

CHAPTER ONE

INTRODUCTION

1.1 BACKGROUND OF THE STUDY

The history of port development in Nigeria dates back to the middle of 19th century. This was long after the onset of sea borne trade and transactions which followed the adventures of early explorations of African coasts. Initial efforts towards provision of facilities for ocean going vessels were the attempts to open up the entrance to the Lagos Lagoon. Considerable littoral drift occurred along this coast, and the constantly shifting channels in the bar at the entrance made entry very difficult.

On February 1, 1914, the first mail-steamer s/s 'AKOKO' drawing 5.64 metres entered the Lagos harbour. Two months later, vessels began to use the facilities provided at the customs wharf on Lagos Island.

Prior to this time, explorative and trade activities involving European missionaries and businessmen in Africa made the existence of a port on the wide coastal stretch from Calabar to Lagos imperative. Specifically, in the 15th century the Europeans opened marine contact and discovered the rich natural resources in the west and central African region that were needed for their economic and industrial revolution. As a result, the Bight of Benin was opened up by John d'Averro, of Portuguese in 1482 and in 1553, Captain Wyndham of Britain landed on the nation's coast. The first major breakthrough in opening was in 1906 up the Lagos Lagoon.

Decision to develop Apapa port was taken in 1913 and construction of the first four deep-water berths of 548.64 metres long at Apapa began in 1921.

In 1913, Port Harcourt port was opened to shipping by Lord Lugard, the Governor General. The railway line to Gugu was completed three years later in 1916.

In 1960, the Nigerian ports authority embarked on an elaborate manpower development through cadetship training awards, emphasis was on marine-Engineering, accountancy, general management, civil mechanical and electrical engineering.

Lagos is the only available ports serving the country's maritime transportation needs.

The Federal military government enacted a special decree which empowered the Nigerian ports authority to acquire the ports of Warri, Bonny and Calabar previously operated by private

entrepreneurs.

§Holts transport were former owners of werriport.

§UAC owned bumetu port

§Calabar port was originally owned by five operators

NPA spent N3.35 million at the time to acquire these ports.

1.2 STATEMENT OF PROBLEM

Based on the study of the current mode of the operation, the manual and recurrent procedures of working could bring about errors and reduced productivity. Customers as a result of eagerness would prefer that their goods cleared on time but since they are so many activities involved there is delay in the processing. Items may be mixed up during numbering and duly roles allocated for identical items. The storage method of information such as and other important documents can easily be lost hence attracting distrust of the agency by the client.

1.3 OBJECTIVES OF THE STUDY

This work is aimed at improving the time constraint during clearance of arrived goods. Also provision for security and control are made. It is also aimed at reducing the popular problem of items being mixed up in terms of code numbering, and duty rates allocated for identical items. It is hoped that this mix up is eliminated and a proper rating will be given to items as declared in the harmonized tariff text.

1.4 SCOPE OF THE STUDY

The precise limit of this study is centered on how to computerize the import duty processing system. It is restricted only to shipping company system operation.

1.5 LIMITATION AND DELIMITATION OF THE STUDY

During the time of carrying out the facts and figures of this study, a lot of problems were encountered. Firstly, it was difficult somewhat to get to the workers of different companies to talk about the present mode of shipping, clearing and forwarding operations. A lot of strenuous trips were made to ensure that first hand information was gotten to make this work successful and reliable one.

However, in spite of these limitations, this project has been able to a large extent to achieve the best out of the limited resources.

1.7 ASSUMPTIONS

The assumptions made in this study are as stated below:

- 1) The proper security of the system from destruction or alteration of information is granted.
- 2) It is assumed that the loss of information to illegitimate users will be denied when the new developed software is duly used.

1.8 DEFINITION OF TERMS

Cargo - This is equivalent to the term 'goods' which includes shipment records.

Carriage – This is equivalent to the term transportation as a movement of goods.

Forwarding agent – This is also known as FREIGHT AGENT, a carrier employee, who receives, forwards or delivers goods or who represents or directs locally the freight functions of a carrier.

Agent - A person who has authority to express or implied to act on behalf of another.

Rotation number- A number allocated by the department of customs and exercise to every vessel entering into a port.

Data - With reference to this project it includes basic facts to be used for counting and for the provision of useful information.

Shipment- This is equivalent to the term consignment and refers to pieces of bundles of cargo accepted by the carrier from one shipper at one time and at one address, receipted for in the shipment record.

Shipper – This is equivalent to the term consign or and refers to the person whose name appears on the party contracting with the carrier for the carriage of cargo.

Consignee- This is the person whose name appears on the shipment record as the part to whom the shipment is to be delivered.

Port – This is or shelter for ships

Vessel – This is a ship for transport by water.

Bill of lading – This is an acknowledgment by a carrier that he has received the goods for shipment.

Days – This means the full calendar days, including sunders and legal holidays provided that for purposes of notification, the balance of days upon which notice is dispatched shall not be counted.

Freight – Cargo of goods handled by a bulk common carrier of some kind, such as rail, truck or steamship line. Freight is usually thought of as more of bulky good and less-perishable through goods shipped by other means, such as express or parcel post in general where delivery is considered less urgent.

Wharf – A landing – stage built along the shore for landing or unloading vessels.

Customs duty – This is the right of duty payable by custom tariff act that is in force at the time of the delivery or arrival of import entry to the proper officer.

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