



The Nigerian seaports and development (1900-2015): Historical perspectives and dynamics

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Abstract

This paper elucidates the evolution and subsequent development of the Nigerian Seaport between 1900 and 2015. It also highlighted its historical perspectives and subsisting dynamics responsible for the emerging ports situation in the Country. The paper is structured into nine parts of which the roles and appreciative contributions of Seaports to national development has been discussed. It further revealed through historical perspectives of Seaports Development in Nigeria, four major distinctive phases of Seaport Development (1900 – 1954, 1954 – 1992, 1992 – 2004 and 2004 – 2015). Apart from identifying these phases, the paper further accounted for the determinants or factors responsible for the dynamics of the stages identified. The paper further analysed recent developments between 1995 and 2010 and these development formed the foundation used to espouse emerging issues associated with the evolution of Nigerian Seaports. The dynamics of cargo traffics situation, container traffic, vessel/ship statistics in their numbers and tonnages were analysed. The paper recommends that there is need to intensify coordination of port activities, focus on Human Capacity Development, improved Information Communication Technology (ICT), strategic finance and funding especially the Public Private Partnership (PPP) options.

Keywords: Concession; Globalisation; Historical Perspective/Dynamics; Seaport Development; Seaport Technology

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1. Introduction

Interest in Nigerian Maritime Transportation Sector is not recent (Badejo, 2001; Asoluka 2002; Olukoju, 2006; Oyesiku and Gbadamosi 2008; Prasad 2010; Badejo, 2012). However, the current level of interest and concerns generated by the sector is as a result of increasing complexity, popularity and growth in global shipping and overall cargo activities. Given this dynamics, it has become desirable and fashionable for government institutions to constantly review and re-strategies in other to cope and meet up with attendant changes taking place in the industry. The Nigerian Ports Authority was created in March, 1954 by the Ports Act of 1954 under the name, Nigerian Ports Authority (NPA, 2017). The organization which acquired a new status NP Plc in 1992, again reversed to its traditional name in 1998. Though created in 1954, the Organization commenced operations in April, 1955 (Badejo, 2009; 2012; Badejo and Solaja, 2014). Prior to this period and even before the evolution of modern Nigeria, the wide coastland stretching from Lagos to Port Harcourt had been a beehive of activities involving Africans and Europeans (Badejo, 1998; Abubakar 2005; Ekpo 2012; Badejo and Solaja, 2014). It is therefore natural that the exploitation of these resources was only a matter of time. Hence, these begging incentive for development were exploited by various governments since the colonial days. The Nigerian Ports during the colonial days and thereafter played a pivotal role in Nigeria's economic, political and international diplomatic agenda.

The roles of the ports in the national economy cannot be over emphasized. As argued elsewhere, Ekong, (1984) and Badejo, (1998) noted that the ports, create job opportunities, provides alternative mode of transportation, generates revenue, accelerates the rate of urbanization, exerts huge multiplier effects on the economy and promotes international peaceful co-existence amongst nations. More importantly, the ports enhance to a greater deal the growth of trade and commerce (Olanrewaju and Falola, 1986; Badejo and Solaja, 2014). It is for the reasons outlined above those sustainable port operations must be achieved. To achieve sustainable ports operations and management, there is need to introduce policy reforms measures and regulations which when implemented and pursued help to achieve desired goals in the area of ports operations, terminal management and administration. It is in line with the above that this paper examines the impact of port reforms in Nigeria on port and terminal management. The paper is also imperative because majority of the researches conducted on Nigerian seaports primarily focus on the challenges and socio-economic benefits associated with maritime. This suggest the reason for scanty of literature on the historical perspectives of Nigerian seaports development. Based on this reality, this paper aimed to fill the gap in knowledge by focusing on the historical analysis and dynamics of Nigerian seaports development between 1900 and 2015.

2. Nigerian seaports and national development

There is need to examine the potentialities and associated benefits of Maritime Transport Sub-sector in the economic development and transformation of the country and to imagine the concomitant negative consequences when serious repositioning and functional approaches are not taken to sustain the benefits identified in the maritime sector. A critical examination of the economic geography and trade pattern of

Nigeria, shows that the nation's trade pattern is outward looking meaning that the country relies on the export of goods in exchange of import (Olukoju, 2006; Badejo, 2012; Badejo and Solaja, 2014). This pattern has assisted over the years to promote international trade through the maritime sub-sector. It has therefore in addition to other benefit improved water transportation system and infrastructural development especially ports and terminal facilities. As a result of the trade pattern and economic geography tendency of the country, key development issues have emerged. For example, evidence-based researches have shown that Nigerian seaports have created numerous opportunities which include the following:

- Endless list of jobs and employment opportunities (both formal and informal) ones.
- Huge revenue generation and financial outlay for the government through various forms of licenses, taxes, rates, tariff, demurrage, fines, renewals and rents. These various sources of fund have made the maritime sub-sector to be financially buoyant and therefore attractive to government and other stakeholders.
- Promotes huge trade and commerce opportunities especially international and regional business through water means.
- Transportation of goods at cheap and affordable costs when compared with other modes of transport is generally associated with the water mode. This benefit becomes more realistic and meaningful when the distance to traverse is much and volume of goods high.
- Emergence of various stakeholders and investors with varying infrastructural needs for terminal development and ports provision.
- Regional economic growth due to port terminal development.
- Expansion of local economies as a result of the quantum volume of goods that can be hauled at a time.
- It encouraged Institutional establishment by government. For example, the Nigerian Shippers' Council, Nigeria Ports Authority, NIMASA, Nigeria Customs Service, Immigration etc. It is obvious that without the natural endowment or presence of maritime opportunities in Nigeria, these institutions will not exist and the benefits accruable from the maritime sector will be absent.
- Promotion of international business that partly operates within the purview of international laws and conventions as well as domestic laws and acts.

Given the benefits and potentialities associated with the nation's maritime sector, it is quite revealing that no government will allow such a sub-sector that contributes so much to the national economic development and revenue base to deteriorate or decline. The implications for allowing the maritime sector of the country to deteriorate and decline are enormous. These include;

- A massive unemployment and job loss which is as a result of decline in maritime business and the need to downsize its staff complements.
- More importantly, expected revenue generation target from the maritime sub-sector would be drastically reduced and therefore affecting the overall revenue expectation of the country. Again, it will as a result slow down developmental efforts, goals and objectives of government.

- It is a known fact that infrastructure and facility provision in the maritime sector are capital intensive and attracts huge capital outlay. When these facilities are not optimally utilized the essence of providing them in the first instance is defeated.
- Issues relating to security, safety and theft are further raised as stakeholders are further compelled to seek cost minimization device/strategy which often leads to frauds and falsification of documents. This poses more challenges for terminal operations and entire maritime sub-sector.
- Decline in ports operations and services lead to berth vacancy, empty sheds and stacking areas. These facilities must be maintained and managed. Unfortunately financial/operational gains are quite elusive as a result of decline in overall shipping activities.
- Unethical and illegal means of operations are introduced by stakeholders.

3. Seaports development in Nigeria: Historical perspectives

The history and evolution of shipping reforms in Nigeria is not recent. However, the recent level of interest generated by maritime reform effort is as a result of the increasing complexity, popularity and growth of shipping and cargo activities in the maritime sector. The year 1906 was symbolic in the evolution of shipping reforms in Nigeria (Afolayan, 1994; Badejo 1998). That year, the Nigerian Marine was created. The marine as it was popularly known, emerged as the first shipping reform to initiate and bring some sanity into port administration in the country (NPA, 1996). At its creation, it was charged with the responsibility for control and administration of the existing ports and terminals in Nigeria. The Marine therefore dominated the scene for about 48 years before it metamorphosed into Nigerian Ports Authority in 1954 (Badejo, 2001; Badejo, 2012). Unlike what the situation was prior to independence in 1960. In the days of British colonial presence in the country, the big multinational corporations such as John Holt, CFAO, Elder Dempster and UAC dominated the national and shipping economy and made extensive use of the nation's ports and terminals (Badejo, 2009; Obed and Ndikom, 2013). When the country became independent in 1960, the need for an ambitious economic and social restructuring and transformation as a matter of national pride was obvious. Apart from the heavy reliance on the seaports, there was the need for the Nigerianization of the maritime industry. This was a major reform and change to reflect the independence status of the country and the need to break away from the past approach and methods.

The enactment of the NPA in 1954 was the first major attempt at forging an integrated national approach to shipping administration and terminal development in Nigeria. This was the situation until 1988. When new political economic thinking of privatization and commercialization commenced.

Essentially, the maritime and shipping reforms and evolution in Nigeria can be classified into four major phases. These are:

- (i) 1906 – 1954 Phase
- (ii) 1954 – 1992 Phase

(iii) 1992 – 2004 Phase

(iv) 2004 – 2015 Phase



Figure 1. Map of Nigeria



Figure 2. Major Nigerian Seaports

3.1. 1906-1954 ports reforms phase

Lord Lugard who summed up in one word that “transport development” is the singular solution to the myriads of problems facing Africa particularly Nigeria, created the Marine. The Marine had the responsibilities to manage all ports, terminal facilities and waterways in Nigeria (Afolayan, 1994; Obed and Ndikom, 2013). In addition, it was charged with the provision of navigational aids, the enactment and enforcement of safety regulations and for the maintenance of dockyards, wharves, Inland waterways and general administration of existing public ports. It also operates a complementary functions of freight, services for mails, cargo and passengers (Badejo, 2009; 2012).

The significant feature of this period was multiplicity of interests in port operation, terminal management and control. The first generation ports and terminals such as Akassa, Forcados, Calabar and Victoria (now in Cameroun) came under joint operation of several government agencies and private business concerns. Furthermore, apart from the Marine, other public agencies like Nigerian Railway, Customs Service, John Holt, UAC, CFAO also functioned in port management related issues. Nonetheless, the Marine department was the most prominent during this phase (Badejo, 2012). The Nigerian maritime operated a fleet of 100 vessels which included dredgers, tugs, coal carriers, launchers and a number of barges, lighters, canoes (Igbokwe, 2006; Badejo, 2009). However, by 1955, the activities of the Nigerian maritime were extensively restructured and altered. All with the aim of reflecting and reacting to the need for reforms which is aimed at better service delivery, sustainable port operation and terminal management.

No doubt that the reform of the Nigerian maritime brought drastic improvements to port operations management particularly in the area of infrastructural buildings and equipment procurement. The Lagos and Port-Harcourt Ports were developed to prominence during the 1906-1954 phases. This period actually laid the foundation for infrastructural provision and construction in the nation’s maritime sector. Some of the structures established during this period are still present at Apapa Quay and Port Harcourt ports respectively.

3.2. 1954-1992 phase

Following the infrastructural and equipment development in Nigerian maritime sector, there was creation of National Port Authority (NPA). NPA was predominantly setup for the management of marine operations and activities (NPA, 1996; 2017). After the Second World War in 1945, the world political map changed. There was the emergence of new nations and world powers. Of great significance were the emergence of United States of America (USA) and Union of Soviet Socialist Republic (USSR) as world powers. Britain’s influence and global politics dominance have suffered setbacks. There was a deliberate need to have greater grips and control over its traditional areas. Two important world political groups emerged. The United Nations Organization and the Commonwealth of Nations. Britain had a firm and strong influence in both emerging World Institutional Bodies.

Recognizing the lapses of the Marine era, (1906-1954) there was the need to improve and or introduce new measures towards achieving better results from investments. However, the effects of the Second World

War did not allow such reforms to manifest until 1954. The major features of the Ports Act 1954 are as summarized. It was charged with the responsibility of providing and operating cargo handling and quay facilities. It was also charged with the maintaining, improving and regulating the harbours and approaches. Furthermore, dredging to desired depth, pilotage services and provision of navigational aids formed additional responsibilities of the port management.

It is observed that the NPA actually annexed the entire functions of the Nigerian Marine and the Nigerian Railway ceased to operate port related services other than transportation and haulage logistics. There was the centralization of all ports under one administrative control and management structure (Ogundana, 1970; Olanrewaju and Falola, 1986). Nonetheless, the organization has gone a long way since its inception. As demands for port and terminal management services increased, port development progressed. The NPA expanded its scope of operation to meet new challenges particularly port expansion and development from two ports to eight ultra modern port complexes during the phase.

It is important to reveal that during the phase (1954-1988) there existed some reactions or reforms which took place as a response to certain operational demands and reactions e.g. 'Containerization' as well as the Nigerian Civil War (1967-1870). During this period particularly in 1969, all private ports in Nigeria were nationalized and taken over by the Government. The Warri Port which was then owned and managed by John Holt was taken over and the government paid N1.62 million as compensation. Other affected ports during this period (1968) included Calabar and Burutu which was owned by UAC.

Prior to the Port nationalization exercise, the 1962-1968 National Development Plan period provided for the Second Apapa Wharf extension. In the 1970's when Nigeria was just coming out of the vestiges of civil war (1967-1970), Nigeria witnessed the high level of economic prosperity. The unexpected huge returns from crude oil sales again favoured port reforms particularly through port infrastructure and terminal provision and port extension programme. The second national development plan made provisions for port expansion. The rationality is to arrest the prevailing chronic port congestion (Badejo, 2012; Badejo and Solaja, 2014). The Apapa, Calabar and Warri ports were marked. In fact, the case of Calabar and Warri were obvious because they needed the presence of federal might since they have just been acquired from private entrepreneurs. The massive importation of cement created a major crisis at the Apapa Port which was handling over 75% of all ocean cargoes in Nigeria then.

The port congestion, created through the cement armada and the gradual emergence of new shipping technology-containerization, compelled the government to conceptualize the Tin-Can Island Port and the Container Terminal through the Third Wharf extension and Lily pond all situated in Lagos (Igbokwe, 2003; Badejo, 2012; Obed and Ndikom, 2013). In addition, with the emergence of large vessels in the shipping fleets; there was need for the country to be futuristic, believing that such global trend should not be allowed to leave the country behind. For the country to be well integrated into the world shipping family there is the very urgent need to prepare a port capable of handling and receiving such very large vessels. This led to the Federation Ocean Terminal at Onne. It is a deep sea terminal. The Nigerian Shippers' Council (NSC) was also a child of circumstance that emerged during this reform period (Badejo, 2012).

Apart from physical reforms of the port, specific issues again featured prominently in the port industry during the period. It introduced the port commandant and a small naval detachment. Their first appearance was during the cement armada which led to port congestion. Their Presence have serious implication on port operations, terminal management, cargo handling, rating, management information system and general slowdown of operational activities due to prolonged documentation process (Badejo, 2012). The registration and licensing of freight forwarders was restructured and the Nigeria Customs Service was moved to the Ministry of Finance. This issue of port tariffs, rates and charges have witnessed various restructuring from time to time. However, the issue of tariff setting has remained a major problem in port/shipping reforms in the country which is of major concern to NSC.

In 1988, with the adoption of the Structural Adjustment Programme (SAP), the port and terminal management thinking of government again changed focus to reflect and represent the dynamic nature of the national thinking towards SAP (Olukoju, 2006; Badejo, 2012; Badejo and Solaja, 2014). The vulnerability of the Nigerian economy to the international oil trade was a bitter lesson because there was a global collapse of the petroleum prices. The cumulative effects of this collapse of oil prices, led to the introduction and subsequent implementation of the Structural Adjustment Programme in 1986. The concept of Structural Adjustment Programme (SAP) which started in 1986 was intended to be a stop gap between short and long term objectives designed to redress structurally the general weakness of the Nigeria economy, which has been described as being monocultured or single dependent product (Badejo, 2001). As a result of the implementation of SAP, there was a concomitant reaction in all strata of the national economy. It led to general port/shipping reforms. For example, the National Shipping Policy known as decree 10 of 1987 led to the establishment of the National Maritime Authority. This general reform was to focus on shipping and its development. Again, it was responsible for issuing the license regulating and monitoring shipping activities. It has undergone series of decomposition and it is now known as NIMASA.

Furthermore, the Nigerian Shippers' Council was further strengthened with more powers to protect indigenous shipping companies, importers and exporters. Again, the establishment of the Maritime Academy of Nigeria, Oron to develop seafarers and navigators for the emerging shipping industry of the country was strengthened. These developments have serious effects on the future of port operations and terminal management. There is a need for consultation among these agencies in order to realize an enhanced peaceful coexistence, thereby combining their desired objectives together, in such a way that, port and terminal management efficiency could be achieved unhindered.

During the SAP era, a number of fiscal and monetary policies were packaged to support the new economic agenda of the government. For the Nigerian ports, the implementation of SAP led to gross under utilization of port facilities due to drastic reduction in ship traffic and cargo tonnages. However, by the year 1992, a major change in the management structure of ports led to gradual improvement in port and terminal operations. This management change was from Nigeria Ports Authority to Nigerian Ports Plc which was concluded through privatization in 1992. In addition to the management restructuring that occurred in 1992, tariffs and various rates chargeable on port users were reviewed mainly upwards all with the aim of implementing the privatization status recently accorded the Nigerian Ports.

3.3. 1992- 2004 (phase)

The restructuring of ports/shipping management in Nigeria led to the creation of Nigeria Ports Plc it further led to general decentralization by zoning the Nigeria Ports into four (4) namely; Western, Central, Eastern Zones and Headquarters. The essence of this arrangement is to minimize bureaucracy, thereby accelerating general efficiency in port operations and terminal management (Olukoju, 2006; Badejo, 2012). However, despite the zoning, policy decisions, regulations and monitoring remained centralized. In other words, it was the operational exigencies that play out in the port industry that may have accounted for the decentralization. Other issues that emerged during this period that could be relevant to general port reforms were the implementation of rates and tariffs for the goods imported into the country. The principal culprits or voices often heard on issues relating to tariffs are from:

- (i) Shipping companies – Importers and Exporters
- (ii) Clearing and forwarding agents
- (iii) Importers and exporters; and
- (iv) Government agencies particularly Nigerian Shippers' Council whose principal responsibility is to develop and protect indigenous shipping companies both locally and internationally.

3.4. 2004 to 2015 phase (era of port concession)

This period can be described as the port concessioning period. It is based on the concept that government and its institutional representations are bad managers of resources, and therefore cannot handle any business of government from a profitable and efficient point of view (Badejo, 2009; 2012; Badejo and Solaja, 2014). Again, government could no longer guarantee regular funding and finance of the ports and terminal infrastructure. Furthermore, government seems to be more concerned about handing over of the ports and terminal infrastructure to the private sector that are better grounded, well equipped, with excess liquidity and professionals to handle and manage on behalf of government the ports and terminal facilities. To achieve this objectives and desires of government, the idea of ports concessioning came to the fore-front of government agenda as to how to manage and operate ports and terminal infrastructure. Nevertheless, it represents a situation where government has come to the conclusion that ports and terminal management can best be handled and administered by private sector that can provide good credentials and evidence of competence in the area or ports and terminal management. It is important to note that this is a form of port reform that shows a complete break away from the traditional way of having government handling port operations. It is purely transferring entirely public sector initiative to private sector driven initiative. Hence, it is more of economic rationality than government or public sector thinking.

In essence, the desired objective of government by encouraging ports operation and terminal management to be handled by the private sector is to secure additional fund and finances that could be injected into it, create room for professionalism, promote efficiency and more importantly, economic rationality and efficiency for the industry. Which the government on its own using the existing prevailing structure cannot achieve. It is important to note that the concessioning of the ports infrastructure and

terminals is still in progress suffice to say that the effects of concessioning of the ports have started to take their toll and casualty. Conclusively, it can be seen that port reforms is an ongoing process which is often determined by the socio-economic, political and environmental circumstances or forces at play. However, such foci no doubt should take into consideration, the abilities and circumstances under which various stakeholders of the port operate. It is for this reason that the next session of this article will focus on the determinants of ports reforms within.

4. Concessioned ports

The Nigerian Ports Authority (NPA) is a federal government agency that governs and operates the ports of Nigeria. The major ports controlled by the NPA include: the Lagos Port Complex and Tin Can Island Port in Lagos; Calabar Port, Delta Port, Rivers Port at Port Harcourt, and Onne Port.

4.1. Lagos Port Complex

The Lagos Port Complex is located at Apapa in Lagos. Together with the Tin Can Island Port, it serves Lagos and western Nigeria. The economic door to the nation is Lagos Port Complex.

4.2. Tin Can Island Port

Tin Can Island Port at Lagos was formed by a merger of the port facilities at Roro and Tin Can Island in 2006 and it has since been concessioned.

4.3. Calabar Port

Calabar Port is Located in the southeast corner of the country in Cross River State. Calabar is the home of the Eastern Naval Command of the Nigerian Navy. Port facilities are located 55 nautical miles up the Calabar River.

4.4. Delta Port

Delta Port, Rivers Port and Onne Port are located in the petroleum and natural gas producing Niger River Delta region of Nigeria. Delta Port in Delta State includes the ports of Warri, Burutu, Sapele and petroleum terminals at Escravos, Forcados and Pennington.

4.5. Rivers Port/Port Harcourt

The Rivers Port Complex in coastal Rivers State comprises Port Harcourt Port, Okrika Refined Petroleum Oil Jetty, Haastrup/Eagle Bulk Cement Jetty, Kidney Island Jetty, Ibeto Jetty, Macobar Jetty and Bitumen Jetty. Management of port operations at Port Harcourt itself has been commissioned out to two port operators,

Ports and Terminal Operators and BUA Ports and Terminal, it is not operated by the NPA. Like Delta State, Rivers State is a principal petroleum-producing region of Nigeria.

4.6. Onne Port

Onne is located in Rivers State on Ogu Creek near the Bonny River, 19 km from Port Harcourt; the port area is located in three Local Government Areas of Rivers State, Eleme LGA, Ogu-Bolo LGA and Bonny LGA. The port consists of two major facilities, the Federal Ocean Terminal and the Federal Lighter Terminal. Onne Port has been designated as an Oil and Gas Free Zone by the government of Nigeria; currently over 100 companies have licenses to work at Onne Port; as an economic free zone it serves as a hub port for oil and gas operations throughout West Africa and Central Africa.

Table 1. Terminal Operators at LPC

S/no	Terminal	Operator	Area	Term
1	A	<u>Apapa Bulk Terminal Ltd</u>	n/a	25 years
2	B	<u>Apapa Bulk Terminal Ltd</u>	n/a	25 years
3	C	<u>ENL Consortium Ltd</u>	n/a	10 years
4	D	<u>ENL Consortium Ltd</u>	n/a	10 years
5	E	<u>Greenview Development Nig Ltd</u> (GDNL)	n/a	25 years
6	Bullnose 1,2,3	<u>Eko Support Services Ltd</u>	n/a	5 years
7	Container Terminal	<u>AP Mollar Terminals</u>	n/a	25 years
8	Ijora Lilypond	<u>Maersk Line</u>	n/a	10 years

Table 2. Tin Can Terminal Operators

TERMINALS	OPERATORS	TERMS
1,1A & 2	Josepdam Port Services Limited	10 years (Commencing 10-05-06)
3,4, 4A &5	Tin Can Island Cont. Terminal Limited	15 years (Commencing 01-06-06)
6, 7,7A &8	Port and Cargo Handling Services Limited	10 years (Commencing 10-05-06)
9 & 10	Five Star Logistics Limited	10 years (Commencing 10-05-06)
11 & 12	Ports and Terminal Multiservices Ltd	25 years

Source: Nigerian Ports Authority

5. Determinants of seaports dynamics

From the above discussions, there is no doubt that the general port/shipping reforms have revealed some elements of forces or factors that suggest for reforms exercise to be initiated. Principal determinants for port reforms is the general pattern of operations and other related activities present in the ports. And such

activities no doubt call for a deliberate measure to protect or ensure effective handling and management of these activities. This is to say that port reforms are responsive, dynamic and implemented to achieve greater, higher and better operational efficiencies and results.

- (i) More importantly, they are necessary to minimize losses and wastages and to promote optimum utilization of port infrastructure and service delivery (Badejo, 2009; 2002).
- (ii) Another major determinant revealed above is expansion in trade and commerce which suggests for the need to provide additional port infrastructure, which are aimed towards ensuring greater handling of goods and services required in the ports (Oyesiku and Gbadamosi 2008; Badejo, 2012).
- (iii) Thirdly, the impact of technology as a determinant for port reforms cannot be under estimated. For example, technological changes in the areas of ship design, ship size, cargo handling pattern, storage methods and packaging all combined together to request or impose pressure on port management towards securing intervention and attention that could lead to port reforms which are responsive towards meeting their needs (Badejo and Solaja, 2014).
- (iv) Again, political decisions particularly internationally initiated policy measures such as SAP, no doubt affect by imposing some pressures on port operations thereby leading to general implementations of certain measures culminating into port reforms. Such political reforms are often related to tariff restructuring and management alterations. They, very often, ignore infrastructural build up that could enhance future port growth or development (Badejo, 2012; 2009).
- (v) Economic reasons have been identified as another major determinant of port reforms. This is aimed at achieving optimum utilization or gains from services rendered to port operators and other stakeholders of the industry (Olukoju, 2006; Badejo 2012).

In essence, maritime reforms can never be conceptualized in isolation particularly if positive results and acceptability from stakeholders are to be expected. In Nigeria, it has been observed that port reforms particularly those relating to port operator have not taken into consideration too seriously their input. Hence, when port reforms are introduced there is high level of rejection from port users. Generally, there is need for a concerted effort from government, port management, and other stakeholder operating in the port to have a forum, through which issues pertaining to areas requiring reforms in the ports could be addressed, appraised, analyzed and formalized. With this forum in place, no doubt future port reforms will not only be welcoming but aggressively implemented.

5.1. Recent development and emerging issues in the Nigerian seaports

As observed in the preceding section of this paper, no responsible government with natural access to water transportation benefits and associated opportunities to develop and sustain it will allow such golden opportunities to escape. It is therefore not surprising that Nigerian government in the last 50years have taken the issue of maritime development more seriously. Below are data generated for this discussion

indicating the various dynamics and emerging trends associated with the Nigerian maritime sector. The recent development helps to highlight subsequent issues to be discussed.

Table 3. Cargo Traffic Situations: Cargo throughput at Nigerian Ports 1995- 2010

YEAR	INWARD (Import)	OUTWARD (Export)	TOTAL (Throughput)
1995	9,289,971	3,983,082	13,273,053
1996	10,224,300	5,251,001	15,475,301
1997	11,213,624	5,369,181	16,582,805
1998	14,286,864	5,038,854	19,325,718
1999	15,751,331	6,481,605	22,232,936
2000	19,230,496	9,702,384	28,932,880
2001	24,668,791	11,271,901	35,940,692
2002	25,206,380	11,780,861	36,987,241
2003	27,839,293	11,926,652	39,765,945
2004	26,907,075	13,909,872	40,816,947
2005	29,254,766	15,697,312	44,952,078
2006	31,937,804	17,235,520	49,173,324
2007	35,865,996	21,607,354	57,473,350
2008	41,385,973	23,806,946	65,192,919
2009	49,962,875	16,945,447	66,908,322
2010	50,902,333	24,007,951	74,910,284

Source: Nigerian Ports Authority

Table 4. Cargo Throughput at Nigerian Ports (excl. crude oil terminals) Classified by Type of Cargo: 2001- 2006

TYPE OF CARGO		2001	2002	2003	2004	2005	2006
GENERAL CARGO	IN	6,322,525	6,166,228	5,326,431	4,402,124	4,671,636	4,898,081
	OUT	3,062,207	261,107	204,800	1,79,098	287,182	273,418
CONTAINERISED CARGO	IN	3,238,007	3,860,339	4,737,740	4,007,486	4,684,915	5,023,878
	OUT	5,78,237	528,429	563,698	4,94,036	629,847	517,546
DRY BULK	IN	9,553,569	9,397,988	10,377,285	1,036,847	12,335,850	11,560,929
	OUT	1,51,215	173,267	186,267	1,96,400	200,386	220,692
LIQUID BULK	IN	5,554,690	5,781,825	7,397,837	8,128,978	7,562,365	10,454,916
	OUT	1,023,624	10,818,058	10,971,887	1,304,338	14,579,897	16,223,864
GRAND TOTAL		35,940,692	36,987,241	39,765,944	40,816,947	44,952,078	49,173,324

Source: Nigerian Ports Authority (compiled) 2001 – 2006.

Table 5. Container Traffic Statistics (In No.) at Nigerian Ports 1995- 2006

YEAR	INWARD				OUTWARD			
	NO. OF EMPTYES	LADEN NO.	LADEN TONN	T.E.U	No of EMPTYES	LADEN NO.	LADEN TONN	T.E.U
1995	1,201	93,379	1,355,828	1 08,446	5 0,650	26,166	371,222	8 8,442
1996	2,780	94,449	1,367,409	1 13,196	3 8,383	35,858	533,587	8 6,648
1997	1,750	105,200	1,542,785	1 27,165	5 2,855	39,366	630,902	109,518
1998	2,698	127,884	1,847,386	1 57,491	6 9,004	38,542	627,608	129,166
1999	2,659	147,553	2,142,932	1 84,048	9 0,317	41,184	665,333	160,306
2000	9,133	162,534	2,355,540	2 14,873	6 9,453	37,501	603,336	129,356
2001	7,361	209,634	3,238,007	2 77,807	124,564	37,038	578,237	205,416
2002	1,270	227,102	3,860,339	2 93,909	159,726	34,103	528,429	251,888
2003	6 97	259,055	4,737,740	3 38,946	157,710	36,682	563,698	249,647
2004	8 86	230,098	4,007,486	3 06,762	124,748	32,087	494,036	207,192
2005	4 10	245,773	4,684,915	3 26,766	148,258	39,594	629,847	248,476
2006	5 84	255,301	5,023,878	3 49,234	245,400	33,340	517,546	287,821

Source: Nigerian Ports Authority (compiled) 1995 – 2006.

5.2. Terminologies

Relevance and interpretation of the following terminologies which help to explain their meaning in the port system:

- 1- Inward traffic means Importation of goods and cargo into Nigeria through the ports.
- 2- Outward traffic also implies exportation of goods and cargo out of Nigeria through the ports.
- 3- Throughput of cargo traffic is the total of both inward (imports) and outward (export) cargo and goods handled by the entire port system.

5.3. Vessel/ship statistics

The emerging trends using Table 6 provide explanation and narration to some of the issues identified below. These include;

- Regulatory
- Concessionnairing and General Private Sector Initiatives.
- Constraints of Intermodalism
- Road Transport overwhelming dominance.
- Absence of Rail Transport presence in shipping activities.
- Cargo Pricing Dynamics
- Marine Pollution Management
- Implementation/Domestication of International Laws and Conventions
- Registration of Shipping Companies, Importers and Exporters.
- General Increase in Cargo Throughput
- Emergence of larger Ocean growing Vessels visiting our Ports.
- Human Capacity Development and Training

Table 6. Number and Gross Registered Tonnage (Grt) of Vessels that entered all Nigerian Ports and Crude Oil Terminals: 1995-2010

YEAR	NO. OF VESSELS	TONNAGE
1995	3,023	78,838,624
1996	3,202	83,939,447
1997	3,585	92,843,341
1998	3,972	97,892,193
1999	3,762	94,742,691
2000	4,087	123,037,909
2001	4,473	130,013,586
2002	4,143	118,211,042
2003	4,315	132,388,233
2004	4,553	160,905,554
2005	4,586	145,495,860
2006	4,800	141,455,773
2007	4,644	80,995,804
2008	4,477	89,597,975
2009	4,620	90,426,352
2010	4,962	108,621,872

Source: Nigerian Ports Authority (Compiled) 1995- 2006.

It is again necessary to mention the Inland Container (Clearance) Depot (ICD) established at designated locations throughout the country. The ICD is meant to sustain the shipping industry in the area of port decongestion and cargo processing for exports. Apart from Nigerian Shipper's Council Championing its implementation, it is quite obvious that the coordinating role and relevance of other maritime and transport related agencies cannot be ignored or undermined. Going by the trends that have emerged in the maritime sector and the need to cope with contemporary objectives and goals of the industry there is the urgent need to reposition and strengthen NSC. Highlights emanating from this section suggest that the role of government in maritime transport sub-sector is increasingly changing towards private sector driven strategy with government focusing strictly on the areas of regulation and monitoring and landlord responsibility.

The maritime transport reforms have created numerous dynamics within the shipping industry. As a result of the port concessioning there was a huge downsizing of personnel. There was also the merger of government institution to ensure prompt response to maritime development. In addition, the issue of privatization and private sector involvement in port operations and management took centre stage in the country. The responsibilities of government changed to regulatory and landlord, monitoring and standardization rather than commercial role or responsibility. Government therefore have succeeded in injecting private sector funding unto the shipping industry and limited its role to that of regulatory.

5.4. Lessons for Nigerian Ports Administration

Emanating from the discussions, there is dire need to state clearly lessons to learn by the various policy makers and institutions responsible for seaport administration in Nigeria. These responsibilities have become more challenging given the various reforms that have taken place in the Nigerian maritime sector. However, the analysis presented in this paper coupled with the port concessioning reform programme of the government revealed that there is need for implementation of the Cabotage Act (2003) effectively in terms of monitoring, regulating and standardizing the operations of the concessioned ports in midst of declining operational influence of government, there is need to reposition, re-emphasize, and further energize port institutions in such a manner that the entire maritime sector will remain sustained and entertain growth as well. Thereby capable of performing the roles stated hereafter.

- Regulatory
- Monitoring
- Coordinating and Advisory
- Promoting and Championing Intermodalism and other Transport Synergy
- Standardization and Quality Control
- Infrastructure Development
- Human Capacity Development
- Management Information System and Data Banking
- Safety, Search and Rescue

5.5. Recommendations

There is an urgent need by the Federal Ministry of Transport to correct where necessary and strengthen where desirable the underlisted problems:

- i. Weak interface with concessionaires input to be corrected.
- ii. Weak regulatory and institutional framework (over lapping responsibilities and enforcement difficulty) to be realigned.
- iii. Correct absence of the coordination of port activities within the context of national development objectives.
- iv. Finance and funding alternatives and opportunities be examined.
- v. Congestion at ports (dwell time of cargo at ports) to be critically resolved.
- vi. Proliferation of agencies in port (both government and private) is minimized.
- vii. Human capacity challenge. Need for urgent intervention for improvement
- viii. Lack of integrated intermodal transportation system operating in and around port system as well as in its designated ICD areas all over the Country is corrected.
- ix. Poor maintenance culture of port equipment (both mobile and mechanical equipment) be improved upon.
- x. Technological dynamics and changes (ICT) are observed regularly and reacted to as deemed fit.
- xi. Implementation of the Cabotage Law is looked into.
- xii. Oil and gas handshake be encouraged.

5.6. Conclusion

The Nigerian seaports have undergone various stages of evolution, reforms and repositioning. These observed changes are also functions of changes taken place in international environment, economy and technology. As these entire trios interrelate, policy dynamics in the seaports sector will continue to review itself. It is on this note that there is need to ensure that the various Institutions operating in the seaports arena should function and interact as one family. Therefore socio-economic changes, globalization and technology are basically responsible for the historical perspectives and dynamics noted in the Nigerian seaports.

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