



Freight Safety in Freight Forwarding Business in Nigeria: The Challenges and Preventive Measure

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Authors' contributions

This work was carried out in collaboration between both authors. Author AAA prepared the preliminary draft of the manuscript, wrote the section management and challenges in freight forwarding business in Nigeria, security initiatives to check cargo movement, preventive measure Mechanism and conclusion. Author IAB contribute the following overview of cargo security, morphology of cargoes and recommendation. Both authors read and approved the final manuscript.

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ABSTRACT

Over the years, water transportation has been a major way of carrying over 90 percent of the physical carriage of Nigeria's external trade . "The reason behind this overwhelming dominance of water transportation, compared with others can be seen in over congestion of most of our sea ports in Nigeria, even in other countries of the world, can be seen in the over congestion of most of our sea ports in Nigeria."

However, the issue of safety and security in the maritime industry is a serious and complex one. The economic losses arising from security lapse in most of our ports in Nigeria have become unacceptable in today's commercial climate. The most noticeable disruptions in our present day commercial climate are in the form of kidnapping, terrorism, theft of valuable cargoes, politically

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motivated crimes. In maritime business world, the undisputed facts are that, loss prevention mechanism which include security, safety, fire and risk management are top priority concerns. This paper has however attempted to analyze the contributing factors to insecurity in most of our seaports in Nigeria. And how insecurity in Nigeria sea can be curtailed or eradicated with the enabling laws governing the usage, management and control of the Nigeria sea ports.

Keywords: Freights; safety; forwarding; business and Nigeria.

1. INTRODUCTION

The development and evolution of freight forwarding practice in Nigeria is on the threshold of a global evolution through International trade. Freight forwarding thus remain an important key player in Nigerian economic and integration process [1,2].

Nigeria, which is a major player in the west African economy, accounts for more than 60% of total seaborne traffic in volume and value for the entire west Africa sub-region, thus this development makes the role of freight forwarding more challenging [3,4].

The practice of freight forwarding before the enactment of Council for the regulation of freight forwarding in Nigeria (CRFFN) by Act No 16 of 2007, was not of a globally accepted standard even though freight forwarding has been in place since early 1914, they operated under chaotic , traumatic and uncoordinated government policies [5,6]. Fortunately, there has been a paradigm shift from the former situation. In order words, the practice of freight forwarding presently, when measured by known indices , can be favourably ranked with other practices in the advanced maritime world.

Despite the fact that freight forwarding in Nigeria has been in place since the days of the export of groundnut as cash crop in early 1914, the profession became recognized as a distinct union by the Association of Nigerian licensed Customs Agents (ANLCA) through the Act of Parliament in 1954 [7-9]. This body became the mother of the various maritime associations in Nigeria today.

Its relevance and prestige was unquestionable until the 1990 when its fortune started to decline. The breakup of Association of Nigerian Licensed Custom Agent resulted in multiplicity of trade associations that led to the deterioration of standards of freight forwarding practice. The practice became like the proverbial blind the blind. There was no regulation and control. They

were seen as the weakest link in the global transportation chain.

This paper has however examined those obstacles causing the slow transactions of freight forwarding business in Nigeria , the causes and suggested solutions and recommendations were provided.

2. MANAGEMENT OF FREIGHT FORWARDING BUSINESS IN NIGERIA

As it is well known, the rate of cargo loss, theft, pilferage and damages has been a continuous nagging problem to port managers, operators and users. So also are increased insurance claims occasioned by loss of cargo or pilferage. The overall effect of these problems is undermining the future prospect of the Nigerian maritime industry. It is making the industry unable to compete adequately within the West African sub-region. Perhaps, the greatest of these negative effects is the making of the nation's operating costs, delays in cargo handling and delivery [10,11]. The greatest impact of these negative effects is the making of the nation's seaports to operate bellow installed capacity which, from the economic point of view, is misallocation of resources given the combined huge investment made on port development in the government and other port users such as Haulage firms, clearing and forwarding companies and warehouse operators.

Ordinarily, cargo is the lifeblood of the maritime transport and the essence of all operations in the industry must be to ensure proper management of freight and cargo in such a way as to:

1. Guide against damages of freight
2. Guide against loss/pilferage
3. Ensure safe delivery/arrival; and
4. Curtailing indirectly the multiplier effect of cargo damage/loss on the economic space of the country.

Those are the objectives good maritime freight management should seek to achieve.

3. CHALLENGES IN FREIGHT FORWARDING BUSINESS IN NIGERIA

“The maritime industry, from 2014 until now, in Nigeria suffered series of disruptions.” “Through this period alone, there was one trade war after another.” The Tin can Island and Apapa gridlocks made the problem worse with complaints from everyone involved doing business in, or residing in, the commercial zone. There was also retrogression on the part of the indigenous shipping companies as government failed in its policy expectations.

The failure of the ministry of transportation and its agency the Nigerian maritime administration and safety agency (NIMASA) in managing cabotage shipping regime shipping community. Many of the companies sacked their staff as there was no business. The situation was compounded with the decision of the Federal government to continue to hold on permanently to the proceeds of the cabotage vessel financing fund (CVFF) that ought to have been disbursed to indigenous shipping development and for administrative cost, it is from the 2% that NIMASA raises the fund that is supposed to be in (CVFF)

During the years under review, there were efforts at addressing the high cost of doing business at the nation's ports with the appointment of the Nigerian Shippers' Council as the economics regulator by the Federal government.

But regulation is being resisted by multinational shipping agencies and terminal operators.

The following are some of the challenges which have either directly indirectly affected freight forwarding business in Nigeria

3.1 Gridlock in Major Roads Leading to Seaport in Lagos

Both the Federal government and the Lagos state government have made efforts to address the Apapa gridlock the problem remained the same. The commercial zone has remained in siege. There is the truck and tanker menace. Although government tried to keep some of the trucks/ tanker off the road during the day. It did not work and there is every indication that government agencies responsible for this are overwhelmed by this situation which is difficult to manage. In an attempt to proffer solutions, stakeholders suggest that the only solution is to

relocate the tank farms out of the area, the move to relocate such is to going to gulp a lot of money to achieve that.

3.2 Indigenous Shipping Collapse

Indigenous shipping business is currently in a state of collapse. This opened the way for foreign shipping companies which have dominated the sector. It would be recalled that government had in 2003 introduced the cabotage shipping law which reserves affreightment of cargo within the nation's coastal waters for local shipping companies, except foreign vessels with waivers. But the failure of (NIMASA) to enforce the law preventing foreign vessels from participating this trade has left local shipping companies out of business. Foreign vessels come into the coastal waters and anchor there waiting for business. Incidentally they are encouraged by the (NNPC) and multinational oil companies who argue that Nigerian companies do not have seaworthy vessels required for such business. This has however refuted by the former president of Nigerian shipping companies association (NISA). The situation is even made worse as the presidency is said to have failed in giving a green light for the disbursement of the (CVFF) to six local companies that have been selected.

3.3 Controversial Gun Boats

Sometimes ago, Nigerian Maritime and Shipping Administration Agency (NIMASA) was enmeshed in a controversy involving the former ex-militant, Tompolo, whose company was reported to have acquired six gun boats for the apex maritime agency. Many have questioned the arrangement but outcome of the investigations have not been made known to the general populace.

3.4 Shipping Charges

Following protests by importers customs agents over illegal charges by shipping companies and terminal operators, the Federal government early in 2018, announced the appointment of the Nigerian shippers' Council (NSC) as the parts Economic regulator, though the charges after much consultation with stakeholders in the maritime business got it reduced.

3.5 Auto Policy

The auto policy which took effect July has had serious effect on importation of vehicles into country. This has also affected prices of vehicles.

Those who bought cars in the past few months in year 2018, have had to pay more as a result of that policy regulation. The policy also took a toll on the revenue of the Nigeria custom service (NCS).

3.6 Destination Inspection by Custom

The decision by the Federal government to ask the Nigerian custom service to take over from the former service to have paid off. This is being celebrated by the custom service. The pre-arrival assessment report (PAAR) which had initial technology problem coupled with the backlog of Risk Assessment report (RAR) left by the former service providers has been addressed, now the complaints by importers and customs agents on the delay in getting PAAR report have reduced.

3.7 Impacts of Challenges at the Ports, Business and Economy

Sustained inefficiencies at the Nigerian ports continues to take its tolls on business and the larger economy. As a result of that, businesses are shrinking closing down or running far below installed capacity with the implication on trade flows and gross domestic product (GDP)

4. FREIGHT MANAGEMENT AND CARGO HANDLING PROCEDURES

No doubt, over the years, various procedures have been evolved and perfected in the maritime transport industry on how best to manage and handle the effect freight generate. Devoting a lengthy time to discussing the various well known method in maritime freight/cargo handling will be an unnecessary adventure. What is pertinent is to highlight the basic fundamental issues to be taken into consideration before formulating any management strategy for handling cargo. More importantly, these cargo/freight management strategies cannot be static; rather, they should be dynamic because they have to develop in tune with change taking place both locally and internationally in port and shipping operations.

Critical factors which influence freight management decisions in maritime are the type and characteristics of freight management involved; the origin and/or destination; the packaging unit system of the cargo as well as transport facilities available. All these helps to determine how cargo/freight are handled and managed.

Specifically, the under listed issues are among the basic requirements for formulating a cargo/freight management system in the maritime industry.

They are:

1. Type of port-physical characteristics such as:
 - Size
 - Specialized/multipurpose;
2. Change in port operations;
3. Shipping and ship design;
4. Type and characteristics of freight/cargo;
5. Origin/Destination of cargo;
6. Transport (overland) alternative.

Generally, apart from the procedural requirements to be observed in formulating freight management strategy, there is need to examine, along with the basic problems affecting the maritime industry.

Problems that may affect how cargoes are handled and managed in the ports are:

1. Physical
2. Economic/Social
3. Manpower/Human Resources
4. Mechanical/Equipment
5. Administrative etc.

5. OVERVIEW OF SECURITY AND SAFETY ISSUES IN CARGO MOVEMENT

In international movement of cargo, the issue of safety and security of goods has become an unending global issue because of the huge loss faced or experienced by the players involved in the entire transport chain. This in no small measure had led to the closure of organizations accommodating large number of workforces, economics of nations were negatively affected, and a whole lots of negative outcomes on the global scene emerged as a result of international crime and terrorism. This has become a major concern to both government and businesses due to the vulnerability of international supply chains to being either a direct target for crime and terrorism or a means to deliver weapons.

With this development, this work will focus on the concepts of security and safety, the place of the freight, risks involved by the players and security

initiatives suggested to help address this global challenge.

6. THE ROLE OF THE FREIGHT FORWARDER

Simply put, the art of freight forwarding is the consolidation of volume and weight cargo. The process at which a passenger or a shipment moves from one place to the other is basically the same.

In the first place, a shipment can't walk and ask for directions. It depends on numerous people to make sure it gets shipped, offloaded in a timely manner and delivered to the right place. That is what freight forwarders are for getting a shipment through a maze of obstacles to where it is supposed to be on time.

Apart from industrial shipping where ship owners control their own cargo, shippers or ship-owners usually meet directly. Freight forwarders act on behalf of shippers as when shipping agents represent ship-owners. Non-vessel operating common carriers (NVOCCS) and multi-modal transport operators (MTOs) are a variation of freight forwarders, in that they act on their name: i.e. as principals for the goods not as agent.

In the United States, a freight forwarder is defined as a person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. And they are licensed as licensed by the Federal Maritime Commission (FMC) as Ocean Intermediaries. However, today, freight forwarding has gone beyond the provision of shipper's agency to include logistics and value added activities.

The Act 2007 of the council for the Regulation of freight forwarding in Nigeria, defines the freight forwarders as any person or company who arranges the carriage of movement of goods and associated formalities on behalf of an importer or exporter along the international boundaries of seaport, cargo airports or land border stations while in reality, freight takes place within national borders also.

A freight forwarder can also help shippers determine which mode of transport is a viable option. Most world trade (in volume terms) travels by container ship. Air freight is obviously faster, but it is significantly more expensive as long distance airfreight rates per kilogram are commonly seven to 10 times higher than long-

distance ocean freight rates. A freight forwarder is expected to help an exporter's ship cost effectively meet both the production schedule of the exporter and the requirements of the exporter's customers overseas.

There are standards for the operations of freight forwarders.

The FIATA, the global body that regulates freight forwarding in most nations of the world, has put up standard trading conditions to assist freight forwarders in the execution of their business activities while aligning with global best practices.

7. CARGO SECURITY AND SAFETY THREATS/CHALLENGES

To start on this critical aspect of trade facilitation, it's important we look at the meaning of the fundamentals "security and safety".

Security connotes the state of being free from danger or threat, Cambridge English dictionary defines "security" as the protection of a person, property, building, organization or country against threat such as crime or attacks by foreign countries, safety is also seen as preventer's damages as a result of conscious act.

Safety on the other hand is the condition of being free from protected from or unlikely to cause danger, risk or injury. Business dictionary sees as a relative freedom from danger, risk or threat of harm, injury or loss to personnel are for property, whether caused deliberately or accidentally. Safety is seen as prevention or damages a result of an accident.

Cargo security and safety is a major concern to the business community globally today. The expectation of cargo owners is that the seaports which is a major corridor for the passage of cargo should be safe and secured, the contrary to say is the result. Frauds are perpetrated through diver's means in most seaport. These vices are carried out through documentary fraud, insurance, scuttling, and deviation of chartering ship. These are no doubt, by time in nature as frauds particularly in the Maritime Industry, these activities are perpetrated because of the inter-related and inter-dependent activities

Practically, goods are tampered with while in transit particularly when they are not properly

packaged. When goods are not well secured and packed, there is every likelihood for them to be stolen or damaged.

Goods are also tampered with at the port of destination if the security and safety measures are not particularly put in place. Similarly, it is possible to discharge a cargo meant for one port at another port that does not exercise careful checking of entry into the ship. That in a way could give room for stealing and pilferages.

The issue of piracy is another challenge and threat to cargo movement on the waterways. This level of chains that is either a direct target for crime and terrorism.

8. SECURITY INITIATIVES TO CHECK CARGO MOVEMENT IN SEAPORTS

Cargo security is not just a national challenge but a global challenge faced by nations of the world. However, as a response to the new threat to international trade and facilitation, some measures or initiatives were taken to address the seeming challenge.

On safety of cargo, there are laid down operational procedure to ensure the security of cargo in our ports the good brought into ports are jointly checked by the representatives to the ship, the terminal operators and the Nigerian ports and the disciplinary records are jointly taken.

Secondly, the stevedores ashore and those working on board the ship are supervised to avoid damage to cargo. The terminal operators must as a necessity ensure that their workers or outsourced Dockworkers are required to operate with safety gears in the interest of safety of the cargo and person. Through surveillance is maintained throughout the clearance process by security personnel in various locations of the ports to container or steal goods.

On safety of persons and goods in ports, there are laid down procedures in compliance to international regulations, where each port must as a necessity have safety officers. Similarly, there are other safety precautions put in place such like speed limitation within the seaports just like in any industrial area in order to reduce accidents. Smoking in the port and driving along the quay and prohibited. The quay apron is the operational platform for ship and ashore. Workmen are provided with safety appliances e.g. helmet, overall, safety shoes etc. This is

done along with other safety regulations for ports.

In Nigeria seaport, the role of the police is critical because they constitute the main security organ and they are supported by the ports security department.

With present private ports structure, the following security and safety resources amongst many other were introduced and implemented. They include:

- ✓ IMO-ISPS Code
- ✓ Regulation Air Cargo Regime(RCAR)
- ✓ Customs Trade Partnership Against Terrorism(C-TPTA)
- ✓ World Customs Organization-Framework of standard to secure and facilitate trade.
- ✓ Container Security Initiative.

9. ISPS CODE

One of the name introduced that have a global impact on international trade in the implementation of international ship and port facility security code (ISPS).

- ✓ The code is an amendment to safety of life at sea (SOLAS) convention (1974/1988) on minimum security arrangement for ships, ports, government agencies, it is administered by the International Maritime Organization (IMO). It is objectively set out to:
 - ✓ Detect security threats and implement security measures.
 - ✓ Establish an international framework involving cooperation between contracts e.g. government, government agencies, local administrations and the shipping and port industries at the national international levels to ensure maritime security.
 - ✓ Ensure confidence that adequate and proportionate maritime security measures are in place.

10. SAFETY AND SECURITY IN NIGERIAN PORTS

The issue of safety and security in maritime industry is serious and complex. The losses arising from security lapses in ports have become acceptable unacceptable in today's commercial climate.

At the same time, terrorism, politically motivated crimes and smuggling have grown dramatically in importance. All over the world, loss prevention which includes security, safety, fire and risk management are immense priority concerns.

This global concern can be attributed to many factors but the essential ones are:

- (a) The negative socio-economic effects of crime;
- (b) Increased risk of politically motivated violence;
- (c) New concern and penalties for environmental damage;
- (d) Rapid rise in insurance cost;
- (e) High costs of disruption of work;
- (f) Greater awareness by workers for safety; and above all,
- (g) The demand placed on all organization to efficiently and deliver maximum returns for the investment in building, plant and equipment, materials and people.

As security and safety constitute principal areas in the maritime industry, all government treat ports as strategic national assets. Their locations are often describe as key points or national security points. Over the years, security and safety measures within the ports have become major reoccupation of ports administrators and managements. Attention is therefore being devoted to:

- (a) Ports security, that is, specifying problems of the maritime environment of a large port problems
- (b) Health and safety issues like handling of hazardous substance.
- (c) Bulk liquid cargoes transportation which include petroleum product, chemical, crude oil, LSG/LNG
- (d) Transport and container security
- (e) Drug trafficking and abuse within the ports.
- (f) Disaster planning.

10.1 Ports as Security Zones

The role of Nigerian ports plc in our national economy cannot be over-emphasised because the port is not only an interface between land and sea transportation system but also a nodal point in a network of surface transportation where commercial and industrial activities involving several nationals are carried out.

It is therefore logical that adequate security and safety measures are put in place to ensure the

safety and security of life and property in the ports. The commonest crime in the ports is pilfering. This is associated with port operations all over the world. It is however more pronounced in the developing countries where most operations are labour intensive.

The is universally taken as a security zone which is daily patronized by dock workers, shipping companies representatives, clearing and forwarding agents and their touts, officials of the Nigerian ports plc, customs and Excise Department, Immigration, NDLEA, SON, among others.

The other problem hampering security planning relates to the inability of the government to enforce the international labour organization (ILO) articles on the registration and retention of dock workers. Anybody, even a disabled man, is a dock worker because the dock worker's job is still considered a menial job that can be learned on the quay in spite of the complexity and diversity of modern cargo-handling which combines safety and expertise with efficiency and responsibility. Normally, the dock labour force accounts for the greatest proportion of the workers in the port. The Nigerian dock worker is not in permanent employment in the docks and hence he shuttles between the farms and the port to eke a living. One significant factor detrimental to security panning is that such dockworker' manages to ensure a port pass through of the stevedoring companies at the year. When he is not 'warfare', he uses his expertise of the port system to pilfer or vandalise goods in the storage facilities.

11. MORPHOLOGY OF CARGOES

With the growing trend in containerization the few palletized and unpalletized cargoes have become serious targets for pilferage and sometimes organized theft. Bagged cargoes and goods in cartons are ripped open with knives and other sharp instruments right on the quays apron or onboard the vessels so that the normal handling operations cannot be carried out .It becomes problematic for the security agents to follow every individual labour carrying such goods into the sheds. If the goods are perishable and the owner wants to take sound cartons first, only 'heaven' will help the security men on duty to withstand the onslaught of the undesirable elements in the port.

11.1 Cargo Movement

Cargo management should not necessarily pose problems to security planning but not when viewed against:

- (a) Cross-delivery of goods;
- (b) Organised theft with document falsification; and
- (c) Locally created unassociated goods whose import becomes very relevant.

Cross-delivery of Goods: This is commonest when several importers import the same type of goods but with different brands and delivery is carried out simultaneously. A “favoured importer, that is, an importer can be satisfied with his own brand but can tamper with the brands belonging to other importers especially when there are breakages”

Organised Theft with Document Falsification: The ingenuity of the average Nigerian to forge any document can never be called to question. No matter the security plan in place, some goods would have been successfully removed from the port with forged documents. After all, the payment receipts of Nigerian Port Plc, bank certified cheques and custom release notes have been faked to remove goods from the port!

Organised Theft without document: The honest of security agent determines the success otherwise of this activity. With the active connivance of security men and port officials, goods simply vanish from the por.

Locally Created Unassociated Goods: Goods without marks and number in storage facility that cannot be traced to an importer or the carrying vessels which are left behind by the importer after taking the quantity manifested for him/her are sometimes sold as oddment or unassociated goods. These are privately sold to buyers of oddments.

Maritime Fraud: This takes different shapes and forms form high sea. Piracy, doctoring of ship’s manifest, ‘illegal’ clashing of bills of lading, faking of customs papers, faking of import papers to faking of CAUSING deliver documents. Maritime fraud is difficult to unravel, though not impossible, because it is concerted crime by professionals who are vicious and ruthless.

In addition to computerization of port activities, delivery, etc., checking causing’s include but not the following:

- 1) **Screening of Ports Entrants:** The screening of all entrants into the ports is to ensure that only persons with legitimate business are allowed into the ports. This is to discourage touts and “wharf rats” from gaining access into the ports. Pending the time the new measure will come into force. This new measure restricts pedestrian as well as vehicular traffic through issuance of categorized car stickers and restriction to car parks located outside the port premise.
- 2) **Vehicular and food petrol:** All points of security in the ports which are vulnerable are put under put under 24-hour police vehicular and foot patrol.
- 3) **Sporadic and incessant raiding of undesirable element is undertaken in a bid to curb “wharf rats” in the ports.**
- 4) **Patrol of water fronts:** The maritime unit of the Nigerian ports plc police undertake regular patrol of the water fronts to ensure that actives of pirate are curtailed to its barest minimum.
- 5) **Provision of Static Guards to all Vulnerable Areas in the ports:** To ensure that goods in transit and property of Nigerian ports plc are safe at all times, armed policemen are always posted to strategic areas on a 24-hour basis.

As a result of the various anti-crime measures being put in place, the crime wave in the Nigerian seaport is at its lowest ebb. With the combined determination of the Nigerian ports plc, the police and other security agents enhance with necessary logistics, port-user are assured of the safety and security of their goods.

12. PREVENTIVE MEASURES MECHACANISM

1. **Pre-arrival assessment report:** Persistent delays in the clearance of large at the Lagos ports have become a major cause for concern for the business community. The PAAR arrangement being managed by the Nigeria customs service (NCS) is evidently fraught with capacity challenges. The PAAR which was originally programmed to be issued within 6 hours now takes over a week in most cases before it is released. Without the issuance of PAAR, other cargo clearance procedures cannot progress. It is advised that PAAR values should not be arbitrarily jerked up above invoice value.

2. **Eliminating Human interface as much as possible:** It is noted to enforce rules that moderate the chances of human interface in its processes. This will eliminate the rate of complaints relating to its official intimidation of businesses and illegal levies demanded from trucks on the roads after they had been cleared at the port.
3. **Empty containers terminals:** These are evidence that congestion at the part was also compounded by the truck returning empty containers. It is suggested that a separate bay for empty containers should be constructed to ease the congestion and traffic at the parts.
4. **Truck call-up systems:** The menace of trucks trailers and tankers on port roads in particulars and the national road network in general has assumed an unbearable dimension. This need to be addressed through adoption of truck parks and truck call-up systems. Private sector are encouraged to invest to ease the problem of road congestion. The near-by ports in cotonu, Benin, Republic have since adopted the system and it has improved efficiently and better use on manpower.
8. Also, stakeholder in freight forwarding business must make sure that members of the association are professionals so as to reduce the influence and dominance of foreigners in the business, doing that will create jobs for many Nigerians currently jobless.
9. Gridlock in Apapa roads must be addressed as urgent as possible. The ongoing rehabilitation of road to the Tin Can area which has been on for too long must be completed as soon as possible to enable vehicles plighting the road navigate sea port easily. Many vehicles as a result of the traffic gridlock on the roads now accessing Apapa through Ijora bridge, this has undoubtedly made the work of cargo clearing more cumbersome, tedious and difficult.
10. Government is advised to improve on the road from mile 2 area to Apapa-port. Beside the road rehabilitation, stakeholders in freight forwarding business hold the view that a good rail system will address the problem of the gridlock. Government has failed in linking the ports with rail. The only rail link to Apapa is hardly working, it was recently disclosed in a public function that less than 80 containers are move through the rail in a months

Other includes:

5. In order to reduce the hurdles encountered in the cargo cleaning process, Association of the Nigerian Licensed Customs Agent (ANLCA) urged the Federal government of Nigeria to reduce the numbers of agencies at the ports so that the task of cleaning will be less cumbersome as it were presently where we have Nigerian port Authority, Nigerian Custom Service, Nigerian Maritime Administration and Safety Agency, the Nigerian Police and the Department of State Security, other agencies include; the Nigerian Immigration Services, Port Health and the National Drug Law Enforcement Agency.
6. Federal government of Nigerians is hereby encouraged and advised to establish dry ports and bonded terminals in the Eastern part of the country, to attract easy and more cargo clearing system.
7. For easy transportation of cargo from seaport, Federal government should assist by providing rail, and making the roads motorable by providing infrastructure and dredging the river Niger the more to ensure smooth cargo transportation.

13. CONCLUSION

From the foregoing, if Nigeria wants to grow economically, the security and safety of our seaport must be taken seriously. The seaport manager in Nigeria must employ security standard which the advanced or world class economy have undertaken to grow their maritime business. For instance, adequate security agencies must be provided to bring sea pirate to check. Kidnapping and other forms of terrorism must be curtailed in most of the Nigerian seaports, this is because if security of lives, goods and services are not well guaranteed in seaports, no investor will like to waste both money and lives in the course of transporting his or her goods from loading countries to Nigeria or other country. Theft of goods are in most occasions being responsible for by freight forwarding companies workers who have undertaken to either load or off-load the cargoes, at times, they remove part or high volume of numbers of goods destined for importation or exportation. Adequate measures must be employed to check this unlawful habit of ad-hoc

staff of freight forwarding companies, otherwise it will affect volume of trade with Nigerian sea port negatively. To curtail this, well trained police officers or other security agencies must be stationed in all the Nigerian seaports to avert what it could be described as seaport economic loss disaster.

14. RECOMMENDATIONS

- 1) Enlarged space must be created at most of the Nigerian seaports so as to accommodate security agencies who will like to provide security for safety measures, for goods and services at the seaports.
- 2) Safety and security of lives and properties at the Nigerian seaports must be seen as everybody's business needs to grow and be compared with other countries of the world, stake holders in maritime business must be willing to adopt security preventive measure to avert what could lead to disaster or loss of lives and properties at the seaport in Nigeria.
- 3) Corruption must and should be promptly checked among the managers of the Nigerian seaports. Often times, Nigerian government do provide funds to cater for things like building of security posts and providing equipment in most of our national ports, but the funds allocated in most occasions are being diverted to personal use. This is not good and at times create bad impression about the government at the central.
- 4) Construction of good and motorable road leading to all seaports need to be taken serious and urgent. This is because if there is the case of emergency at seaports, if good road is in place, the level of loss will be minimized if an expert or trained security are put in place.

- 5) CCTVS are advised to be provided at all seaports in Nigeria, this will enable unlawful acts to be caught instantly.

COMPETING INTERESTS

Authors have declared that no competing interests exist.

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