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TREND ANALYSIS OF IMPACTS OF CARGO PILFERAGE RISK ON POST CONCESSION CARGO THROUGHPUT PERFORMANCE OF NIGERIAN SEAPORT TERMINALS

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ABSTRACT

The aim of this study is to analyze the impact of cargo pilferage risk on post concession cargo throughput performance of seaport terminals in Nigeria. The simple regression analysis model was used to achieve this objective. Data on post concession cargo throughput performance and cargo pilferage in Nigeria seaport terminals from 2002 to 2012 were collected from the Nigerian ports authority (NPA) statistical reports. Hypothesis was set to test all the data collected using t-test. The test showed an acceptance of the null hypothesis with the conclusion that there is no significant impact of cargo pilferage risk on the cargo throughput performance of seaports in Nigeria in the post port concession era. Recommendation was made based on the research findings.

KEYWORDS

Analysis, cargo pilferage risk, post-concession, throughput, performance.

INTRODUCTION

Seaport infrastructures and terminal facilities play strategic facilitative role in the development, growth and sustenance of international seaborne trade. They sustain the domestic and global systems of logistics and supply chain network, by provision of materials management and cargo handling super structures, storage and warehousing facilities, and other logistical services, that enables seaborne cargo of heterogeneous kinds to be efficiently and cost effectively delivered to consignors.

Agim, (2014) observed that consignors, terminal operators, ship operators, and consignees of various cargo kinds handled by the port terminals faces risk of financial liability for loss of full container loads (FCL) or less than container loads (LCL) of such seaborne cargoes. Ndikom (2006) noted that cargo transiting via seaport terminals in Nigeria over the years faced various risks militating against the successful delivery of cargo without loss or damages to consignees. Okon, (2010) opined that such risks represent threats and hazardous conditions which endanger safety of cargo delivery and financial investment in cargo being handled in port terminals. Agim, (2014) stated that in both pre and post port reform eras, seaborne cargo transiting through Nigeria port terminals faced the risk of cargo pilferage, risk of damage during stevedoring and handling, risk of wrong delivery with all endangering the safety of financial investment in cargo.

Mars, (1994), defined cargo pilferage in seaport terminals as the Act of stealing cargo transiting through the seaport by dockworkers and or, other persons having access into the seaport terminals whether in large or in small quantities. Cargo pilferage/theft in Nigeria port terminals reached maximum in the pre-port reform era, proceeding the year 2001. Seaport terminals in that era observed Ndikom (2006), witnessed the prevalence of Wharf rats (Cargo thrives), who got so highly organized in the crime that cargo pilferage/theft developed into an organized crime involving both dockworkers, some management staff of terminal operators, other port stakeholders, and external individuals. This was supported by the views of Aipre-concession era in Nigeria was characterized by cases of insecurity of seaborne cargo transiting through the seaport terminals. Airahubor (2011), who posited that the attendant problem of discrete cargo theft and in some cases outright theft/flying of stuffed containers. The effect of this is the high cost of transiting cargo through Nigeria ports, as underwriters were made to charge higher premium on Nigerian bound consignments, following high risk of theft/pilferage and loss (Airahubor, 2011).

Failure to secure and provide safety for cargo in seaport terminals, indicates the failure of the port system, which consequently signals the breakdown of international trades logistics and supply chain systems flow, for continuity of investment, its sustenance, growth and development. This may cause shippers to loose their investment in cargo while port service delivery and performance will be derailed (Albert, 2014).

Albert (2014) opined that both seaports and inland ports in Nigeria have provision for large storage and warehousing facilities, transit shed, stacking areas, silos, tank farms, provided by both private and public stakeholders, to safely store and secure import and export cargo transiting through the ports. The extent to which the provision of these facilities has gone in curtailing cargo theft/pilferages and the relationship between the existence of these facilities and cargo theft/pilferage in Nigeria is uncertain. A major challenge facing the seaports, even in the post reform era of privatized seaport terminals remains cargo pilferage/theft (Ndikom, 2005).

LITERATURE REVIEW

The process of cargo delivery from seaport begins with vessel arrival in the allocated berth with the Cargo fully discharged onto the quay side from where it is moved to the transit shed, stacking area and or warehouse for temporary storage pending the conclusion of documentation formalities, duty assessment and payment, customs examination and government regulation agencies requirements (Ifezue, 1999).

Agim, (2014) reported that seaborne import cargo get exposed to the risk of pilferage/theft in the port from the point when it is discharged from the vessel onto the quay apron, up to the period it awaits in the transit shed, stacking area and warehouse (cargo dwell time), awaiting delivery by the consignee. Cargo theft/pilferage risk in seaports in Nigeria increases with increase in cargo dwell time (length of time/period between arrival of cargo in the seaport and its delivery by the consignee), and decreases with decrease in cargo dwell time (CDT) in the seaport (Agim, 2014). Shippers and freight forwarders can limit risk of

exposure of cargo to pilferage/theft by securing early clearance for their consignment as it arrives the port, and limiting cargo dwell time (CDT) in port by taking delivery of all cleared cargo to the destination (Fezue, 1999).

Agim (2014) noted that quicker and successful cargo clearing and delivery from seaport terminals in Nigeria to owner-consignees, suffer challenging setbacks which include; variation in interpretation of tariff by custom officers, wrong classification of cargo by inspection agents and freight forwarders culminating delays in cargo release, wrong cargo particulars, slow and inefficient documentation system, frequent labour dispute.

Harilars (1992) observed that the productivity of the seaport is usually affected by cargo theft challenges as seaports with prevalence of cargo pilferage problem tend to show less competitive ability than terminals with zeronized cargo pilferage challenges. Throughput performance of cargo pilferage prevalent port terminals may plummet, affecting negatively returns on investment in port terminal infrastructure. Statistics by Nigeria ports authority NPA (2012) showed a direct relationship between cargo throughput performance of Nigeria ports in the post concession era and volume of cargo pilfered in the terminals, as cargo throughput performance of the ports increase, cargo pilferage through the port terminals also increased in a similar manner over the period, until in the year 2007 while volume of pilfered cargo showed a sharp decline from the 2006 value, while cargo throughput performance of the port continued to rise (NPA, 2012).

A cargo safety and security assessment (CSSA) on cargo dwelling in, and transiting through seaport terminals is a necessity to unearth the risk factors that could subject cargo to pilferage/theft. Preventive action could thus be applied based on the CSSA to terminate anticipated pilferages.

OBJECTIVES

The main objective of the research is to assess the impact of cargo pilferage on the post-concession cargo throughput performance of seaport terminals in Nigeria. The specific objectives are:

1. To ascertain the quantitative relationship between cargo throughput performance of Nigeria seaports and cargo pilferage/theft in the port from 2002-2012.
2. To establish the trend of cargo pilferage/theft in Nigeria ports in the post concession era.

HYPOTHESIS

H_{0A}: There is no significant impact of cargo pilfered in seaport terminals on the cargo throughput performance of the ports over the period covered by the study.

METHODOLOGY

The research adopted an analytical method in which data was obtained on cargo throughput performance of Nigeria seaports and volume of cargo pilfered (VCP) in the port terminals in the post reform eras from 2002 to 2012. The above data on cargo throughput and volume of cargo pilfered (VCP) are denoted as Y_c and X_c respectively and analyzed using regression analysis with Y_c and X_c representing the dependent and independent variables respectively. T-test was used to test the hypothesis.

We assume linearity of relationship between the variables and propose that;

$$Y_c = a + bX_c + e$$

Where

Y = Cargo throughput

a = intercept

b = Coefficient

X_c = volume of pilfered cargo (VPC)

e = error term

DATA PRESENTATION

TABLE 1: CARGO THROUGHPUT AND VOLUME OF CARGO PILFERED IN NIGERIAN SEAPORTS FROM 2002-2012 IN METRIC TONES

S/No	Year	Cargo throughput Y _c	Volume of pilfered cargo X _c
1	2002	36,987, 241	6, 004
2	2003	39, 765, 945	6, 842
3	2004	40, 816, 947	8, 3741
4	2005	44, 952, 078	9, 322
5	2006	49, 173, 324	4, 151
6	2007	57, 473, 350	3, 322
7	2008	64, 372, 749	4, 596
8	2009	65, 775, 509	4, 596
9	2010	76, 744, 727	3, 093
10	2011	83, 461, 697	2, 111
11	2012	89, 506, 535	3, 013
Total		229, 523, 567	

Source: Nigeria Ports Authority statistical Reports, 2005, 2010, 2013 editions.

REGRESSION

DESCRIPTIVE STATISTICS

	Mean	Std. Deviation	N
Cargo Throughput	59002736.5455	18439210.08793	11
Cargo Pilfered	5107.3636	2378.86979	11

CORRELATIONS

	Cargo Throughput	Cargo Pilfered
Cargo Throughput	1.000	-.783
Pearson Correlation		
Cargo Pilfered	-.783	1.000
Cargo Throughput	.	.002
Sig. (1-tailed) Cargo Pilfered	.002	.
Cargo Throughput	11	11
N Cargo Pilfered	11	11

VARIABLES ENTERED/REMOVED^a

Model	Variables Entered	Variables Removed	Method
1	Cargo Pilfered ^b		Enter

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	Change Statistics				
					R Square	F Change	df 1	df 2	Sig. F Change
1	.783 ^a	.613	.570	12090977.46803	.613	14.257	1	9	.004

a. Predictors: (Constant), Cargo Pilfered

ANOVA^A

Model	Sum of squares	df	Mean Square	F	Sig.
1. Regression	2084319061475 343.000	1	2084319061475 343.000	14.257	.004 ^b
Residual	1315725625191 286.000	9	1461917361323 65.120		
Total	3400044686666 629.000	10			

a. Dependent variable: Cargo Throughput

b. Predictors: (Constant), Car go Pilfered

COEFFICIENTS^a

Model	Unstandardized		Standardized Coefficients		t	Sig.
	B	Std. Error	Beta			
1. (Constant)	89998919.094	8982037.096		10.020	.000	
Cargo Pilfered	- 6068.920	1607.277	-.783	-3.776	.004	

a. Dependent Variables: Cargo Throughput

DISCUSSION OF RESULT

The output of the result of the analysis showed the quantitative relationship and impact of cargo pilferage on post reform cargo throughput performance of Nigerian seaport as: $Y_c = 89998919.094 - 6068.920 X_c + e$

The average (mean) cargo throughput of the ports over the period is 59002736.55 tons with a standard deviation of 18439210.09, and the average (mean) quantity of cargo pilfered from the seaport terminals in each year over the same period covered by the study (2002-2012) is 5107.40 tons. The multiple R indicating the degree of association between post reform seaport performance measured by cargo throughput and volume of cargo pilfered (VCP) from the port terminals over the same period is 0.783 while the R square is 0.613. The R square result indicates that about 61.39% variation in cargo throughput of the seaports over the period covered by the study is explained by cargo pilfered from the port terminals.

The t-test showed a t-stat of -3.776 and t-critical of 1.81 at (n-1) degrees of freedom. Since t-stat is less than t-critical, i.e. $-3.776 < 1.31$, we accept the null hypothesis H_{0A} and conclude that there is no significant impact of cargo pilferage on the cargo throughput performance of seaports in Nigerian in the post port reform era. Figure 1 showed a decreasing trend in the volume of cargo pilfered in the seaports over the same period (2002-2012).

CONCLUSION

From the above analysis, a sharp and consistent decline from the year 2005 in VCP in the seaports is noted and an increasing cargo throughput performance from 2002. In conclusion, the result showed that there is no significant impact of cargo pilferage on cargo throughput performance of the ports in post reform era.

RECOMMENDATION

It is recommended that cargo safety and security assessment (CSSA) be conducted on cargo transiting through, and dwelling in the seaport from the point of their arrival, by terminal operators to unearth the risk factors that could increase pilferage risk, and eliminate it.

Policy framework must be developed to eliminate administrative bottlenecks on cargo clearing procedures by government agencies. This will limit or reduce cargo dwell time (CDT) in ports and limit risk of cargo exposure to pilferage.

Policy should be made to streamline the operation of multiple government agencies involved in cargo inspection. The multiplicity of such agencies must be discouraged by reducing the number of such agencies or at least, to ensure strict adherences to joint cargo examination (JCE) policy by all such agencies.

Lastly, terminal operators must be compelled by policy regulation to adequately fund cargo safety and security programs and schemes of the ports Authority, particularly the access control programme of the Nigeria ports Authority (NPA) in the implementation of the ISPS code, which seeks to deny non port users access into seaports. Cargo safety and security (CSS) must constitute a major component in maritime safety and security programmes and schemes of the seaports.

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