrastructure is extremely important for the attainment of the main development targets, namely industrialization, urbanization, and trade promotion to get over the shortage of development capital in developing countries. To decide the priorities of investment in infrastructure sectors is also important. Good infrastructure helps to raise productivity and lower costs in the directly productive activities of the economy. (Chenery, 1979) submitted that inadequacy of infrastructure development could be supplemented with foreign capital such as foreign aid, loan, and foreign direct investment. Infrastructure contributes to economic advancement by boosting productivity and providing services, which enhance the quality of life. In any country a result of an adequate infrastructure base will translate to an increase in aggregate output such as increased agriculture output of farmers through improved roads, creation of a sea ports, Rail links., Electrical generation, transmission and distribution, water and irrigation projects,- Increase quality of life and Urbanization of different areas

Infrastructural development in developing countries has not been given adequate attention by successive government in Africa and Nigerian government cannot be exonerated for this. Some scholars have even acknowledged the important role of infrastructure in stimulating foreign direct investment, among them are Wheeler and Moody (1992), Loree and Guisinger (1995), Richard (1999), Morisset (2000), Asiedu (2000), Sekkat (2004), all these scholars argued that infrastructural development is a necessary condition for foreign investors to operate successfully as poor

infrastructural development increase costs for firms. Infrastructure should therefore improve the investment climate for FDI by subsidizing the costs of investment by foreign investors and increase their (ROI) return on investment. As the availability of good infrastructures like roads, railways, highways, ports, communication networks and electricity with a stable polity would increase productivity and thereby attract higher levels of FDI. Wei (2000) opined that, "location with good infrastructure is more attractive than the others". Asiedu (2002) also analyzed some countries (34) concluded that with good infrastructural development the countries were rewarded with more investments. However, for a country like Nigeria with many nearby developing countries, infrastructural development could be a comparative advantage to attract investment. Edun (2011) asserted that it is imperative for the country to invest more on infrastructural facilities and try to bring down the escalating price of cement, with incentives for investors to enter the building material market; it is this infrastructural development that will act as the foundation for FDI attraction into the most populous nation in Africa. In the context of either neo-classical or endogenous growth models, the effect of FDI on economic growth of the recipient country differs in the recent growth models from their conventional counterparts. The conventional economic growth theories are being augmented by discussing growth in the context of an open economy rather than a closed one and the emergence of externally based growth models, even with the inclusion of FDI to economic growth. The traditional theorists confine the possible.

Conceptual Framework

In economic literature infrastructure is referred to as social overhead capital by many development economists. Hirshman (1958) essentially provided appropriate definition of infrastructure for the discussion; he contends that social overhead capital encompasses activities that share technical features such as economies of scale and economic features like spillovers from users to non-users. The social capital acts as a trigger to expand private sector investment, and in contrast, social capital becomes relatively lacking along with the expansion of private capital and productive activities. When that happens, the private sector's indirect production costs gradually increase and private sector capital input declines. It also contributes directly and indirectly to improving the safety and quality of people's lives. Within the scope of infrastructure, electric power, ports, roads, and telecommunications are often used as the services and intermediate goods that are essential for the productive processes of private sector.

The adequacy of infrastructure has long been viewed as essential for economic development and poverty reduction, both in the policy and academic realms. Recently, attention has also been shifting to the necessity of infrastructure on poverty and inequality (Ariyo and Jerome, 2004; Calderon, 2008; Estache and Wodon, 2010). Over the last two decades, considerable efforts have been devoted to theoretical and empirical evaluation of the contribution of infrastructure to growth and economic development. Poverty reduction requires certain levels of economic growth which, when

matched by sound macroeconomic management and good governance, results in sustainable and socially inclusive development. Moreover, the increasing vulnerability of the poor to unanticipated economic shocks and natural disasters must be reduced to enhance their well-being and encourage investment in human capital and in higher-risk and higher-return activities. Government policy reforms and investment in physical infrastructure will significantly contribute to the pursuit of socially inclusive development (Ali & Pernia, 2003). Roads, railroads, ports, lighthouses, fairways, inland waterways and airports with navigation systems for flight traffic make up the transport infrastructure system. Transport infrastructure systems are often seen as one of the core areas of any government's activities. Over time and in most countries governments have been involved in the introduction of, the construction and maintenance of infrastructure systems. This involvement has led governments to take on a large number of roles in the transport infrastructure sector such as; regulator, financier, owner with responsibility for construction and maintenance and also in certain cases with heavy involvement in the organizations carrying out transport services (Hasselgren, 2012). Sub-Sahara Africa vestiges the poorest region of the World despite the recent noticeable increase in per capital income growth rates of many countries in the region, owing to several decades of economic stagnation, poor standard of living, ethnic cleansing and tribal wars, political instability and environmental disasters which had left infrastructure development uncared for. Infrastructures are goods and services that go into

the production process as complementary inputs for traditional factors of production as capital and labor. The availability of requisite infrastructure and services as well as the efficiency of such services to a large extent determine the success or otherwise of all other production endeavours. Investments in the overall infrastructural growth of a nation such as energy, water, transportation and communication technologies will promote economic growth and help to alleviate poverty and improve living conditions in developing countries.

Theoretical Framework

Indeed, it is impractical to present all the disciplines and relevant theoretical aspects that have shaped the understanding of the subject matter. Therefore, it is believed that it is only important to give the reader a cursory view of some relevant theories underpinning the discuss and whoever may be interested in knowing more about the genesis and developments of these theories may do so by undertaking further research.

Marxist Conflict Theory

As advanced by *Karl Marx (1818-1883)*, the Conflict theory sought new ways to view crime in reaction to the social and political turmoil of the 1960s and the inability of such phenomena to be adequately explained by existing theories (Adler, Mueller, & Laufer, 2004). As such, conflict theory questions traditional values and views laws as existing to maintain the interests of a few specific groups who hold power, be it economic or political Conflict theory is primarily concerned with the concept of power and has its roots in rebellion, class conflict,

and the philosophy of Marxism. The theoretical foundation of conflict theory was laid down by Marx and his philosophies regarding the vast differences in power between groups, the conflicts inherent in the social arrangement between groups under capitalism, and the violent confrontations between social classes. With the unprecedented spate of infrastructural vandalization all over Nigeria, many commentators as ascribed this barbaric crimes to be triggered by growing internalized conflicts against the state,

Marx believed;

- Crime is a seed of conflict.
- The more conflict in the society, the more crime occurs.
- According to conflict theorists, conflict might be over money and other material goods, power, or how a particular issue is decided.
- Societies have a variety of groups, all competing for different goals.
- These groups are dynamic, and change to changing societal circumstances.
- Sometimes groups might align over a particular issue.
- Generally, there are likely to be some groups that are formed due to certain state inflicted grievances.

- All socio-economic interests groups have been characterized by the class struggle.
- Class is indeed a great divider.
- The ruling class owns everything and forces workers into exploitation.
- Capitalism apparently overthrew feudalism, provided goods to more people, and instituted constitutional government
- Marx asserted, that workers are still exploited, paid a fraction of their worth.
- Marx believed that the workers would rise up, take over the means of production. For capitalism will be replaced by socialism, and then by communism.
- The means of production are no longer owned by individuals, the class struggle will cease.
- Marx contended that crime was a function of the economic system capitalism
- Capitalism requires that the lower classes remain oppressed by whatever means necessary, especially through the coercion and violence of the legal system
- Capitalism will collapse when the workers are oppressed. Furthermore, the middle class becomes more sophisticated
- When capitalism is replaced by socialism, will there be a solution to the crime problem
- Criminologists are merely servants to capitalism, to reinforce its values
- Criminologists should develop a political movement to promote revolution for just and equity.

The Deprivation Theory of Crime

This classical theory explains why various societal agents have interaction in violence (riots, rebellion, coups, criminal activities etc.). It examines the psychological causes involving frustration and aggression as the primary source of human tendency for violence. Frustration can be a stronger motivating force and prolonged frustration might cause larger chance for aggression.

Logically, if there is a significant discrepancy between what societal agents think they deserve and what they think they will get, there is a very high likelihood of rebellion. Gurr (1980), posits this to be the case as a result of there's a sense that their expectation can't be met if this status quo is maintained. The first state of affairs is also a desperate one, but it is the second that will be frustrating.

So frustration produces aggression at individual, group and societal levels. This theory might be wont to link rising range of disoriented youths and violent crimes in Nigeria. A country that releases hundreds of thousands of college graduates yearly while no commensurate employment opportunities leads to making a fertile ground for a great frustration among these graduates.

Naturally, there's a sense of expectations once a student finishes from a university without any decent survival anchor his or her expectations fades away and is replaced by feeling of frustration after some years of joblessness caused by lack of opportunities the society offers the young graduate. As frustration prolongs and therefore the feeling of deprivation of what that's expected will increase, there is a greater probability that the individual or people can resort to illegitimate activities in order to actualize their expectations in the society. The rise in violent crimes infrastructural vandalism, kidnapping, prostitution, terrorism etc. committed by youths is a sign of gaps in the society. The society already has expectations for people and established suggests that of achieving them. Which suggests that area unit occupied by the youth state is forty six percent in 2011, this social strata needs to realize the dangers and hindrances that debars them to fulfill social expectations.

The Radical Theory

This perspectives defined in the early years of radical theory continue to serve as a foundation for criminologists interested in anarchism, terrorism, extremism and other branches of radical behavioral studies. Radical or critical criminologists, many of

whom were politically active during the 1960's, generally adhere to Marxist principles. While Marx did not specifically discuss crime, his writings focused on law, power, and social and economic control, each of which is important variables to consider in an examination of crime and justice. Radical criminologists argue that the law serves those with the power to translate their interests into public policy. Rather than accepting the premise of law as a product of consensus, radical criminologists define law as a set of rules defined and enforced by the state. Critical scholars argue that our criminal justice system neutralizes potential opposition to the state by targeting the actions of those who are most oppressed. In addition to controlling opposition, these laws often reproduce hierarchies that serve the interests of those in power.

Radical criminologists challenge mainstream theory's focus on theoretical explanations of the causes of criminal behavior and the measurement of crime reported in the Uniform Crime Reports. The focus on common crimes and individual responsibility, leading to punishments intended to deter individuals from choosing crime, serves the state's interest in repression. Individual blame also diverts attention from structural models of causation and relieves those in power from accepting responsibility. Radicals argue that the discipline of theory, the general public, and politicians focus on crime in the streets, allowing those in power to commit far greater criminal acts with little fear of retribution.

Criminologists also examine the processes through which deviance, criminal behavior, and state responses to crime are socially constructed. This

examination provides insight into the ways state power is used to define challenges to authority. For example, behaviors that threaten the social, economic, and political order are labeled terrorist. Different responses to criminal acts are facilitated when the state-controlled label of terrorist can be applied. Similarly, the focus on repeat offenders, and long prison terms, has centered on street crime rather than corporate or white-collar crime. This pattern also reinforces the perception that individuals, rather than institutions, are to blame for social problems. In effect, the powerful are able to exert social control on the masses while excluding their own acts and the criminal acts of those who serve powerful interests.

Research methodology

At a workshop held in Asaba, Delta state to sensitize youth on pipeline vandalism and militancy in 2014, a compact questionnaire on causes of pipeline vandalism was administered to one thousand and eighty youth among over two thousands attendees.

The research design for this study involved using a questionnaire for data collection. The first part of the questionnaire sought for the biographical details of the respondents, while the second part, has each item of the construct used was presented with four alternative responses from strongly disagree to strongly agree with numerical value 1 – 4. The questionnaire survey followed all the required ethical considerations.

Data Presentation and Analysis of Results

The Questionnaires were administered to one thousand and eighty respondents (1080) respondents, hence analyzed below were the research findings;

Age	Size	Percentages
18-24	541	50.04
25-29	351	32.47
30 and above	188	17.40
Total	1080	100.0

Gender	Size	Percentages
Male	882	81.66
Female	198	18.33
Total	1080	100.0

Table 4.4

EDUCATIONAL ATTAINMENT

Educational qualifications	Size	Percentages
Primary	401	37.09
Secondary	389	35.99
University/Polytechnic/College of Education	191	17.70
Postgraduate	99	9.70
TOTAL	1080	100.0

Based on the research question posed previously, responses from respondents were hereby analyzed below;

ITEMS	Very true	True	False	Very false
1. What is primarily responsible for infrastructural vandalism in Nigeria?				
<u>Poverty</u>	563	300	150	67
2. Does government policy neglect capacity impede infrastructural protection in Nigeria?				
<u>Government neglect</u>	511	380	132	57
3. Is the dragnet of security logistics effective to protect Nigerian Infrastructures?				
<u>Poor security network</u>	780	203	81	16
4. Is the Nigerian legal framework suitably adapted to check infrastructural threats in Nigeria?				
<u>Corrupt legal system</u>	679	321	85	35

Test of Hypothesis;

What is primarily responsible for infrastructural vandalism in Nigeria?

(Poverty)

Descriptive Statistics					
	N	Mean		Std. Deviation	Variance
	Statistic	Statistic	Std. Error	Statistic	Statistic
POVERTY	4	270.0000	108.91816	217.83633	47452.667
Valid N (list wise)	4				

Weighted descriptive values

SAMPLE SIZE	Sample Mean(μ)	MEAN \bar{X}	ST DEV	Z-STAT	P-VALUE
1080	2.5	3.258333	0.917386	-27.1656	0.0000
					($\alpha = 0.05$) 5%

Hypothesis:

H₀: Z > α (5%)

H₁: Z < α (5%)

From the table, the calculated z-score was given as -26.7013, from the normal distribution table the z-score fall under a probability value of 0.0000, our predetermined level of significance (0.05), and our degrees of freedom (df =1), the tabulated P-value is lower than the accepted significance level of 0.05 or 5%, so the hypothesis that the two distributions have a significant relationship is accepted. Therefore, it can be accepted that there is significant relationship between the stated hypotheses. Hence we reject the null hypothesis and therefore conclude that government policy neglect hinder infrastructural protection in Nigeria.

Is the dragnet of security logistics effective to protect Nigerian Infrastructures?					
Descriptive Statistics					
	N	Mean		Std. Deviation	Variance
	Statistic	Statistic	Std. Error	Statistic	Statistic
INSECURITY	4	270.0000	174.36217	348.72434	121608.667
Valid N (listwise)	4				

Weighted descriptive values

SAMPLE SIZE	Sample mean(μ)	MEAN \bar{X}	ST DEV	Z-STAT	P-VALUE
1080	540.0	3.617593	0.940651	-39.0451	0.0000
					(α = 0.05) 5%

Hypothesis:

H₀: Z > α (5%)

H₁: Z < α (5%)

From the table, the calculated z-score was given as -39.0451, from the normal distribution table the z-score fall under a probability value of 0.0000,our predetermined level of significance (0.05), and our degrees of freedom (df =1), the tabulated P-value is lower than the accepted significance level of 0.05 or 5%, so the hypothesis that the two distributions have a significant relationship is accepted. Therefore, it can be accepted that there is significant relationship between the stated hypotheses. Hence we reject the null hypothesis, and therefore conclude that insecurity is responsible for infrastructural vandalism in Nigeria.

Is the Nigerian legal framework suitably adapted to check infrastructural threats in Nigeria?					
Descriptive Statistics					
	N	Mean		Std. Deviation	Variance
	Statistic	Statistic	Std. Error	Statistic	Statistic
CORRUPTION	4	270.0000	108.91816	217.83633	47452.667
Valid N (listwise)	4				

Weighted descriptive values

SAMPLE SIZE	Sample mean(μ)	MEAN (\bar{X})	ST DEV ()	(N-1) df	Z-STAT	P-VALUE
1080	540.0	3.465656	0.891516	179	-35.5963	0.0000
						($\alpha = 0.05$) 5%

Hypothesis:

$H_0: Z > \alpha$ (5%)

$H_1: Z < \alpha$ (5%)

From the table, the calculated z-score was given as -35.5963, from the normal distribution table the z-score fall under a probability value of 0.0000,our predetermined level of significance (0.05), and our degrees of freedom (df =1), the tabulated P-value is lower than the accepted significance level of 0.05 or 5%, so the hypothesis that the two distributions have a significant relationship is accepted. Therefore, it can be accepted that there is significant relationship between the stated hypotheses. Hence we reject the null hypothesis, and therefore conclude that the Nigerian corrupt legal system is responsible for infrastructural vandalism in Nigeria.

SUMMARY

Attempts were made to investigate how policies and practices over the years have secured the infrastructural assets in Nigeria, however as we have realized from experience that nations are obsessed with development, and by these having fairly captured an accurate link between presence of critical infrastructure and economic development of nations, based on different levels, the paper identified critical problems fundamentally as to aggregate the different perspectives to the nature and causes infrastructural destruction.

Using a volatile region in Nigeria, notorious for pipeline vandalism, we extracted our finding from our various respondents and we presented the results of our findings; our results were fairly consistent with socio-economic and psychological analysis and they were that;

- Poverty is responsible for infrastructural vandalism in Nigeria.
- Government policy neglect hinder infrastructural protection in Nigeria
- Insecurity is responsible for infrastructural vandalism in Nigeria.
- Nigeria’s corrupt legal system is responsible for infrastructural vandalism in Nigeria.

The essence of the governance everywhere is to positively impact on the performance of the economy. As a result, a high sense of optimism has emerged concerning the benefits of increased continuous commitment of the government to the course of socio-economic engagement of Nigerians, especially the youths. This eventually spills over into a safe and secure infrastructure, as many analysts and policy makers now believe that the massive infrastructural investments can offer great gains to developing countries of which Nigeria is a dominant part.

Policy Recommendation and Conclusion

Based on the findings of this research work, it is sacrosanct to outline a set of policy recommendation that would be applicable to strengthen the infrastructural protection policies for optimum utilization capacity in Nigeria hence, the following recommendation suffices:

- Social reforms should be considered in the area of alleviation the rising poverty levels in Nigeria.

- There is need to urgently improve collaboration between the privates sector as this will enable corporate synergy where concerns, worries, and challenges of insecurity would be brought to the fore for proper diagnosis.
- Government lack of policy implementation capacity should be readdressed; neglecting critical national issues such as securing valuable infrastructural assets should be seen as a policy priority.
- Legal reforms should be considered in the area of application of the principles of the rule of law where anyone culpable of infrastructural vandalism should be brought to justice
- Corruption in the affairs of governance, funds meant infrastructural procurement, maintenance and security, should be utilized for the purpose for which it was disbursed and ultimately judiciously spent

Towards this end, the public and private sector should facilitate a partnership to tackle this inherent challenges of security gaps Furthermore, empowering the youths by fortifying them with economic power, also orientating them through workshops, and seminars, the security service is not left out, they should perform as well for the sole purpose of ensuring excellence in the quality of security uniquely targeted for protecting Nigeria’s critical infrastructure anywhere is it sited.

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