

Effect of Government Negligence along the Calabar-Oron Inland Waterways Transportation Corridor, Nigeria

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Abstract— This study examined the effect of government negligence along the Calabar-Oron corridor. Data was collected using about 590 copies of questionnaire with a success rate of 98% using simple random sampling techniques. The hypothesis was formulated and tested using regression. The result showed that there was a significant effect of dredging of corridor, security on the corridor, safety enforcement on the corridor, price control on the corridor and loan scheme for operators on government negligence, ($N = 590$, $F = 2772.394$, $R = 0.980$, $P < 0.05$). The findings of this study concluded that people believe it the responsibility of government to provide all infrastructure and social amenities. The summary of the study was the corridor lacks infrastructural development as a result of neglect by successive government.

Keywords: Calabar-Oron, Waterways Transportation Corridor

I. INTRODUCTION

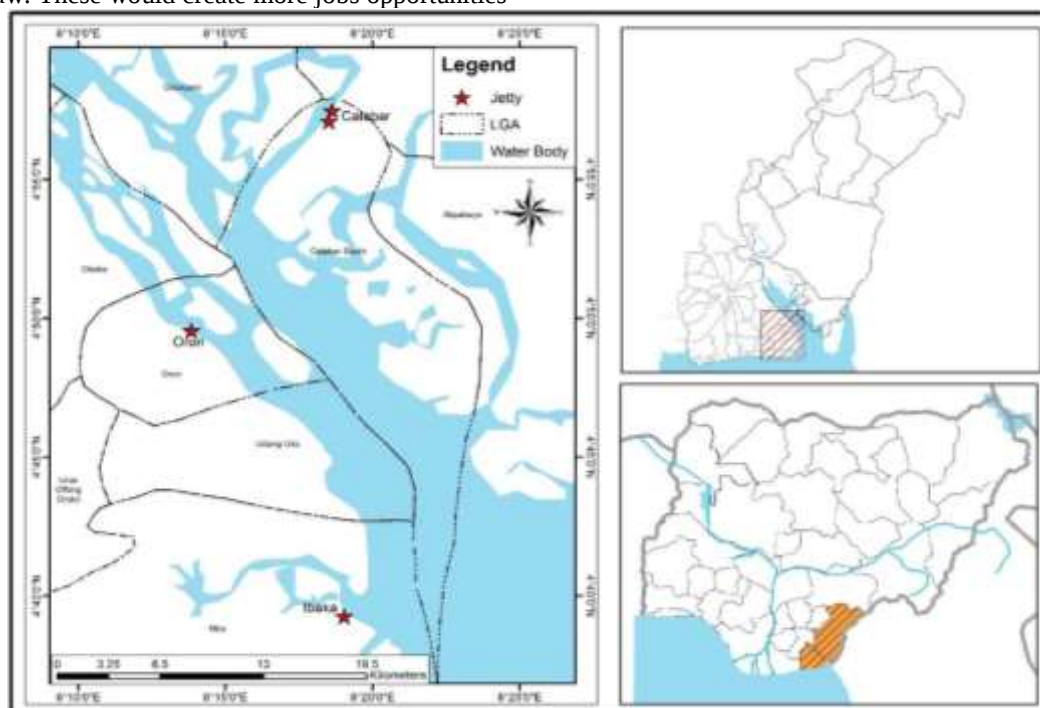
Successive government over the have neglected and not paid adequate attention to the development of inland waterways transportation along the Calabar-Oron corridor. This could be traced back from during the Nigerian civil war in 1967 where most of the passengers from the hinterland states were cut off. Since after the civil war, they have being marginal projects done on the corridor. Even when projects are approved for execution, government irregularities don't allow them to survive. A case is the Cabotage act (2003), it was meant to promote and boast the indigenous shipping industry by law. These would create more jobs opportunities

and skill acquisitions for Nigerians. In the North shell it would empower Nigerian to participate in the Maritime business of our country.

The Federal Government of Nigeria has made efforts to develop and revive the inland waterways transportation by establishing the National Inland Waterways Authority (NIWA) through Decree No: 13, of 1997. The Agencies was charged with the responsibility of monitoring the operational activities and regular maintenance of Nigeria's coastal and inland waterways which the agency is not performing up to expectation. These shows that the successive government lacks political will to oversee and develop the inland waterways transport sub sector in Nigeria with emphasis in Calabar-Oron corridor.

II. STUDY AREA

Calabar and Oron are located in Cross River and Akwa Ibom State respectively. The corridor lies within the tropical equatorial classification which is known for greater temperature, greater relative humidity and plentiful annual rainfall. Also, there are two air masses that influence the climate on the corridor namely tropical maritime and tropical continental. These states lie between longitudes $8^{\circ}7'$ and $8^{\circ}19'$ East of the Greenwich Meridian and latitudes of $4^{\circ}30'$ and $5^{\circ}15'$ North of the Equator, respectively. The location of the three terminals of the corridor studied are Calabar (Nsidung) is located at $4^{\circ}57'N$ & $8^{\circ}18' E$, while Oron (Oron and Ibaka) are located at $4^{\circ}49'N$ & $8^{\circ}13'E$ and $4^{\circ}39' N$ and $8^{\circ}18'E$ within the Cross River Estuary respectively.



Map of Study Area

III. PROBLEM STATEMENT

Nigerian is blessed with good network of inland waterways, these network links over 60% of the states in the country. But the government is let to develop a functional inland waterways transport. These could be linked to the failure in the implementation of the Cabotage act (2003) which was meant to increase local content in the maritime industry especially in the Calabar-Oron corridor. The government needs to participate more in the inland waterways transport subsector by assisting the operators as a form of subsidy in order for operators to remain in business. Moreover, regular dredging should be done on the corridor to encourage bigger vessels to navigate easily. In addition, security is also a challenge on the corridor because it is not adequately policed and pocket of crime takes place. Also, poor enforcement of safety measure at the terminals and on during the journey, these have made operators very lousy while performing their duties. Besides, the operators fix prices at random because no proper regulation of government and some passengers have being stranded and resulted to begging. Finally, the government should provide special loan scheme with a low interest rate to encourage investment on the corridor, these will assist them to acquire new boats and build terminals.



Nsiding Terminal Calabar

IV. LITERATURE REVIEW

Chukwuma (2014) revealed that inland water transport in Nigeria has a long origin of rejection by both government and the individual sector. Small efforts were made to form inland waterways transport infrastructure previous to the 1980s. This neglect arose from a range of factors, including; policy irregularity, small private sector participation and disagreement within and with regulatory bodies charged with the responsibility to manage the inland waterways transportation. In addition, the study identified the physical challenges which included lack of moderns boats and uncomfortable boats that expose the passengers to climatic hazards like rain, wind and sun radiation. Also, some boats are slow. There were inadequate security personnel on the corridor to protect life of passengers. Federal government of Nigeria patterned national transport policy (2010) admitted that the use of inland waterways transportation has declined particularly over the past three decade as a result to physical, input and functional limitation. The decline was also attributed to the elevated rate of sediment gathered along the

canal, physical blockage (wrecks and rock outcrop) and inadequate government investment in infrastructure growth. In addition, the inland waterways corridor was characterised by insufficient river port infrastructure, poor landward link to the river ports and reduced communication and navigation aids.

Badejo (2009) outlined the factors responsible for further decline of the river transportation in Nigeria to include policy somersault, political and legislative dimensions and economic dynamics and market size. The study further advanced other factors to include international conspiracy and gang-ups, lack of human capacity and technological gaps. Access to funds and finances also featured as major factors. Obed (2013) assessed the inland waterways transportation operation management in Nigeria. The study used cross sectional survey research design. The outcome was that the poor management and enforcement of the cabotage Act 2003 and amended in 2007 as one of the major factors for the setbacks in the growth of inland water transport and the entire maritime industry in the country. The research recommended the implementation of the Act which would then impact positively not only on the inland waterways transport, but also the growth and development of the entire maritime sector

Okon (2010) studied inland waterways transportation in Lokoja, Nigeria and identified the institutional problems to include poor funding, inadequate manpower, motivation and general neglect over the years. Brown (2013) investigated the Port-Harcourt port and contiguous inland waterways corridor and opined that the corridor started experiencing a decline during the Nigerian civil war between 1967 through 1970, when goods were diverted to Lagos ports for security reasons. The study employed a variety of techniques which included; oral testimonies, interdisciplinary approach, archival materials, published and unpublished materials. Bayode & Ipingbemi (2016) studied the protection and functional features of water-dependend movement in Lagos State, Nigeria. They urged the government to provide adequate measures for safety and security on waterways through effective monitoring of operators in the industry. These researchers also noticed that most of the operators lacked technical knowledge and recommended that the relevant government agencies organize training and workshop to promote efficiency in the industry.

V. THEORETICAL FRAMEWORK

A. Public-Private Partnership (PPP)

Okwudili, (2014) opined that PPP specialize in the upgrade and building of infrastructures and public services to facilitate public service delivery. This form of joint investment reduces the risk and investment burden on both parties. The collaboration promotes better project design, financing, construction, operation and eventual management of the projects and services. However, the success of every project depends on the commitment of both parties. The PPP has a lot of potentials in both rural and urban development, economic growth, infrastructural development and effective utilization of human capital. The PPPs in Nigeria is a post-transition phenomenon which began in 1999, when the

ideology shifted from the socialist to free market economy. This manifested in deregulation, privatization, monetization, and right-sizing of public bureaucracy. Before these reforms, several agencies were suffering from corruption, inefficiency, and indebtedness. On the restoration of democracy, the government had to contend with about six hundred State enterprises that operated with poor records and performed far below expectation. Also, some public infrastructure had suffered poor maintenance and neglect by the government.

VI. RESEARCH METHODOLOGY

This study used both primary and secondary sources of data. The primary sources were 590 retrieved questionnaire, while the secondary sources were documented records of published and unpublished articles namely: journals, maps, books and other completed projects that were relevant to the article and

provide background information to this publication. The targeted population for this work were the passengers, operators and regulators.

VII. DATA AND RESULTS

The weighted averages showed the respondent opinion on the government negligence on the development of Calabar-Oron inland waterways corridor, Nigeria. The weighted averages were 2.96, 2.90, 3.03, 2.64, 3.33 and 3.13 representing government negligence, dredging of corridor, security on the corridor, safety enforcement on the corridor, price control on the corridor and loan scheme for operators. The weighted average are generally high in the north shell because of the notion that government is responsible for infrastructure and social amenities despite the intervention by Public-Private Partnership.

S/N	Items	Sample size	Strongly agree	Agree	Disagree	Strongly Disagree	Weighted average
1.	Government negligence	590 (100%)	215 36.44%	197 33.39%	117 19.83%	61 10.34%	2.96
2.	Dredging of corridor	590 (100%)	196 33.22%	202 34.24%	128 21.69%	64 10.85%	2.90
3.	Security on the corridor	590 (100%)	242 41.02%	201 34.06%	71 12.03%	76 12.88%	3.03
4.	Safety enforcement on the corridor	590 (100%)	167 28.31%	235 39.83%	66 11.19%	122 20.68%	2.64
5.	Price control on the corridor	590 (100%)	277 46.95%	256 43.39%	31 5.25%	26 4.41%	3.33
6.	Loan scheme for operators	590 (100%)	229 38.81%	265 44.92%	39 6.61%	57 9.66%	3.13

The hypothesis, which stated Ho: There is no significant effect of dredging of corridor, security on the corridor, safety enforcement on the corridor, price control on the corridor and loan scheme for operators on government negligence. The regression model summary showing the independent variables on dependent variable. This gives a significant multiple regression (R) of .980 and R^2 of .960 representing 96% of the total variance of government negligence are explained or predicted by the 5 independent variables. The analysis of variance of enter prediction of dependent variable with the independent variables give a significant F-value of 2772.394 which is higher than the critical F-value of 3.02. Hence these variables are jointly significant predictor of the government negligence, see on Table below.

The result of the Regression co-efficient of traffic with the five independent variables is shown on Table below. This gives the predictive power of t-value of each of the five variables (dredging of corridor, security on the corridor, safety enforcement on the corridor, price control on the corridor and loan scheme for operators). All the variables except price control on the corridor are lesser than the critical t-value of 1.96 to be significant predictor of the government negligence. This means that there is a significant effect of dredging of corridor, security on the corridor, safety enforcement on the corridor, price control on the corridor and loan scheme for operators on government negligence. This means that Ho is rejected, (N = 590, F = 2772.394., R = 0.980, $P < 0.05$).

Model Summary						
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate		
1	.980 ^a	.960	.959	.19951		
Predictors: (Constant), Loan, Safety, Price, Security, Dredge						
ANOVA ^a						
Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	551.778	5	110.356	2772.394	.000 ^b
	Residual	23.246	584	.040		
	Total	575.024	589			
a. Dependent Variable: Negligence						
b. Predictors: (Constant), Loan, Safety, Price, Security, Dredge						

Coefficients ^a						
Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	-.031	.021		-1.457	.146
	Dredge	.573	.032	.572	18.157	.000
	Security	.186	.030	.191	6.165	.000
	Safety	.071	.025	.078	2.848	.005
	Price	.049	.026	.038	1.900	.058
	Loan	.139	.030	.128	4.594	.000

*Significant at 0.05 level; Critical F = 3.02, Critical t = 1.96

a. Dependent Variable: Negligence

b. Predictors: (Constant),

a. Dependent Variable: Negligence

VIII. DISCUSSION OF FINDINGS

The result also reflects that people believe it the responsibility of government to provide all infrastructure and social amenities. Moreover the government lacks political will to develop the inland waterways transport sub sector with reference to the cabotage act (2013).

IX. SUMMARY AND RECOMMENDATION

The corridor lacks infrastructural development as a result of neglect by successive government. Public-Private Partnership should be encouraged as a means to generate fund because government to have all the money to fund infrastructural development.

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