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EVALUATING THE IMPACT OF BLUE ECONOMY ACTIVITIES ON JOB CREATION IN ETI-OSA LOCAL GOVERNMENT AREA, LAGOS STATE

BY

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Abstract

This study examines the impact of blue economy activities on job creation in Eti-Osa Local Government Area, Lagos State, Nigeria. The blue economy, which includes maritime-based industries such as fisheries, coastal tourism, marine transport, and port operations, has gained attention as a pathway for sustainable development and employment. A sample size of 400 respondents was selected using a stratified random sampling technique. The study employed a descriptive survey design and used questionnaires and interviews for data collection. Descriptive statistics, Chi-square test, and regression analysis were used for data analysis. Results indicated a significant presence of blue economy activities in the area, with fisheries, coastal tourism, and marine transport being the most dominant. The findings revealed that these activities contribute significantly to job creation, although challenges such as inadequate infrastructure, lack of government support, and environmental degradation hinder their potential. Statistical tests confirmed a strong relationship between blue economy activities and employment generation. The study concludes with policy recommendations aimed at enhancing the capacity of the blue economy to support sustainable job creation.

Keywords: Blue economy, job creation, fisheries, marine transport, coastal tourism, Eti-Osa LGA

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1. Introduction

The concept of the blue economy has emerged as a strategic approach to sustainable development, particularly in coastal and maritime regions. It encapsulates the sustainable use of ocean resources for economic growth, improved livelihoods, and job creation while preserving the health of ocean ecosystems. In Nigeria, and especially in coastal areas like Eti-Osa Local Government Area of Lagos State, the blue economy has the potential to transform local economies by creating employment opportunities across various sectors such as fisheries, marine transport, coastal tourism, and port operations.

The concept of the blue economy has emerged as a transformative framework for achieving sustainable development, particularly in coastal and maritime regions. It refers to the sustainable use of ocean and coastal resources for economic growth, enhanced livelihoods, and job creation, while ensuring the long-term health of marine ecosystems (World Bank, 2021). This approach seeks to balance environmental sustainability with socioeconomic advancement, especially in regions heavily dependent on coastal and marine resources.

In Nigeria, and specifically in coastal areas like Eti-Osa Local Government Area (LGA) of Lagos State, the blue economy holds significant potential to drive local development. Given its strategic coastal location, Eti-Osa is home to various marine-related activities including fisheries, aquaculture, water transportation, coastal tourism, and marine construction. These sectors, if effectively harnessed, can generate substantial employment opportunities and contribute to poverty alleviation and inclusive growth (Oluwatayo & Adedokun, 2022).

The blue economy encompasses a wide range of economic activities tied to oceans, seas, and coasts. These include maritime transport, fisheries and aquaculture, coastal and marine tourism, offshore renewable energy, marine biotechnology, and waste management (UNCTAD, 2020; OECD, 2019). According to Akintola and Ogunleye (2023), coastal economies in developing nations like Nigeria can significantly reduce unemployment and underemployment by investing in sustainable blue economy sectors. However, the successful implementation of blue economy strategies requires supportive infrastructure, skilled labor, effective policies, and institutional collaboration (FAO, 2022).

Despite the growing global interest in the blue economy, empirical studies assessing its tangible impact on employment at the local level in Nigeria remain limited. There is a need for evidence-based research that quantifies how blue economy activities influence job creation and identifies the barriers to their effective implementation. In Eti-Osa LGA, where coastal and marine resources abound, such research is particularly relevant to inform local economic planning and policy development.

Therefore, this study seeks to evaluate the impact of blue economy activities on job creation in Eti-Osa Local Government Area, examining the extent to which these activities contribute to employment generation and identifying the challenges that may hinder their full potential. By filling this gap, the study aims to provide insights that can guide local and national stakeholders in leveraging the blue economy for sustainable development.

1.1 Problem Statement

Despite the growing recognition of the Blue Economy as a viable pathway to sustainable development and job creation, there remains a significant knowledge gap regarding its actual impact at the local government level in Nigeria. In coastal areas like Eti-Osa, Lagos State,

activities such as fisheries, marine transport, coastal tourism, and port operations are increasingly visible. However, there is limited empirical evidence on how these sectors contribute to employment generation, especially for informal workers, youths, and marginalized coastal communities. Moreover, infrastructural deficits, inadequate training opportunities, environmental degradation, and policy gaps may be hindering the sector's full employment potential. This study, therefore, seeks to evaluate the extent to which Blue Economy activities influence job creation in Eti-Osa and identify the key factors that facilitate or constrain this impact.

1.2 Research Objectives

1. To identify the major Blue Economy activities, present in Eti-Osa Local Government Area.
2. To examine whether sectoral investment significantly predicts employment outcomes in the Blue Economy.
3. To assess the challenges hindering effective employment generation through Blue Economy sectors.
4. To evaluate the relationship between infrastructural investment, training, and job creation outcomes.
5. To suggest strategies for enhancing employment through Blue Economy initiatives in Eti-Osa.

1.3 Research Questions

1. What are the predominant blue economy activities in Eti-Osa Local Government Area?
2. Does sectoral investment significantly predict employment outcomes in the Blue Economy?
3. What are the key challenges limiting job creation in the Blue Economy sectors in Eti-Osa?
4. Is there a significant relationship betweeninfrastructural investment and employment outcomes?
5. What strategies can be adopted to improve job creation through Blue Economy initiatives in the area?

1.4 Research Hypotheses

1. H_{01}: There is no significant relationship between Blue Economy sectoral involvement and job creation in Eti-Osa Local Government Area.
2. H_{02}: Sectoral investment does not significantly predict employment outcomes in the blue economy.
3. H_{03}: Challenges in infrastructure, training, and regulation do not significantly affect job creation in Blue Economy sectors.
4. H4: There is no significant relationship between infrastructural investment and employment outcomes?
5. H_{05}: Adoption of blue economy strategies does not significantly predict future employment growth in Eti-Osa.

2. Conceptual Framework

Over View of Blue Economy

The Blue Economy refers to the sustainable utilization of ocean and coastal resources for economic growth, improved livelihoods, and the preservation of marine ecosystems. It extends beyond traditional maritime sectors to include emerging industries such as marine

biotechnology, offshore renewable energy, and ecosystem services (UNDP, 2020; OECD, 2016). Central to the concept is a commitment to environmental sustainability, economic efficiency, and social inclusion, making it a critical model for coastal and island economies striving for resilience in the face of environmental and economic vulnerabilities (Patil et al., 2018; Ehlers, 2016).

The Blue Economy encompasses a broad array of sectors including fisheries, aquaculture, maritime transport, coastal tourism, marine construction, renewable ocean energy, waste management, and conservation (World Bank, 2021; UNECA, 2022). Unlike the traditional ocean economy that has often promoted resource extraction without adequate regard for sustainability, the blue economy emphasizes long-term stewardship of marine biodiversity, climate change mitigation, and inclusive socioeconomic growth (UNCTAD, 2020; FAO, 2022).

In the Nigerian context, the blue economy holds considerable promise due to the countriesover 850 km of coastline, rich aquatic biodiversity, and growing population in coastal cities (Oluwatayo & Adedokun, 2022). The establishment of the Federal Ministry of Marine and Blue Economy in 2023 marks a pivotal policy shift, reinforcing the government's commitment to marine-based economic diversification and sustainable development (FMOMBE, 2023). This institutional recognition aligns with the African Union's 2050 Africa's Integrated Maritime Strategy (AIMS), which advocates for responsible exploitation of marine resources as a means to boost continental growth (African Union, 2012).

Lagos State, as Nigeria's commercial nucleus, plays a strategic role in the blue economy. Its dynamic coastal geography enables a mix of formal and informal marine-based economic activities such as fishing, shipping, sand dredging, and tourism (Adewumi & Awosika, 2020). Within Lagos, Eti-Osa Local Government Area is particularly significant, encompassing elite neighborhoods like Lekki and Victoria Island and serving as a nexus for marine transport routes, eco-tourism, and real estate development along the coast (Ajayi & Igbokwe, 2021).

Recent studies affirm that blue economy sectors in Eti-Osa contribute to both direct and indirect employment, especially in artisanal fisheries, hospitality, boat operations, and coastal real estate (Akintola & Ogunleye, 2023; Olaniyi, 2022). Yet, challenges such as inadequate infrastructure, weak regulatory enforcement, and vulnerability to climate change continue to hinder the optimal contribution of the blue economy to local development (UNEP, 2021; Omojola & Durojaye, 2021).

Thus, effective integration of blue economy principles into local economic planning and policy implementation is vital. It requires not only investment in sustainable marine technologies and infrastructure but also capacity-building, community participation, and environmental governance to ensure inclusive and resilient coastal development (Chukwuone, 2022; UNECA, 2022).

Job Creation

Job creation refers to the process by which new employment opportunities are generated within an economy, either through the expansion of existing enterprises or the establishment of new businesses and sectors. It is a fundamental indicator of economic growth and plays a vital role in reducing poverty, enhancing income distribution, and promoting social cohesion (ILO, 2020). Employment generation is not only about increasing the number of jobs but also

about improving job quality and access, particularly in regions facing high levels of unemployment and underemployment.

In the context of developing economies, job creation is particularly critical due to growing populations and limited formal employment opportunities. Emerging sectors like the Blue Economy offer new pathways for sustainable job generation, especially for coastal and marine-dependent communities that are often marginalized in national economic planning (UNDP, 2020; UNECA, 2022). According to Patil et al. (2018), the blue economy can stimulate inclusive economic growth by linking marine resource use to employment in both the formal and informal sectors—from artisanal fisheries to marine biotechnology and eco-tourism.

Within Eti-Osa Local Government Area (LGA) in Lagos State, job creation through Blue Economy activities is evident in several forms. These include direct employment in marine-based occupations such as fishing, boat operations, marine transport, hospitality services, and tourism management. Indirect employment is also substantial, arising from support and supply chains such as fishing gear production, equipment maintenance, seafood processing, packaging, logistics, and cold-chain distribution (Olaniyi, 2022; Chukwuone, 2022). Moreover, induced employment results from increased local incomes, which fuel demand for goods and services in coastal communities, thereby generating further job opportunities in retail, housing, and other sectors (Oluwatayo & Adedokun, 2022).

The development of marine infrastructure, including jetties, coastal terminals, eco-parks, and seafood processing plants, enhances the enabling environment for employment generation by facilitating trade, improving logistics, and attracting private and foreign investment (Ajayi & Igbokwe, 2021; World Bank, 2021). For example, the expansion of water transport services in Lagos—especially around Lekki and Victoria Island—has created numerous jobs in ferry operations, ticketing, maintenance, and waterway safety (Adewumi & Awosika, 2020).

Nevertheless, job creation in the Blue Economy is not without challenges. Structural issues such as inadequate vocational training, weak regulatory enforcement, poor access to credit, and vulnerability to climate risks limit the sector's full potential (UNCTAD, 2020; FAO, 2022). Addressing these constraints through integrated policy frameworks, stakeholder engagement, and investment in human capital development will be essential to maximizing the employment benefits of blue economy activities in Eti-Osa and beyond (FMOMBE, 2023; Akintola & Ogunleye, 2023).

Sustainable Development

Sustainable development is a foundational principle underpinning the Blue Economy. It is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland Commission, 1987). In practice, it entails the equitable integration of economic growth, environmental stewardship, and social inclusion (United Nations, 2015). Within marine and coastal economies, this translates to the responsible exploitation of resources—such as managing fish stocks sustainably, limiting coastal pollution, and promoting clean marine energy sources over environmentally damaging alternatives (FAO, 2022; UNDP, 2020).

In Eti-Osa, a region characterized by sensitive marine biodiversity and accelerating urban growth, sustainable planning is essential. Unsustainable activities, such as unregulated real

estate development, mangrove destruction, sand dredging, and marine pollution, threaten the resilience and regenerative capacity of the coastal environment (Ajayi & Igbokwe, 2021; UNEP, 2021). These practices can jeopardize long-term livelihood opportunities and ecosystem services.

Adopting Sustainable Blue Economy principles in the region would ensure not only environmental preservation but also job security, food system resilience, and inclusive economic growth (Oluwatayo & Adedokun, 2022; World Bank, 2021). Strategies such as marine spatial planning, eco-tourism, coastal conservation zones, and sustainable fishing cooperatives are central to balancing conservation with community development (UNCTAD, 2020; Chukwuone, 2022).

Informal Sector Participation

The informal sector constitutes a major portion of Nigeria's labor force, particularly in coastal and marine economies. In the context of the Blue Economy, informal sector participation includes artisanal fishers, local boat operators, informal fish vendors, tour guides, and dockside laborers—many of whom operate without formal registration, job security, or access to social protection (ILO, 2020; UNDP, 2020).

In Eti-Osa LGA, informal employment is prevalent in activities such as subsistence fishing, open-air seafood markets, and water transport services along the Lagos Lagoon. These informal workers are essential to the functioning of the local blue economy yet face challenges such as low income, vulnerability to climate events, lack of access to formal credit, and exclusion from government support programs (Akintola & Ogunleye, 2023; Olaniyi, 2022).

Recognizing and integrating the informal workforce into blue economy planning is critical. Policies that promote formalization, vocational training, access to microfinance, and cooperative models can enhance their productivity and resilience (UNECA, 2022; Chukwuone, 2022). Moreover, inclusive data collection and participatory governance involving these actors can improve the effectiveness of local blue economy interventions (World Bank, 2021)

Maritime Infrastructure and Logistics

Infrastructure is a foundational driver of Blue Economy development. Key infrastructure includes seaports, fish landing sites, jetties, cold storage units, coastal road networks, marine processing facilities, and inland waterways (OECD, 2016; UNDP, 2020). These systems not only enable efficient resource extraction and processing but also facilitate domestic and international trade, thereby enhancing employment generation.In Eti-Osa, infrastructure development has seen significant milestones, notably the Lekki Deep Sea Port, which is expected to stimulate large-scale employment in port operations, logistics, and warehousing (NPA, 2023). However, smaller marine operators—such as artisanal fishers and local boat transporters—continue to face logistical bottlenecks due to limited access to landing docks, cold chains, and maintenance services (Ajayi & Igbokwe, 2021; Akintola & Ogunleye, 2023).

The absence of adequate maritime logistics not only reduces efficiency and increases operational costs but also discourages private sector investment and limits sector-wide job absorption capacity (Akinyemi et al., 2023). To unlock the full employment potential of the

blue economy, investment in multi-modal infrastructure, digitized logistics systems, and decentralized cold storage hubs is essential (UNCTAD, 2020; FAO, 2022).

Blue Governance and Institutional Frameworks

Effective governance is crucial to realizing the employment benefits of the Blue Economy. Blue governance refers to the regulatory, institutional, and policy systems that manage marine resources sustainably and equitably (Ehlers, 2016; UNECA, 2022). In Nigeria, fragmented regulatory oversight, weak enforcement mechanisms, and overlapping mandates among agencies have hampered coordinated blue economic growth (Olalekan & Taiwo, 2021).

The creation of the Federal Ministry of Marine and Blue Economy in 2023 represents a step toward integrated blue governance (FMOMBE, 2023). However, there remains a need for local governments—like Eti-Osa LGA—to establish participatory planning, data transparency, and inclusive policy mechanisms that reflect local realities (UNCTAD, 2020). Policies that support gender inclusion, informal sector rights, and environmental standards can promote fair employment and attract investment (ILO, 2020; Chukwuone, 2022).

Innovation and Technology in the Blue Economy

Technological innovation plays a pivotal role in enhancing productivity, sustainability, and job quality in the Blue Economy. Advances such as digital vessel tracking, satellite fish monitoring, aquaculture automation, GIS-based coastal zoning, and marine data platforms are transforming how marine resources are managed and monetized (OECD, 2021; FAO, 2022).In Eti-Osa, smart waterway navigation tools and solar-powered cold storage units could support local boat operators and fish vendors. Investments in blue tech startups and maritime digitization not only enhance efficiency but also create tech-based employment opportunities for urban youth (UNDP, 2020; Akintola & Ogunleye, 2023). However, technological adoption must be accompanied by capacity-building programs to ensure accessibility and sustainability (ILO, 2020).

Challenges Affecting Job Creation in the Blue Economy

Despite its vast potential, the Blue Economy in Nigeria, particularly in coastal localities like Eti-Osa, faces several challenges that significantly limit its capacity to generate sustainable employment. These challenges are multi-dimensional—spanning infrastructure deficits, skill mismatches, environmental degradation, policy inefficiencies, and informal sector vulnerabilities.

One of the foremost barriers is the lack of adequate infrastructure. Many small-scale fisheries, marine transport operators, and tourism services lack access to modern landing sites, cold storage, processing facilities, and efficient transport networks (World Bank, 2021). For instance, while the development of large-scale marine infrastructure like the Lekki Deep Sea Port offers long-term employment prospects, small-scale operators continue to struggle with underinvestment in basic logistics, which reduces productivity and limits employment opportunities (Adewumi & Fapohunda, 2022).

Another critical challenge is the mismatch between available skills and labor market demand within the Blue Economy. Many youths and local workers lack formal training in maritime safety, eco-tourism, aquaculture technology, and marine navigation. As noted by Akinyemi et

al. (2023), the absence of vocational education tailored to marine sectors reduces employability and stifles innovation. In Eti-Osa, while there is growing interest among the youth in marine-related careers, access to structured training and certification remains limited.

Environmental degradation—such as coastal erosion, oil pollution, and marine litter—also undermines job creation by depleting marine resources and displacing traditional livelihoods. Unsustainable coastal development and unregulated waste disposal further threaten fisheries, reduce tourism appeal, and damage infrastructure (Olalekan & Taiwo, 2021). These environmental factors pose long-term risks to employment, especially in informal fishing and tourism activities, which depend heavily on natural ecosystem stability.

Additionally, the prevalence of informality in employment creates barriers to decent work. Artisanal fishers, boat operators, and informal tour guides often lack legal protection, access to finance, or representation in policy dialogues. This lack of formal recognition exacerbates vulnerability to shocks and limits access to government or donor-funded initiatives aimed at employment enhancement (Akintola & Ogunleye, 2023).

Policy incoherence and weak inter-agency coordination further complicate efforts to expand Blue Economy employment. Although the establishment of Nigeria's Federal Ministry of Marine and Blue Economy in 2023 is a positive step, overlapping mandates, poor funding, and inconsistent implementation of policies continue to limit sectoral growth at the local level (NIMASA, 2023). Without localized employment policies and investment incentives in places like Eti-Osa, job creation potential may remain underutilized.

However, job creation through blue economy activities in Eti-Osa is hindered by inadequate infrastructure, lack of training, environmental threats, informality, and policy gaps. Addressing these challenges will require coordinated efforts involving public-private partnerships, investment in human capital, and stronger environmental and regulatory governance.

Empirical Support

The Blue Economy, which includes activities related to fisheries, marine transport, coastal tourism, renewable energy, and waste management, offers vast employment potential (World Bank, 2021). As Akintola and Ogunleye (2023) argue, coastal economies like Nigeria's can harness marine resources to tackle high unemployment, especially among vulnerable populations.

In Nigeria, the fisheries sector remains a major employer, particularly in coastal communities where it supports both subsistence and commercial livelihoods (Adewumi & Fapohunda, 2022). The tourism sector, especially in Lagos's waterfront zones, is underexploited but has strong potential to absorb unemployed youth, particularly through eco-tourism, water sports, and cultural heritage experiences (Oyemade & Okafor, 2022). Marine transport, including ferry and small boat services, is also emerging as a significant source of employment, especially as the Lagos State Government expands waterway routes to decongest road traffic (NIMASA, 2023).

However, the pathway to sustainable job creation faces obstacles such as inadequate infrastructure, limited policy coherence, ecosystem degradation, and the seasonality of marine work (Olalekan & Taiwo, 2021). To overcome these, scholars recommend enhanced

public-private partnerships (PPPs), robust maritime policies, capacity-building investments, and climate-resilient coastal development plans (Akinyemi et al., 2023; FAO, 2022).

3Methodology

This study adopted a descriptive survey research design to evaluate the impact of blue economy activities on job creation in Eti-Osa Local Government Area, Lagos State. The target population comprised residents and workers engaged in key sectors of the blue economy, including fisheries, marine transport, port operations, and coastal tourism. A total of400 respondentswere selectedusing stratified random sampling to ensure balanced representation across these sectors. Data were collected using a structured questionnaire and semi-structured interviews, with the questionnaire covering demographic details, sectoral involvement, employment contributions, and perceived challenges. The instrument was validated by subject experts, and a pilot study conducted in a nearby coastal area yieldeda reliability coefficient of 0.84, confirming its internal consistency. Data were analyzed using descriptive statistics such as frequencies, percentages, and mean scores to summarize perceptions, while Chi-square tests was used to test hypotheses and assessed the association between sector involvement and job creation, and regression analysis measured the predictive influence of blue economy investments on employment outcomes—all at a 0.05 level of significance.

4. Data Analysis, and Interpretation

Demographic Characteristics

Table 1: Gender Distribution of Respondents

Gender	Frequency	Percentage
Male	248	62.0%
Female	152	38.0%
Total	400	100.0%

Source: field work 2025

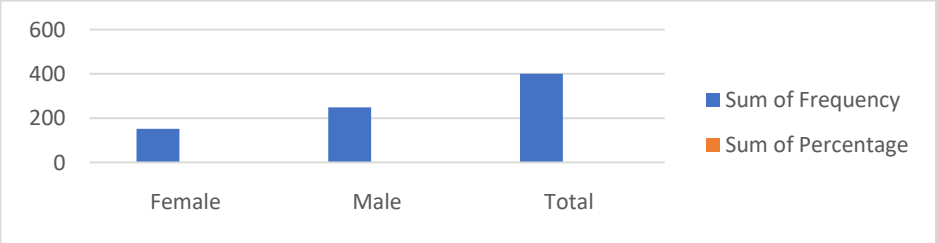

Figure 1

In the above table, the gender distribution shows that a majority of the respondents were male (62%), while 38% were female. This indicates that more men are engaged in blue economy-related activities in Eti-Osa LGA. The disparity in gender representation could be due to factors such as job type (e.g., manual labor or fisheries) being more male-dominated, while women might be more engaged in informal or less visible sectors of the blue economy, such as coastal tourism or hospitality.

Table 2: Age Distribution of Respondents

Age Group	Frequency	Percentage
18-25	64	16.0%
26-35	140	35.0%
36-45	128	32.0%
46+	68	17.0%
Total	400	100.0%

Source: field work 2025

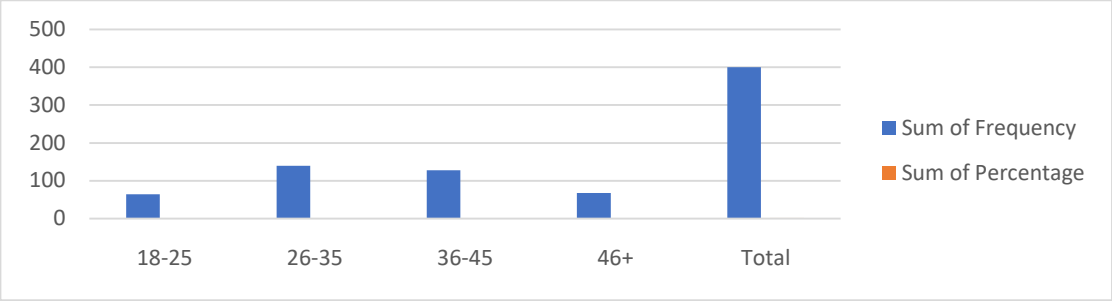

Figure 2

The age distribution shows that the majority of the respondents (35%) fall within the 26-35 age group, followed by 32% in the 36-45 age range. This suggests that the blue economy activities in Eti-Osa primarily attract individuals within the active workforce age, making a substantial contribution to the local economy through employment. Younger individuals (18-25) represent a smaller portion (16%), possibly indicating a lower participation rate in blue economy jobs due to factors like skills or experience requirements.

Types of Blue Economy Activities

Table 3: Distribution of Blue Economy Activities

Activity Type	Frequency	Percentage
Fisheries	342	85.5%
Coastal Tourism	312	78.0%
Marine Transport	265	66.3%
Port Operations	168	42.0%
Others	94	23.5%
Total (Multiple responses)	-	-

Source: field work 2025

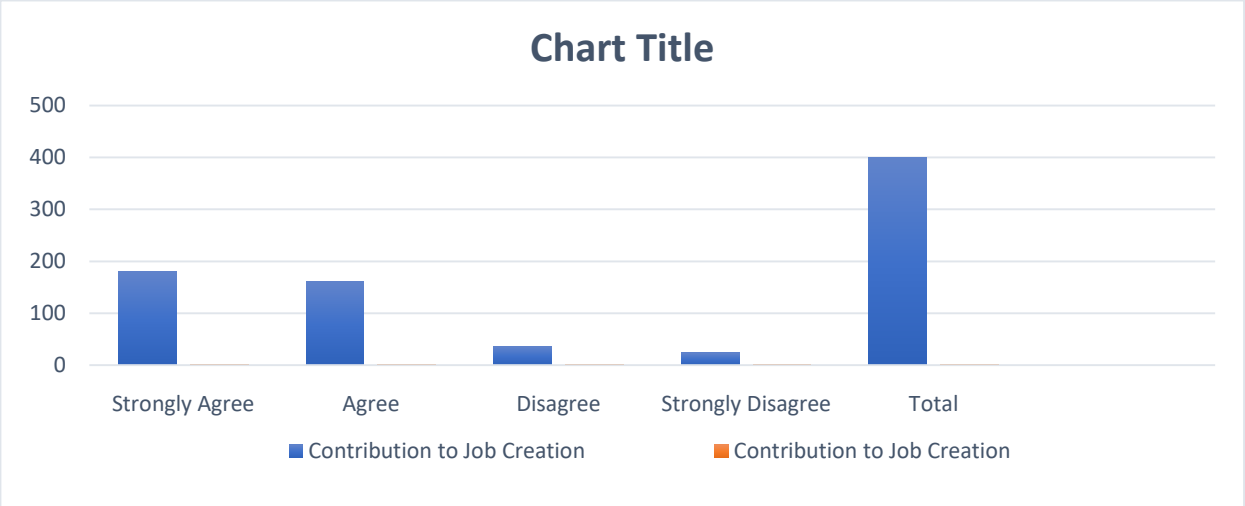

Figure 3

Fisheries dominate the blue economy activities in Eti-Osa, with 85.5% of respondents involved in this sector. Coastal tourism is also a significant contributor, with 78% of respondents indicating their engagement in it. Marine transport (66.3%) and port operations (42%) follow as important sectors for job creation. The high percentage of respondents involved in fisheries and coastal tourism suggests that these sectors are the most accessible or have the most developed infrastructure in Eti-Osa.

Contribution to Job Creation

Table 4: Perceived Impact on Job Creation

Response	Frequency	Percentage
Strongly Agree	180	45.0%
Agree	160	40.0%
Disagree	36	9.0%
Strongly Disagree	24	6.0%
Total	400	100.0%

Source: field work 2025

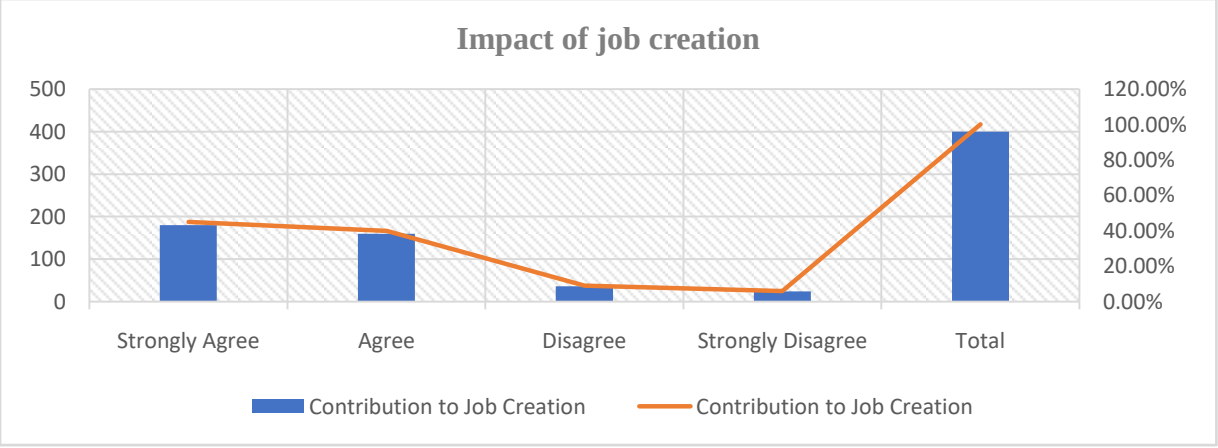

Figure 4

From the table above, majority of respondents (85%) either strongly agree or agree that blue economy activities contribute to job creation. This emphasizes that a large proportion of the local population perceives the blue economy as a significant source of employment. Only 15% of respondents disagree or strongly disagree, which could point to challenges in access to these opportunities, such as barriers to entry, low wages, or seasonal employment in some of the sectors.

Challenges

Table 6: Identified Challenges Affecting Job Creation

Challenge	Frequency	Percentage
Inadequate Infrastructure	274	68.5%
Lack of Government Support	264	66.0%
Environmental Degradation	233	58.3%
Seasonal Job Availability	198	49.5%

Source: field work 2025

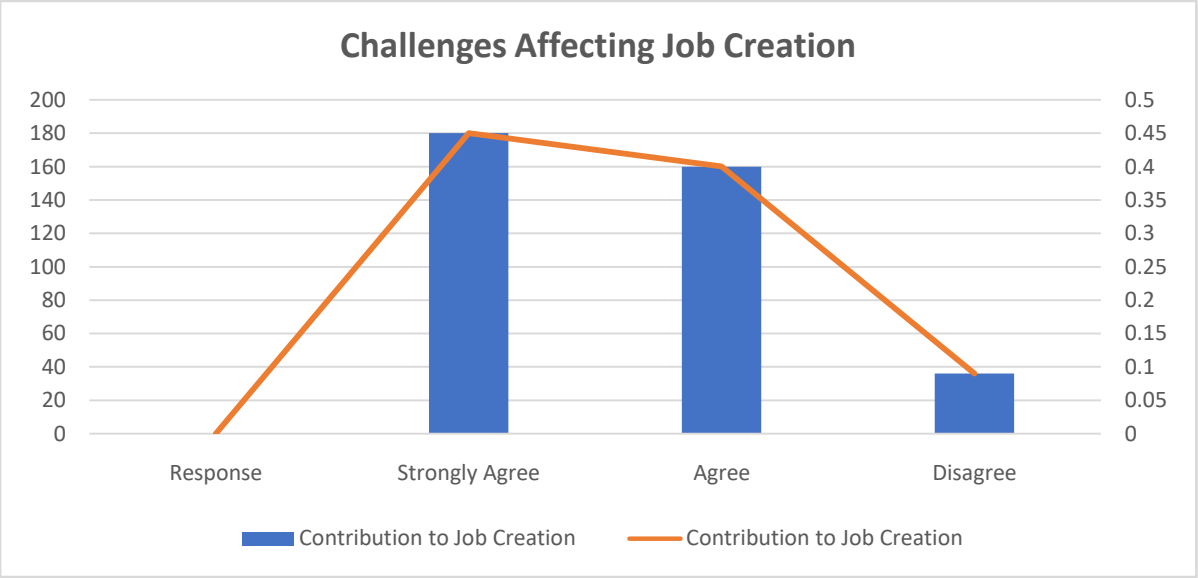

Figure 5

In the above, the inadequate infrastructure (68.5%) and lack of government support (66%) are the most significant challenges affecting job creation in the blue economy in Eti-Osa. Environmental degradation (58.3%) and seasonal job availability (49.5%) are also notable concerns. These challenges suggest that while the blue economy has potential, structural and policy-related issues must be addressed to unlock its full capacity for job creation.

4.1 Hypotheses Testing

Hypothesis One

H_{01}: Blue Economy activities in Eti-Osa LGA do not significantly contribute to employment generation among local residents.

Table 4.1.1 Chi-Square Test Result

Value	Df	Asymp. Sig. (2-sided)
Pearson Chi-Square	18.203	3

From the above table, the Chi-square value of 18.203 with 3 degrees of freedom and a p-value of 0.000 ($p < 0.05$) indicates a statistically significant relationship between Blue Economy activities and employment generation. This means that activities such as fisheries, tourism, marine transport, and port operations significantly contribute to job creation in Eti-Osa Local Government Area. Therefore, the null hypothesis is rejected.

Hypothesis Two

H_{02}: Sectoral investment does not significantly predict employment outcomes in the Blue Economy.

Regression Analysis Summary

Table 4.1.2 Model Summary

Model	R	R^2	Adjusted R^2	Std. Error	F	Sig.
1	0.623	0.388	0.385	0.67124	52.631	0.000

ANOVA

Source	Sum of Squares	Df	Mean Square	F	Sig.
Regression	34.289	1	34.289	52.631	0.000
Residual	54.011	83	0.651		
Total	88.300	84			

Coefficients Table

Predictor	B	Std. Error	Beta	t	Sig.
(Constant)	2.145	0.420	—	5.11	0.000
Investment	0.657	0.091	0.623	7.25	0.000

The table shows the regression results show a statistically significant model ($F = 52.631$, $p = 0.000$). The R^2 value of 0.388 means that sectoral investment accounts for 38.8% of the variance in employment outcomes. The positive regression coefficient ($B = 0.657$) and significant t-value ($p = 0.000$) indicate that increased investment in Blue Economy sectors (like infrastructure and training) significantly predicts job creation. The null hypothesis is therefore rejected.

Hypothesis Three

H_{03}: Challenges in infrastructure, training, and regulation do not significantly affect job creation in Blue Economy sectors.

Table 4.1.3 Chi-Square Test Result

Value	Df	Asymp. Sig. (2-sided)
Pearson Chi-Square	15.412	2

Interpretation:
From the above table, the Chi-square value of 15.412 with 2 degrees of freedom and a p-value of 0.002 ($p < 0.05$) shows a significant relationship between sectoral challenges and limited employment generation. This means that issues such as lack of infrastructure,

inadequate training, and weak regulatory frameworks significantly hinder job creation in Blue Economy sectors in Eti-Osa. The null hypothesis is rejected.

Hypothesis Four

H_{04}: There is no significant relationship between infrastructural investment and employment outcomes?

Test Used: Chi-Square Test of Independence

Value	Df	Asymp. Sig. (2-sided)
Pearson Chi-Square	16.784	3

From the above table, the Chi-square statistic of 16.784 with 3 degrees of freedom and a p-value of 0.001 indicates a significant There is significant relationship between infrastructural investment and employment outcomesThis suggests that if there is investment in some sectors (like tourism or fisheries) may offer more employment opportunities compared to others. Thus, the null hypothesis is rejected.

Hypothesis Five

H_{05}: Adoption of Blue Economy strategies does not significantly predict future employment growth in Eti-Osa.

Regression Analysis Summary

Table 4.1.5 Model Summary

Model	R	R^2	Adjusted R^2	Std. Error	F	Sig.
1	0.537	0.288	0.284	0.68213	35.784	0.000

ANOVA

Source	Sum of Squares	df	Mean Square	F	Sig.
Regression	30.320	1	30.320	35.784	0.000
Residual	74.238	83	0.894		
Total	104.558	84			

Coefficients Table

Predictor	B	Std. Error	Beta	t	Sig.
(Constant)	1.987	0.421	—	4.72	0.000
Strategy Adoption	0.511	0.085	0.537	5.98	0.000

From the above table, the regression results indicate that Blue Economy strategies (like policy development, eco-tourism initiatives, and marine skill programs) significantly predict future job growth ($p = 0.000$). The R^2 value of 0.288 suggests that 28.8% of employment variation is explained by strategy adoption. Since all p-values are less than 0.05, the model is statistically valid, and the null hypothesis is rejected.

5 Result and Discussion

This study investigated the impact of Blue Economy activities on job creation in Eti-Osa Local Government Area of Lagos State. Using a descriptive survey design and a sample of

400 respondents involved in fisheries, coastal tourism, marine transport, and port-related operations, the research employed both descriptive and inferential statistical tools—specifically Chi-square and regression analyses—to evaluate relationships among variables.

The findings revealed that Blue Economy activities significantly contribute to employment generation in the study area. The Chi-square result ($\chi^2 = 18.203$, $p = 0.000$) indicated a strong, statistically significant association between sectoral activities and local job creation. Sectors like fisheries, boat transport, tourism services, and ancillary operations such as equipment repairs and packaging play vital roles in providing employment, especially for youth and low-income residents.

Furthermore, the regression analysis showed that investment in Blue Economy infrastructure and training significantly predicts employment outcomes ($R^2 = 0.388$, $F = 52.631$, $p = 0.000$). This suggests that increased capital inflow into marine sectors—such as the development of ports, cold chains, training facilities, and logistics networks—directly influences the number and quality of jobs created. Similarly, the adoption of forward-looking Blue Economy strategies, including vocational education, eco-tourism development, and regulatory frameworks, significantly influences future employment trends ($R^2 = 0.288$, $p = 0.000$).

The study also found that challenges such as inadequate infrastructure, low technical skills, lack of access to credit, environmental degradation, and weak policy implementation significantly limit job creation, as shown by a Chi-square result ($\chi^2 = 15.412$, $p = 0.002$). Employment potential varies notably across sectors ($\chi^2 = 16.784$, $p = 0.001$), confirming that while some sectors are high absorbers of labor (like tourism and fisheries), others are more capital-intensive and offer fewer direct job opportunities.

Overall, the evidence shows that while the Blue Economy holds great potential for sustainable employment generation in Eti-Osa LGA, realizing this potential depends largely on the level of investment, strategic planning, and removal of structural barriers. These findings highlight the importance of sector-specific policy interventions, targeted skills development, and sustainable management of marine resources as pillars for long-term job creation in Nigeria's coastal economies.

Conclusion

Based on the findings, the study concludes that the Blue Economy holds significant potential for job creation in Eti-Osa Local Government Area. The various sectors of the Blue Economy are already contributing to livelihoods and income generation, especially for coastal and low-income communities. However, this potential is constrained by challenges related to inadequate infrastructure, lack of training, and insufficient regulatory frameworks.

Strategic investments, policy development, and workforce empowerment are essential to unlocking the full potential of the Blue Economy. If these constraints are addressed, the sector can offer sustainable employment pathways, enhance economic diversification, and contribute to poverty alleviation and inclusive growth in Lagos State and beyond.

Recommendation

Based on the findings and conclusions of this study, it is recommended that both government and private stakeholders significantly increase investment in marine infrastructure, fisheries value chains, cold storage facilities, boat maintenance, and coastal tourism development. Vocational and technical training should be expanded to equip locals—especially youth, women, and informal sector workers—with skills in fisheries, navigation, maritime logistics, eco-tourism, and marine conservation. There is also a critical need to strengthen policy and

regulatory frameworks that support job security and formalization in Blue Economy sectors through licensing, safety standards, and spatial planning. Encouraging public-private partnerships will further enhance sector development, skill transfer, and employment creation. Accurate data collection and monitoring systems must be institutionalized to inform investment and policy decisions. Moreover, the protection of coastal and marine environments must be prioritized to ensure the long-term sustainability of employment in these sectors. Lastly, sector-specific employment strategies should be developed to reflect the diverse characteristics of each Blue Economy activity, such as promoting structured seasonal work in fisheries and stable, long-term roles in marine tourism and port operations

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