THE EFFICIENCY AND EFFECTIVENESS OF SECURITY AGENTS IN NIGERIA SEA PORTS: A CASE STUDY OF PORT HARCOURT SEA PORT.

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ABSTRACT
This research work presented an evaluation of Security agents and their effectiveness in the Port Harcourt sea port and how they tackle security problems arising from the day-to-day activities of the Port. The secondary source of data obtained from documented facts was used extensively for this study. The documented records was extracted and compiled from Security reports on the sea port and documents recording port reforms as well scholarly articles on sea port security, for a period of four years. And method of data analysis employed were moving averages, graphical representations, quantitative description (using operation efficiency model), and the statistical chi-square test of hypothesis. The operational efficiencies were estimated over a period of 2012, 2013, 2014 and 2015. The relationship between the operational efficiency and security is therefore of inverse proportionality. This means that a surge in the security challenge will adversely reduce if the security agents are given adequate equipments. From the statistical test of hypothesis estimated, it is apparent that the null hypotheses are to be rejected. The study therefore conclude that the availability of equipment is one of the factors affecting the efficiency of security officials because if the security officials have every equipment needed to carry out their duties effectively, then the rate of smuggling in the Port Harcourt sea port will be reduced.

KEYWORDS: Security Agents, Port-Harcourt Sea Port, Security Reports, and Sea Port Reforms

Introduction
Maritime transport is generally regarded as an important facilitator of world trade, permeating all national and international boundaries. More than purely a facilitator, maritime transport is also a significant exportable service in many countries and in the process contributes directly to national Gross Domestic Product (GDP) (Yarbrough and Yarbrough, 2006). In this occasion, access to a global network of reliable, efficient and cost-effective maritime transport service is beneficial to all countries including developed and developing countries, whose trade in price-sensitive goods often comprises a significant component of their economies (WTO, 2004). Notwithstanding the crucial role maritime transport plays in our daily lives, it also carries with it significant risk factors which can jeopardize the economies of countries if unchecked. Such risk factors include among others maritime terrorism and its potential negative effects on global transport chain (Ukpere, 2010). Historically, the security or safety of the vessel, its cargo, passenger and crew has been of great concern since vessels started going to sea and the advent of world trade. It is recalled that from earliest times the vessel, cargo, passengers and crew were jointly and severally exposed to pirates who can be said to be precursors of modern terrorists as far as marine transportation is concerned. Safety measures such as carrying of some arms and ammunition, standard, recognized and authorized practice on the seagoing vessels which became the rather basic and rudimentary self-help security approach to shipping aimed at ensuring safety of the ship and cargo traveling across the sea from part of the world to the other. There had

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to be an intervention, which the world maritime community accordingly responded to. Nigeria is indeed one of the greatest maritime nations of the world; this is confirmed by both the local maritime operators and foreign maritime operators. Ports are supposed to be security zones and policed as such to prevents crimes mainly theft, smuggling among sabotage attacks, stowaway.

In olden days, theft as merely limited to petty pilferage and broaching of cartons by Dockers only tilling their pockets that would neither attract attention nor cause appreciable loss to the cargo consignee. The crime latter escalated to piracy onboard vessels at anchorage. Crews were violently robbed and cargo stolen, with some measure of success in checking piracy at anchorage, attention shifted to the ports proper. There are many security agents both conventionally recognized law enforcement agents and the fadeless ones purporting to be government officials seeing to the general security of our ports These notwithstanding the ports are being easily accessible to a multitude of hoodlums now popularly known as “what rats” and syndicates of other malefactors actors who have made the ports their homes. They vandalize the lighting system to enable them carry out their natural and notorious activities. Any degree of crimes can now be perpetrated by these hoodlums acting in cohorts with some of the security agents, and port official. Crewmembers going ashore are sometimes violently attacked and robbed within and outside the ports. It is on this background that this study will get to discover the effectiveness of the security agents in Nigeria ports.

STATEMENT OF PROBLEMS
Cargo theft has grown from breaking any types of package within the ports to complete disappearance of container out of the ports. Cargos are being successfully cleared from the port by spurious owners. Ships are boarded by unauthorized persons who steal both cargoes and ship property including those relate to safety. What a criminal act! Vehicular cargoes are more vulnerable to plunderage because of the attention they attract. They are loaded with some goods that are not made parks where they normally await clearing. They are securely locked and then keys are handed to security officials for safety. But most of these vehicles with or without undeclared goods are mysteriously opened and their valuable parts are stolen Clearing of cargoes is a process which the shippers, freight forwarded and consignees thinks is as difficult as the head of the camel having to pass through the eye of the needle The customs long room is being made too “long” for clearing agents Problems with all department involved in the clearing start from the usual indifferences to work, the officials thinking that they are doing the agents favour The agents must “co-operate” with the officials, otherwise their entries will either be unnecessarily delayed further or completely lost in the labyrinth of bureaucracy Having survived the voracity these official and the goods released the clearing agent face the cast ordeal of having to “settle” all other security agents and officials even with authentic release documents Some of the security men still go outside the ports to intercept and tort the consignee for “settlement” Coupled with factors like high port tariffs, port insecurity is now causing Nigerian ports serious loss of clientele to neighbouring ports. Lome and Cotonou for example, although in charter parties and ordinary contracts of affreightment where carriage of goods by sea Act 1971 does not apply to the operating bills of lading. Ship owners can exclude liability for loss of or damage to cargo arising from piratical acts generally the Act (COGSA “71”) does not provide such that Nigeria has joined the club of port stigmatized as dangerous in insurance circle. Consequently, ship owners and shippers pays higher premiums for ships and cargoes, a burden that is ultimately passed to the public consumers. If Nigeria must grow both politically and economically, there are needs for an efficient and effective security system for safety of cargoes and ship including the crews. These should be both the activities of the appropriate authority and the private sectors to ensure that security at the port be maintained.

RESEARCH HYPOTHESIS
The hypotheses below are developed and will be tested to ascertain the major factor influencing the efficiency and effectiveness of security agents in the Port Harcourt sea port.

H₀: availability of equipment is not among the factors affecting the efficiency of security officials
H₁: availability of equipment is one of the factors affecting the efficiency of security officials

The previous section explained the security regulations and requirements for ships and ports. However, this part briefly explains the International Ships and Port Facility Security (ISPS) Code, which is the current international regime for safeguarding international ships and Port facility. It was introduced after the September 11 attacks on United States of America in 2001. International community through convention
agreed on the need to develop new security regime to detect security threats and take preventive measures against security incidents affecting ships or port facilities used in international commerce. In respond to this threat, International Maritime Organization developed International Ship and Port Facility Code (ISPS) through co-operation among Governments, Government agencies, local administrations and shipping and port industries. An amendment was made to the 1974 Safety of Life at Sea Convention (SOLAS) in 2002 to enhance maritime security (IMO.2002.SOLAS/CONF.5/31, 1).

International Ship and Port Facility Security (Code) is set of security measures to heighten the security of the Ships and Port Facilities, which was developed to respond to the potential threats to ships and ports facilities. The main derive of the ISPS code is to create a standardized, consistent plan for analyzing risk. This will assist governments to determine the right security levels with parallel security measure and to balance the changes in threats as well as changes in vulnerabilities for ships and port facilities. (IMO.2004.IMO Security Measures) The ISPS code consists of two major parts: “A” and “B”. Part A of includes the detailed requirements for governments, port authorities and shipping companies, whereas Part B serves as guidance by which these requirements would be met, and it’s not mandatory. It includes series of resolutions adopted by the Conference for the purpose of improving maritime security on board of ship, and at ship/port interface area.

Measure to mitigate risk and responsibilities relating to the three levels of security are stipulated in Part the A. The requirement also gives the state right to impose control and compliance measures on any ship that visit the port. Contracting Governments are being mandated by the ISPS Code to take necessary or further action whenever the ISPS code make no provision for such situation. Moreover, to better communicate the threat at the port facility or for a ship, ISP code requires Contracting Government to set appropriate security level. Security level 1(one) represent the normal threat situation. Whereas security level 2, represent medium threat situation. Security level 3, represent high threat situation. ISPS demands both Ships and ports to develop security port plan based on the security assessment. It also requires both ships and Ports to have designated security officers who will deal with all the security related matters on behalf of their company or organization (IMO Briefing 42/2002). Regarding access to the Port Facility, under the section 16.12 of ISPS Code, Port Facility Security Plan (PFSP) ought to establish each security level, means of identification, which is required to permit individual to enter the port facility and perform their respective functions without any difficulties. These may require developing a proper identification system, which will permit permanent and temporary identifications for both regular staff of the port and visitors.

Section 16.17, under security level 1, require Port Facility Security Plan (PFSP) to establish the control points at restricted areas, which must be controlled by fencing or other barriers, up to a required standard for checking identification of individual, who wish to access the port facility to carryout their respective assignment. Section18.4 under the ISPS Code stipulates the requirement and the main objective for drill and Exercises. For port facility personnel to perform the assigned security duties, at all security levels, and be able to identify any shortfalls related to security, drill and exercises must be carried out at regular interval. Section18.5 of ISPS Code regard drill and exercises, require drill to be conducted at least quarterly, unless otherwise its influence by specific circumstances. It was stipulated under theSection18.5 of ISPS Code that, all form of exercises that involves the participation of port facility security officers, as well as relevant authorities of contracting governments, company security officers, or ship security officers, if possible ought to be conducted at least annually with no more than 18 months between the exercises. Because each port and the ship present unique and diverse risk, the contracting governments have the responsibility to comply with the ISPS Code measure that they believe it is right.

Regarding SOLAS, IMO a body has no responsibility under the convention to monitor compliance; instead, the provision has been made for individual contracting government to adopt the rules into their national or local legislation.

Several international treaties have been designed to tackle the other aspect of maritime security as result of ISPS Code. For instance, security regarding merchant seamen is another aspect to be dealt with in ensuring secured maritime security. To tackle the security issues whiles guaranteeing the right of global merchant seamen; International Labour Organization through convention in 2003 drafted the revised seafarer’s Identity Card, which was approved in 2004, to issue a standardized biometric ID card to the merchant seamen. (ILO London.2005)

PORT REFORM
In 2006 the Federal Government reformed the Nigerian Ports in line with global trends. Thus, giving way to Private Sector Participation (RSP) in Port operations. Rivers Port was not left out. We have Messrs Port and Terminal Operators Limited (PTOL) and BUA Ports and Terminals Nigeria Limited as Private Operators in the Port with Nigerian Ports Authority as the Landlord.

Further to this, Rivers Port monitors, regulates and ensures compliance of all terms and conditions expressed in the Lease Agreement. The Port also controls all the jetties under its jurisdiction as well as the provision of marine services. Capital and maintenance dredging are carried out by Bonny channel Company (BCC), a joint venture company to keep the channel open, navigable and safe for maritime business. Other activities include: planning and development of Port infrastructure, Barymetric surveys, maintenance and enforcement of Health, Safety and Environment (HSE). Nigerian Ports Authority provides security in compliance with the International Ship and Port facility Security (ISPS Code) i.e it is a security guideline issued by International Maritime Organization (IMO) for global compliance, to protect ships and port facilities against terrorist attack and in 1st July 2004, the Presidential Implementation Committee on Maritime Safety and Security (PICOMSS) established by the Presidency to implement it in Nigeria Seaports. Also this feat has been achieved through security and the joint efforts of Navy, Port Police, the Joint Task Force (JTF), the Marine Police and NPA Security officials.

PROSPECTS

With the ongoing reactivation of rail systems nation-wide including that of Port Harcourt Port, there is hope for higher records of cargo throughput in volume terms. This will further translate to increase in revenue generation. To the importers, the cost of transportation will reduce drastically since rail is cheaper than road transportation. To Nigerian consumers, it means a reduction in the cost of imported commodities. Enhancement of ICT through a common network with Nigeria Customs and other Port users will further add value to faster documentation that will lead to Port efficiency. This will place more demand on human capacity development against the backdrop of international best practices.

Nigerian Ports Authority also engaged the services of Messrs. African Circle Pollution Management Limited (ACPML) on Build, Operate and Transfer (BOT) agreement to build and operates waste reception facilities for ship generated waste in the Port.

Recently, Nigerian National Petroleum Corporation (NNPC) engaged the services of Messrs. PPP Fluids to transport Crude Oil from its platform to Port Harcourt Refinery at Okrika for the purpose of refining it into different products to avoid pipeline vandalization with it colossal loss to the Federal Government. With the advent of this operation, the revenue base of Rivers Port is enhanced.

TYPES OF SECURITY AGENTS

IN Port Harcourt SEA PORT

There are about or more than 33 various security agent in the port but there are the main ones which are recognized due to importance in ports. they are:

1. The Police
2. The Custom & Excise
3. The immigration
4. N.D.L.E.A& Narcotics
5. Nigeria Navy
6. State Security Service
7. Nigerian Port Plc security etc

FUNCTIONS OF THE ABOVE MENTIONED SECURITY AGENTS

(i) THE POLICE: The police is an arm of National Security in the country’s maritime trade. Port Police Command is attached to the port to maintain surveillance over ships in port, cargoes and other superstructures in the ports to stealing and pilfering as well as damage’ to persons and assets.

(ii) THE CUSTOM AND EXCISE: The enforcement role of customs is mainly to control smuggling. The customs and excise department also examine all: cargoes received at the port with a view to ensuring that all regulations are observed and items which could jeopardize national security are not shipped into the country and to collecting appropriate duties on all imported items. The marine customs play complementary role with the Navy on water patrol.

(iii) THE IMMIGRATION: The Immigration form part of the Security Agents that defends the nation by checking the type of people that come into the nation • through the ports.
These are mainly the crew passengers and officers on board a vessel: They carry out their duties by making sure that illegal immigrants are not allowed into the country and any such person found to be an illegal immigrant would be handed to appropriate authority for deportation.

(iv) N.D.L.E.A. AND NARCOTICS: National thugs law enforcement agents, which are found primarily to check and control the illegal importation of hard drugs by members of crew and officers onboard a vessel into the country. They perform their duties by carrying out a search of a vessel immediately it comes to berth and ensuring that the vessel is drug free and any form of hard drug found, the law enforcement officer has the right to act accordingly.

(v) THE NIGERIAN NAVY: They defend the nation’s sovereignty against enemy attack by sea, the Navy is required to enforce the Federal Government law within the territorial waters of Nigeria. Its Intercept sea pirates and smugglers and enforce exclusive economic Zone law and regulation within the E.E.Z. They Navy is involved in:
   (1) Promotion of safe and efficient passage of marine traffic,
   (2) Provision of hydrographic, oceanographic, environmental and weather service
   (3) Maritime Search and Rescue (SAR);
   (4) Co-ordination of coast guard duties

(vi) STATE SECURITY SERVICE: This Agency takes over the removal of agencies from the port. They are men who appear in ordinary clothing (mufti) and they prevent against things that are offensive to the e especially arms and ammunition.

(vii) NPA SECURITY: these security officials are employee of Nigerian Port Plc. They can very well be referred to as co-operates security that e being employed and trained specifically for the general security of the port. They are always seen in uniform as Black Trousers, White Shirt, Green Applets and in black beret to complete.

THE PORT AS A CIVILIAN AREA OF OPERATION

The Nigeria seaports are civilian area of operation by virtue of the instrument that established the port and the type of activities involved in the ports. The port management act of 1955, allowed Nigerian port to manage the port based on outline legal conditions in the status. The Custom and Excise Management Act No 55 of 1958 part iii 12, 13 14, 15 16 17 stipulated hereunder.

(A) 12 (1) The Minister may by order designate any area in Nigeria specified in the order to be a place of arrival or departure of ship for customs purpose.
(2) Any area designated under this section is in this ordinance referred to a custom’s port.
(3) Except as permitted in writing by the board, the master of a ship entering Nigeria by sea from any place outside Nigeria shall not cause or permit the ship to call at any place other than a custom port, and any person importing or concerned in importing any goods into Nigeria at any place other a custom port.

(12A) The Nigerian Port Plc shall in every area designated a custom port under section 12 provide office accommodation required by officers of the customs and Excise service for proper discharge of their functions in customs port.
(13) The custom may, by notice in the gazette -
   (a) Approval for such period and subject to such condition and restriction as it deem fit, place in any custom port, for loading of goods of any class or description of goods and any place so approved is in advance referred to as an approved wharf.
   (b) At any time for reasonable cause revoke or vary the term of any approval given under this section. Any person who contravenes or fails to comply with any condition or restriction imposed under this section shall be liable to a fine.

PREVIOUS GOVERNMENT PLANS AND ACTIONS TO “FIGHT” PORT INSECURITY:
The Federal Government middle of 1996, brought in a decree streamlining the operation of security agencies in ports. They (The government) Set up a National Task force on seaport security, the task force composed of Army, Navy, Police, State Security Service (SSS), National Drug Enforcement Agency (NDLEA) and various security operatives, has since swung into action. It also established magistrate courts in all seaports in the country. The courts, among other things, will now try illegal visitors that come into the ports and this is expected to drastically reduce human trafficking. As the year rolled by, things were already taking
shape as the task force drew up strategies to contain insecurity. It has also moved to ensure that those guidelines are implemented and enforced through monitoring.

Now all passengers’ vessel entering any Nigeria port are to be bounded first by port health officers, followed by operative of the Nigeria customs services (NCS), NDLEA, NAVY, SSS, and Nigeria Immigration Service (NIS) who are to send not more than 16 personnel collectively. The SSS, the Directorate of military intelligence (DM1), Directorate of Naval Intelligent (DNI) and other Naval personnel have also been banned from physical examination of containers.

Henceforth, only’ NCS professional import duty administration (PIDA) are allowed to physically conduct ‘the examination, which to save time now, are to be done simultaneously. The DM1, DNI and SSS will low only observe the process without physical interfering. At the end of the examinations all the approved agencies must append their signatures thereon, on the spot after which containers and other cargoes should be moved unhindered to the designated exit port-gate for onward delivery The NCS has also been empowered to draw up schedules of examination each day with clearing stipulated time of inspection.

At the point-gate, the numbers of security agencies allowed to operate were also reduced to six. These includes customs enforcement unit, Nigeria Port Authority Traffic and Security departments the NDLEA Navy and Police force who are to have collectively not more than 18 personnel.

The Standard Organization of Nigeria (SON), the nation’s watchdog against the dumping of fake and inferior or low standard products The National Agency for Food and Drug Administration and Control (NAFDAC) has also since been barred from the port except when they are needed.

To ensure that these directives are followed, the leaders of the task have since swung into action by visiting all, the seaports in the country, addressing officials of NPA, all affected security agencies and other port operators.

They are also physically visiting all black spots and setting up physical examples by arresting, detaining and prosecuting those who flout the directives. Another black area the task force is delving into is curtailing the activities of Pirates and water borne criminals.

EVALUATION AND PERFORMANCES OF SEA PORT SECURITY AGENTS
The port is where economic activities are carried out: the movement of goods, passengers and crew by sea should be protected by the agents responsible. The threats to the maritime trade include piracy, smuggling and pilfering (stealing). The Police, Customs and Na are responsible to check the schedule of such activities based on their schedule of duty. Despite the presence of more security units from various arms of the military formation, the level of pilfering and stealing has been on the increase with less concentration by the security agents on this, very vital arm that has got to do with the security of goods and personnel in our seaport.

Despite all the measures and strategies, the government of this great nation has put in place: the rate of corruption among the security personnel and the so called wharf-rat is very high.

POSSIBLE SOLUTIONS
PILFERAGE PROBLEM
The problem of pilferage in Nigeria Ports especially the main port like the Port Harcourt Sea Port is very alarming. This set of human beings through one means or the other find their ways into the port for the purpose of vandalizing, pilfering, stealing and extortion of money from customers to the port. How this people get in should be a great concern to security agencies in port. This so-called “pilferage” comes in different manners and styles without having any formal or official assignment to do in the port but only to carry out their nefarious activities.

MENACE OF DRUG-PUSHERS
Exploiting the laxity of our Port security, drug barons have turned the ports as an avenue for transporting their unlawful cargoes as long as they have minders onboard, capitalizing on the rapacity of some of the crewmembers occasioned by the present economic condition.

They can succeed in our ports but in most cases they are caught either at sea by the crew or at their destination by selfless security officials. The innocent ship crew and ship owners stand to lose directly from the malignant adventurism of these drug barons. The ships are usually arrested and heavily fined. The ship owners incur colossal financial losses (beneath their dignity), to mention but a few.

STOWAWAY

Stowaways are economic immigrants that illegally find their ways into the ship for migration to another country. Most of these stowaways after finding their ways into the ship hide themselves in the holes. For these stowaways to be stopped there should be proper watch keeping, provision where all the holes, the engines spaces, the cabins and stores are properly searched even with the most thorough watch keeping, determined stowaways will still find methods of getting on board, regular searches of the vessel must always be carried out whilst in the port and a carefully executed search of the entire vessel immediately prior to sailing.

Routine shipboard searches of the vessels are effective ways of detecting stowaways and they should be earned out in accordance with the instructions given.

PRECAUTIONS TO BE TAKEN AT ANCHOR

- Ships at anchor are always vulnerable, so it is particularly important to make it as difficult as possible for anyone attempting to climb on board.
- All means of access should be secured, including the lowerpipe cover on anchor chain.
- All gangways and accommodation ladders should be raised when not in use.
- A proper watch should be kept at all time; regular desk patrols should be made by crewmember working in pairs.
- Security lighting should be used wherever available.

SHIP’S CLEARANCE

It is ridiculously anomalous to find that about ten different departments, each sometime numbering up to six, are involved in clearing ship inwards. In effect, there is a duplication (or triplication) of functions and often clash of interest and authority among these boarding officials which includes security agents, they are functionally independent as they claim and many are not accountable to the Nigerian Port PLC, usually acting and exceeding the legal power of the court at any slightest error or omission in the required declaration, these officials apparently with ulterior motives, subject the ship to untold blackmail and intimidation which turn out to be effective instrument for extortion.

All these cause unnecessary expenses to the ship owners and long delays before breaking bulk. Extortive actions of some officials are driving ships away from some ports. Clearing outward does not present much problem as the departments involved are reduced in number to only three. But the ship owner must willingly “co-operate” to avoid bureaucratic bottleneck that could be deliberately created to propitiate the same gratification.

SECURITY OFFICIALS AND SMUGGLING PROBLEM

Nigerian ports are synonymous with smuggling. Any type of cargo can be imported and successfully cleared through the ports if the price is right. This is not without the collusion of security agents and port officials. Most of the goods come in, declared as lawful cargoes. Inspected at all and no duties or changes are paid on them. These are usually cleared by security agents or armed men acting in obedient to “order from above”. Nobody from above has ever admitted giving such order and nobody has ever dared to find out who those from above are.

These smugglers, including those that aid and abet for personal gains, do not think of the risks inherent in their activities. The cargoes may be Demetrious in nature which the shipper must declare section 6 article iv of carriage of goods by se act 1971 provides that goods of an inflammable, explosive or dangerous nature to the shipment where of the carrier, mater or agent of the carrier has not consented with knowledge of their nature and character, may at any time before discharge be landed at any place, or destroyed or rendered innocuous by the carrier without compensation and the shipper of, such goods shall be liable for all damage
and expenses directly or indirectly arising out of or resulting from such shipment. If any goods shipped with such knowledge and consent shall become a danger to the ship or cargoes, they may in like manner be landed at any place or destroyed or rendered innocuous by the carrier without liability on the part of the carrier except to general voyage if any.

NON-AVAILABILITY AND MAINTENANCE OF PORT SECURITY EQUIPMENT
The various security personnel port are not well equipped for their operation to be carried out. This equipment ranges in the area of transportation, communication, lighting, anus and ammunition, uniform and a whole lot of security gadget that could bring about efficiency and effectiveness.

It is a thing of importance to know that Port Harcourt port have only two Police Patrol vehicles taking care of the port from berth 1-20, which in the right sense is not normal and cannot bring about efficiency.

Most of the vehicles are badly maintained that they cannot start on their own and when they are being supported (pushed) to start, the noisy engine will make the vehicles to be slow in movement and this adversely affect port security since the Nigeria Police are responsible to the general security of the port; they have to be on the move 24 hours of the day to check movement of people that come to the port either official or not official.

TRAINING OF SECURITY PERSONNEL
The security agents are strangers to the port, who are still not conversant with the procedures in the ports, due to the civilian nature of operation that needs a lot of experiences and training.

Most of the security personnel that are posted to the port are not given orientation on the procedures and activities of the ports. There is therefore the need to train security official (either military or paramilitary) on activities of the port, customers of the port and main thing, which is the port’s objective to achieve efficiency and effectiveness.

Orientation should be carried out for newly recruited port security officials on the basic job demand of any department and what they are expected to carry out and the possible action they could take, if anyone is caught, with this there would be a little bit of efficiency.

IMPROVED REMUNERATION
For effective security to be achieved in our ports security personnel have to be remunerated in a standard that would enable them meet up with then household responsibilities. Since most of the security personnel are family men who are head of the family, they have some responsibilities to meet up with in their homes, better remuneration and bonuses should be given out to them to bring about efficiency in, carrying out their duties.

The issue of “a hungry man is an angry man” should be a thing of concern to management of Nigerian Port Plc. If standardized incentives are provided for this security personnel it may help reduce the level of corruption among the security officials. ‘To maintain the loyalty and support of workers they must receive a fair wage for services rendered. Compensation for work done should be fair to both employees and employers.

PROVISIONS AND MAINTENANCE OF SECURITY EQUIPMENTS
Equipment are tools Used in the process of executing a job/tasks. Security is a job/task and therefore equipment like communication gadget, arm baton sticks, vehicles, uniform etc. More vehicles should be provided to convey security officials and patrol the port from berth 1-20 and the immediate surrounding to check any criminal act.

If, our security network in port has to be firm, the adequate security gadget and equipment should be provided. Preventive and periodical maintenance should be carried out on these vehicles and equipment because it takes less to maintain.

50 persons were selected using the simple random sampling (SRS) technique.

The questionnaire was structured in a five-like scale measuring attitude of Strongly Agreed, Agreed, Undecided, Disagree and Strongly Disagreed.

Data Presentation and Analysis
The data presented below were gathered during field work:
Bio data of respondents

Table 1 gender of respondents

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Source: field survey, August, 2016.

Table 1 above shows the gender distribution of the respondents used for this study.

Out of the total number of 50 respondents, 30 respondents which represent 60.0 percent of the population are male.

20 which represent 40.0 percent of the population are female.

Table 2 age range of respondents

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</table>

Source: field survey, August, 2016.

Table 2 above shows the age grade of the respondents used for this study.

5 respondents which represent 10.0 percent of the population are between 15-20 years.

5 respondents which represent 10.0 percent of the population are between 21-25 years.

10 respondents which represent 20.0 percent of the population are between 26-30 years.

15 respondents which represent 30.0 percent of the population are between 31-40 years.

13 respondents which represent 26.0 percent of the population are between 41-50 years.

2 respondents which represent 4.0 percent of the population are above 50 years.

Table 3 educational background of respondents

<table>
<thead>
<tr>
<th>Valid</th>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASSCE/SSCE</td>
<td>5</td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
</tr>
<tr>
<td>OND/NCE/HND/BSC</td>
<td>32</td>
<td>64.0</td>
<td>64.0</td>
<td>74.0</td>
</tr>
<tr>
<td>MSC/PGD/PHD</td>
<td>10</td>
<td>20.0</td>
<td>20.0</td>
<td>94.0</td>
</tr>
<tr>
<td>OTHERS</td>
<td>3</td>
<td>6.0</td>
<td>6.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 3 above shows the educational background of the respondents used for this study.

5 respondents which represent 10.0 percent of the population are WASSCE/SSCE holders.

There were no WASSCE/NECO/GCE holders.

32 which represent 64.0 percent of the population are OND/NCE/HND/BSC holders.

10 which represent 20.0 percent of the population are MSC/PGD/PHD holders.

3 which represent 6 percent of the population had other type of certificate.
Table 4 marital status of respondents

<table>
<thead>
<tr>
<th>Marital Status</th>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid Single</td>
<td>20</td>
<td>40.0</td>
<td>40.0</td>
<td>40.0</td>
</tr>
<tr>
<td>Married</td>
<td>26</td>
<td>52.0</td>
<td>52.0</td>
<td>92.0</td>
</tr>
<tr>
<td>Divorced</td>
<td>3</td>
<td>6.0</td>
<td>6.0</td>
<td>98.0</td>
</tr>
<tr>
<td>Widowed</td>
<td>1</td>
<td>2.0</td>
<td>2.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 4 above shows the marital status of the respondents used for this study.
20 respondents which represent 40 percent of the population are single.
26 respondents which represent 52.0 percent of the population are married.
3 respondents which represent 6.0 percent of the population are divorced.
3 respondents which represent 6.0 percent of the population are divorced.
1 respondent which represent 2.0 percent of the population is widowed.

Table 5 Reduction of security agent helps to reduce cost and delay

<table>
<thead>
<tr>
<th>Agreement</th>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid strongly agree</td>
<td>21</td>
<td>42.0</td>
<td>42.0</td>
<td>42.0</td>
</tr>
<tr>
<td>Agree</td>
<td>10</td>
<td>20.0</td>
<td>20.0</td>
<td>62.0</td>
</tr>
<tr>
<td>strongly disagree</td>
<td>19</td>
<td>38.0</td>
<td>38.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 5 above shows the responses of respondents that reduction of security agent helps to reduce cost and delay.
21 respondents representing 42.0 percent strongly agreed that reduction of security agent helps to reduce cost and delay.
10 respondents representing 20.0 percent agreed that reduction of security agent helps to reduce cost and delay.
19 respondents representing 38.0 percent strongly disagreed that reduction of security agent helps to reduce cost and delay.

Table 6 proper orientation has significant effect on the performance of security personnel

<table>
<thead>
<tr>
<th>Orientation</th>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid strongly agree</td>
<td>25</td>
<td>50.0</td>
<td>50.0</td>
<td>50.0</td>
</tr>
<tr>
<td>Agree</td>
<td>6</td>
<td>12.0</td>
<td>12.0</td>
<td>62.0</td>
</tr>
<tr>
<td>Undecided</td>
<td>9</td>
<td>18.0</td>
<td>18.0</td>
<td>80.0</td>
</tr>
<tr>
<td>Disagree</td>
<td>5</td>
<td>10.0</td>
<td>10.0</td>
<td>90.0</td>
</tr>
<tr>
<td>strongly disagree</td>
<td>5</td>
<td>10.0</td>
<td>10.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 6 above shows the responses of respondents that proper orientation has significant effect on the performance of security personnel.
25 respondents representing 50.0 percent strongly agreed that proper orientation has significant effect on the performance of security personnel.
6 respondents representing 12.0 percent agreed that proper orientation has significant effect on the performance of security personnel.
9 respondents representing 18.0 percent were undecided.
5 respondents representing 10.0 percent disagreed that proper orientation has significant effect on the performance of security personnel.
5 respondents representing 10.0 percent strongly disagreed that proper orientation has significant effect on the performance of security personnel.

Table 7 official order on security personnel has significant effect on smuggling problems

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>strongly agree</td>
<td>19</td>
<td>38.0</td>
<td>38.0</td>
</tr>
<tr>
<td>Agree</td>
<td>24</td>
<td>48.0</td>
<td>48.0</td>
</tr>
<tr>
<td>undecided</td>
<td>2</td>
<td>4.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Disagree</td>
<td>5</td>
<td>10.0</td>
<td>10.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 7 above shows the responses of respondents that official order on security personnel has significant effect on smuggling problems.
19 respondents representing 38.0 percent strongly agreed that official order on security personnel has significant effect on smuggling problems.
24 respondents representing 48.0 percent agreed that official order on security personnel has significant effect on smuggling problems.
2 respondents representing 4.0 percent were undecided.
5 respondents representing 10.0 percent disagreed that official order on security personnel has significant effect on smuggling problems.

Table 8 Availability of equipment is one of the factors affecting the efficiency of security officials.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Percent</th>
<th>Valid Percent</th>
<th>Cumulative Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valid</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>strongly agree</td>
<td>35</td>
<td>70.0</td>
<td>70.0</td>
</tr>
<tr>
<td>Agree</td>
<td>10</td>
<td>20.0</td>
<td>20.0</td>
</tr>
<tr>
<td>undecided</td>
<td>3</td>
<td>6.0</td>
<td>6.0</td>
</tr>
<tr>
<td>Disagree</td>
<td>2</td>
<td>4.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: field survey, August, 2016.

Table 8 above shows the responses of respondents that availability of equipment is one of the factors affecting the efficiency of security officials.
35 respondents representing 70.0 percent strongly agreed that availability of equipment is one of the factors affecting the efficiency of security officials.
10 respondents representing 20.0 percent agreed that availability of equipment is one of the factors affecting the efficiency of security officials.
3 respondents representing 6.0 percent were undecided.
2 respondents representing 4.0 percent disagreed that availability of equipment is one of the factors affecting the efficiency of security officials.

**HYPOTHESIS TO BE TESTED**

H₀: availability of equipment is not among of the factors affecting the efficiency of security officials.
H₁: availability of equipment is one of the factors affecting the efficiency of security officials
Level of significance: 0.05
Decision rule: reject the null hypothesis if the p-value is less than the level of significance, accept the null hypothesis if otherwise.

<table>
<thead>
<tr>
<th>Test Statistics</th>
<th>availability of equipment is one of the factors affecting the efficiency of security officials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chi-Square</td>
<td>29.200</td>
</tr>
<tr>
<td>Df</td>
<td>4</td>
</tr>
<tr>
<td>Asymp. Sig.</td>
<td>.000</td>
</tr>
</tbody>
</table>

a. 0 cells (0.0%) have expected frequencies less than 5. The minimum expected cell frequency is 10.0.

Conclusion based on the decision rule
Since the p-value (0.000) is less than the level of significance, we reject the null hypothesis and conclude that availability of equipment is one of the factors affecting the efficiency of security officials at the Port Harcourt Sea Port.

CONCLUSION
From the result of the analysis; we conclude that the availability of equipment is one of the factors affecting the efficiency of security officials because if the security officials have every equipment needed to carry out their duties effectively, then the rate of smuggling in the Port Harcourt sea port will be reduced.

RECOMMENDATION
1. The federal government of Nigeria should make available the necessary equipment needed for the security officials to work effectively.
2. To properly monitor the rate of smuggling, the top officials should stop giving orders that will allow smuggling in the port.
3. Some form of incentives should be given to the security official in order to motivate them.
REFERENCES


