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**WORLD MARITIME UNIVERSITY**  
Shanghai, China

**Efficiency Analysis of Trans-Border Goods Traffic  
along Nigeria-Niger Border: A Case Study of Jibia  
Post Katsina State**

By  
**USAINI SANI ADAMU**  
Abuja-Nigeria

A research paper submitted to the world Maritime University in partial fulfillment of the requirements for the award of the degree of

**MASTER OF SCIENCE**

**INTERNATIONAL TRANSPORTATION AND LOGISTICS**  
2010

## Declaration

I certify that all the material in this research paper that is not my own work has been identified, and that no materials are included for which a degree has previously been conferred on me.

The contents of this research paper reflect my own personal views, and are not necessarily endorsed by the University.

Usaini Sani Adamu

A handwritten signature in black ink, consisting of several vertical and horizontal strokes, appearing to be the name 'Usaini Sani Adamu'.

**Supervised by**

Professor Xu

World Maritime University

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## ABSTRACTS

Title of Research paper: Efficiency Analysis of Trans-Border Goods Traffic along Nigeria-Niger Border  
(A Case Study of Jibia Post Katsina State)

Degree: MSC

Good Traffic between Nigerian and Niger is one of the fundamental aspects of means of socio-economic exchange activities between the two countries. The interaction between Jibia/Maradi communities is hinged mostly on economic and social sphere and has significant impact on the cross-border movements of Goods and Persons. The exhibit various characteristics in terms of divergent goods traffic, different vehicles and trans-border interchange facilities. This study “*An analysis of Trans-border-goods traffic along Nigeria – Niger Boarder a case study of Jibia psot Katsina State.*” Therefore, examines this fundamental phenomenon.

The study collects data through questionnaire, interview, and physical inspection among others to address the five points’ objectives of the study. The result shows that between Nigeria and Niger at Jibia. Food stuffs such as millet, Maize, tomatoes, onions, cassava, Thailand rice, dales, etc, livestock such as cattle, sheep, camel, horse, and products such as firewood, petroleum and other petroleum products were the commonest goods traffic; lorry, truck, pick-up, vans, trailers, tankers and bus are the most common vehicular method of movement and that Trans-border facilities at the Jibia post is grossly inadequate for unhindered interactions that will boost the economic activities of both countries.

The study concluded by making valuable suggestion which if implemented will help in a great deal to ameliorate the problems of trans-border goose traffic not only at Jibia post but similar ones along Nigeria’s international frontiers.

**KEYWORDS:** Nigeria-Niger boundary, Socio-Economic Exchange, Cross- Border Movements, Different Vehicles, Trans-Border Interchange Facilities.

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## **LIST OF ABBREVIATIONS**

CFA	Currency Freight Adjustment
ECOWAS	Economic Of West African State
NARTO	National Association of Road Transport Owners
NCS	Nigerian Customs Service
NNJC	Nigeria Niger Joint Commission
NURTW	Nigerian Union of Road Transport Workers
VIO	Vehicles Inspectorate Officers

# CHAPTER ONE

## INTRODUCTION

### 1.0 BACKGROUND TO THE STUDY

Nigeria and Niger Republic are two Countries that were named under the auspices of international boundary demarcation made by the pre-colonial white European powers (the English and the French). The period of demarcation of the two Countries was mainly at the Berlin Conference of 1884 when the Africa Continent was partitioned. Border demarcation in Africa has led to the division of some ethnic nationalities into two or more sovereign nation states. Nigeria/Niger border is an example where even family members are found in the two countries across borders. A typical example is found at Jibia (Nigeria) and Maradi (Niger Republic).

Economic activities like trade have, right from the pre-colonial period, been in existence between the two countries. Similarly, marriages, social and culture exchange relationships have also been applicable and peacefully operated.(Chapman K. 1978)

Good traffic between Nigeria and Niger is one of the fundamental aspect or means of Socio-economic exchange activities of the people however the characteristic form of the transportation exist there involves the nature of heavy motor-vehicles flying the cross border highway. The activities of the Jiba/Maradi communities hinged mostly on economic and social sphere and have significant impact on the cross-border movement of goods and persons. There had been existing border Administration and polices administered by both government of two different nationals i.e. Nigeria and Niger). These policies, Administration and security operative's functions regulate socio-economic and even diplomatic co-existence fo the two bordered countries. The movement of goods and people has become imperative hence with role of economic integration agenda, transportation become affordable efficient and sufficient. Through there was much illegal passage or transactions of goods through bush paths or smuggling usually perpetrated by the people. Meanwhile, a signed economic integration charter of the West African Sub-regional countries (ECOWAS: Protocol A/P1/5/79 relating to free movement of persons, residence and establishment signed in Dakar

on April 29<sup>th</sup> May, 1979) was made to simplify free movement of goods and people, yet the border security and policies do possess threat to the road users.

Consequent upon the perennial antecedents of the international boundary demarcation goods traffic and human transaction along the highway, the study is focused on unveiling the nature of this traffic, nature of goods volume of traffic and vehicles flying across Nigeria and Niger borders.

Transportation is an engine of development of any nation hence Nigeria and Niger – Shared border and got linked with Trans-national road. The socio Economic existences of both Nigeria and Niger as well as border communities largely depend on interdependence of economies. The market exchange relationship between two separated Nationals is operated through trade, interpersonal transaction and communication.

The Pressure on available infrastructure facilities especially transportation is always enormous, given the fact that transport revolves around the people in their daily lives, it becomes imperative for the transport system in the cities to function efficiently and effectively.

The choice of Katsina State is informed by its strategic location as a state that shares border with the republic of Niger. The strategic location of Katsina State has brought high turnover of goods and services through the Nigerian road network.

## **1.1 STATEMENT OF RESEARCH PROBLEM**

The relationship between Nigeria and Niger has remained significantly cordial for the past four decades. It is evident that cultural, historical and linguistic compatibility have attested to the relationship. However, we should also accept the fact that efforts at administering the border lands between the countries have been a failure due to a myriad of problems.

The integration economies and political units all over the world, and in particular, the ratification of the constitute Act of the African union (AU) and the demands of the ECOWAS Treaty and the protocol relating to the free movement of persons and the Right of Residence and establishment threw up challenges which have to be anticipated and addressed.

It has been proved beyond doubt by Nigeria experience with her neighbors, that the major obstacles to Border Region Development deals with the enduring vestiges of colonialism transformed into new-colonialism has now created parallel administrative structures to counter Nigeria's efforts. Nigeria which is a former British colony operates a Federal system of government which gives the Border States some latitude or freeway to deal

with their counterparts who unlike them do not enjoy such freedom being former French colonies. The paradox is that in spite of their closeness, border communities are forced to turn back to one another in the direction of their respective capitals instead of facing the resultant effects of this history as against this disjointed or uncoordinated effort by our neighbors thereby making life more difficult for the Border Region dwellers.

Similarly, political and hence incoherent border policies by governments before 1999 either in Nigeria or her neighboring countries due to their penchant posture of regime put high premium on national security thereby executing policies that were antithetical to Border Region development. The decision to attack smuggling in the border areas and to successively prosecute the programmed of change of national currencies are usually informed to protect national interest. This is inevitable but should be done taking into consideration the factor of integration.

Closely related to this is the issue of over-policing the border areas. Both Nigeria and neighbors still view their border areas as security zones. Thus the over bearing presence of border law enforcement agent in this areas create obstacles to free movement of persons and goods. It also leads to incrimination and alienation of these aggregate actions and re-action, with cannot and is evidence of under-development of the border region areas.

All over the world, frequent problem are encountered at the border areas particular in the management of valuable resources. The Nigeria – Niger border is quite extensive and the problem appears to be not necessarily the lack of initiatives or efforts by the communities and the government concerned, rather it is the apparent lack of political will by the central government.

Although while a sizeable proportion of the goods coming in and out of Nigeria through Katsina border passes through bus path, such action constitute an illegal act. The fact that there are many of such bush path stretching through hundreds of kilometer and with the added fact that such activities are carried out in the night makes it difficult to study, this study therefore is limited to the border post at Jibia to be precise.

From the forgoing therefore, the following fundamental research questions ensued:

- a. What are the types, volume and direction of goods traffic at Jibia border?
- b. What are the mode and means of such movement?
- c. What are the causes and effect of such trans-border movement?
- d. What is the condition of the roads and how has it affect the steady and unsteady traffic flow of goods?

- e. What are the facilities provided and the levels and impact of utilization of the facilities? And,
- f. Why are people and their goods finding it difficult to cross Jibia border i.e. from Nigeria to Niger or Niger to Nigeria at the border?
- g. Why are people finding it difficult to cross Jibia border i.e. from Nigeria to Niger or Niger to Nigeria?
- h. Why the law enforcement agencies at Jibia border are always clashes with Jibia people?

## 1.2 AIM OF THE STUDY

The Aim of this study is to analyze the nature and challenges associated with trans-border movement of goods through Nigeria – Niger border at Jibia post in Katsina State. With a view to making recommendations that will assist in mitigating the inherent problems noticed.

## 1.3 OBJECTIVES OF THE STUDY

The main objectives of the research

- i. To analyze the origin and destination of goods along the Nigeria Niger border at Jibia post.
- ii. To determine the types of goods involved in trans-border movement at Jibia post.
- iii. To determine the transportation means used
- iv. To assess the provision and condition of facilities for trans-border movement at Jibia post.
- v. To determine the level of utilization of the facilities in relation to the total traffic capacity.
- vi. To assess the impact of the present level of utilization of the facilities on government revenue.
- vii. To evaluate the documentation process in the goods movement

## 1.4 SIGNIFICANCE OF THE STUDY

Nigeria and Niger are both members Countries of Sub-regional economic integration act. This economic act was born by the Economic Community of West African States (ECOWAS). Therefore, this research study will be of immense Significance to the government of Nigeria and Niger republic in the management of borders areas, peaceful

coexistence, economic dynamics of trans-border relations, trans border security and resource management that exist along the boundary. It will also be of significant to the neighboring villages, towns, communities and state along the broader region. The research will also be of benefit to the industrialist as well transports as knowledge of freight flows, sources; destination, quantity, quality etc, are known. Lesson can also be adopted by other sub-regional bodies in African and lease where

### 1.5 SCOPE OF THE STUDY

The research is limited to the study of Trans-border Goods Traffic along Nigeria-Niger Boarder at Jibia in Katsina State. The study area falls within the Northwestern portion of the Nigeria – Niger boundary. Katsina State shares an International border with the prefectures of Maradi and Zinder in the Republic of Niger, spanning a total length of about 240km and the total landmass of local Governments around the border in the state is 4187sq.km, making up 17.23% of the state total land mass. This research study is limited to Jibia border town of Katsina State.

However, the Range of goods the research study intends to cover are Food Stuffs like Maize, Millet, Rice, Beans, dates, Wheat and cassava. Livestock Trade like Sheep, Goats, Camels, Horses and Donkeys, and Manufactured goods such as Roofing Sheets (Zinc), Cement, Iron and Wooden Beds, Sugar and Milk. The length of time the study intends to cover in from 2006 to 2010.

Since Niger is a Land Lock Country the means of Mobility method to be used is land transport such as Motor Vehicle, Motor Cycles, Horses, Donkeys, and Camels, and these shall be the concerned of the study.

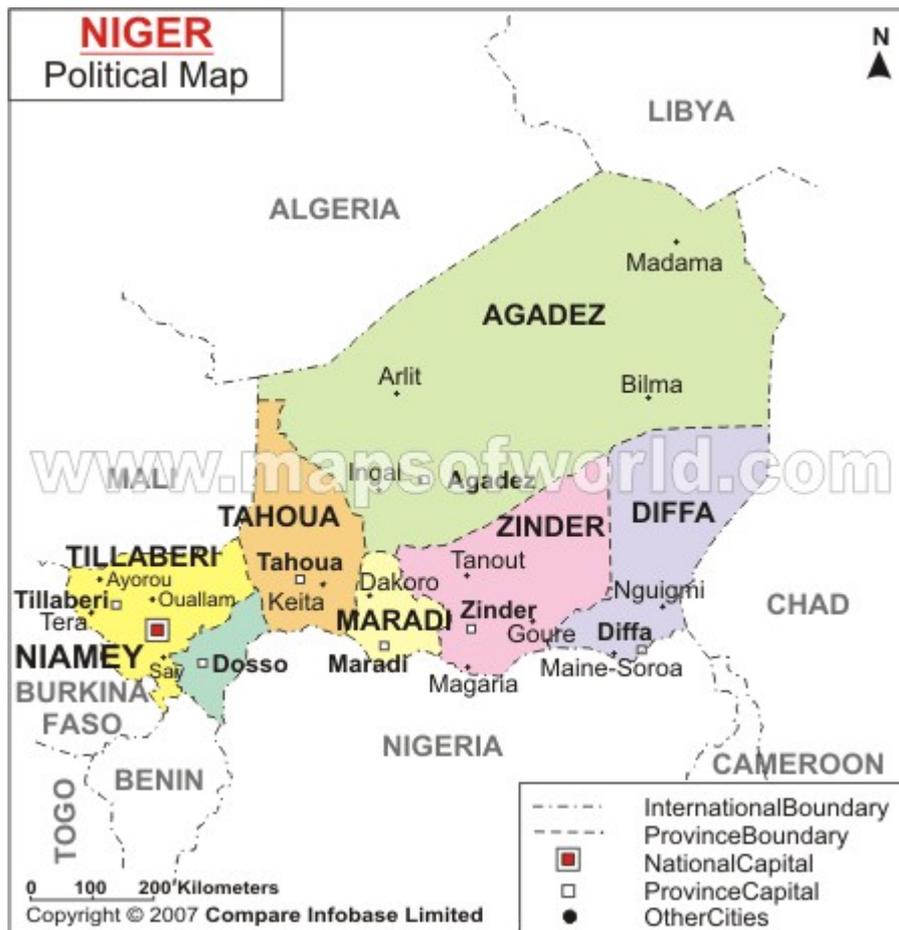
### 1.6 THE STUDY AREA

Jibia is the headquarters of Jibia Local Government Area of Katsina State. It is one of the local government area created nationwide by the Ibrahim B, Babangida military administration in 1989. jibia is located at the North-Western part of Katsina State, about 30 kilometers North of the Katsina State capital.

Geographically, Jibia is located on Latitude  $13^{\circ} 40'N$  and Longitude  $5^{\circ} 20'E$ , while Maradi is located on Latitude  $13^{\circ} 55'N$  and Longitude  $5^{\circ} 15'E$ , thus giving a distance of just about 32km between the two settlements.

The local government shares an international boundary with the Republic of Niger to the North, Zurmi Local Government area of Zamfara State to the West, Kaita Local

Government to the East and Katsina Local Government to the south, (see map attached).



It has a projected population of over 350,000 people according to the 1991 population census in the area. Jibia Local Government Area has a landmass of about 45,000sq kilometers, which lies within the Sahelian climatic zone susceptible to drought and ravages of deserts and farmers, and speak Hausa as the main language, and Islam constitutes the main religion of the area because 99% of the population in Jibia are Muslims.

Jibia is accessible by road through federal, state and local government roads, Jibia market is the major market along border towns in Katsina State. The main market day is on Sundays were people from both within and outside the country (i.e. Niger Republic) comes to exchange their goods.

## 1.7 OUTLINE OF CHAPTER

The study comprises five chapters designed to case the specificity and direction for our dear readers. The first chapter is the introduction, which deals with the definition and nature of Nigeria-Niger international boundary demarcation under the context of its historical perspective. Further is seeks to reveal the historical overview of trans-border movement of

goods along Jibia and Maradi area.

While the second chapter reviews literature about the Evolution of Nigeria-Niger boundary, the Nigeria – Niger border, the Nigeria-Niger relation, economic relevant of border region, the bases for Trans Border Interaction, the Nature, volume and Flow of Trans Border Trade Across Niger's North Western border (Jibia), and spatial patterns of trans-border trade. The third chapter of the research deals with the Research Methodology. The methodology of the study of Trans-border Goods Traffic described the research method employed during the study, discussed the population, sample/sampling procedure, the types of data collection, source and method and analysis of data collection for the research study.

The fourth (4<sup>th</sup>) chapter however, represents the result of the Analysis of the Data Collected from the field which was analyzed with the aid of descriptive statistical technique in the form of tables, bar charts, pie chart and percentages. With premise of the data presentation and analysis of field study, the whole will be summarized, concluded and solutions to the research problem would be recommend at chapter five (5).

Following the precede of the introductory part of this research study in the first place, the next focus is the reviews of various works (mostly written) which related to the Trans-border goods traffic, Trans-border trade activities, etc.

## **CHAPTER TWO**

### **SITUATION EVOLUTION AND LITERATURE REVIEW**

#### **2.0 INTRODUCTION**

Until recently economic geographers have not been so much concerned with the dynamic spatio-economic phenomena taking place at international borders. It can be rightly stated that not much economic geographical analyses have been done to describe and explain spatial structure and function of border settlements and Trans border spatial interaction in terms of trade and movement in West African context.

The day to day functioning of spatial systems depends upon interaction between their component parts. The extent of this depends on several factors, one of which is that physical separation in space. The nature and character of the border economy (both formal and informal), the bases for interaction and the analysis of commodity flows brought out interesting result about, the dynamic interaction – taking place along the Nigeria – Niger boundary. It was observed that the free flow of goods and people has a unifying effect and has enhanced spatial interaction at the Local level

The existence of border market play an important role in this dynamic interaction, producing considerable cross-boundary movement of goods and people, especially on market days, with little hindrance. Trans border movement can best be fostered through regulated and free trans border trade, enhancing interaction at Local and regional level between geographically contiguous member countries of the economic community of west Africa state (ECOWAS). This chapter review relevant literature relating to trans-border movement with particular emphasis on ECOWAS sub region.

#### **2.1 THE EVOLUTION OF NIGERIA – NIGER BOUNDARY**

A historical analysis of the evolution of the Nigeria – Niger Boundary has been given by Thom (1975), in his study of Ethnic frontiers and a colonial boundary. After the Berlin Conference of 1884-85. The British and French engaged in a stiff competition for acquisition of territories in the Western Sudan.

France's policy was to expand its influence throughout the open savanna lands of the Western Sudan, thereby connecting its acquisitions in Equatorial Africa and at the same time protecting the Southern borders of Algeria and its North Africa possessions (Prescott, 1961).

The British policy in West Africa, especially in Nigeria was in gaining exclusive right in the Niger-Delta and along the lower Niger River providing an excellent passageway into the interior. The competitions between Britain and France within this area brought the two European powers to the conference table in the French Capital in 1890 where they set about defining their respective spheres of influence. After protracted boundary negotiation between the two European powers between 1890 and 1906 Britain and France finally came into mutual agreement in 1906 which formed the basis of present boundary (Thom 1975).

The boundary determine by the 1906 agreement stressed the importance of following indigenous political frontiers of separation and preserving existing trade routes (Thom 1975). The actual demarcation of the boundary was accomplished between 1906 and 1908.

The creation of the artificial boundary has failed to stop the traditional economic Links between Katsina and her neighbors Maradi. The shortest links between Niger (a Land Lock Country) and the outside world are by road from Maradi to Katsina and Zinder to Kano, from Katsina the next Journey is by road or through Nigerian territory to its chief port of Lagos. Like Katsina, Maradi is also a treat collection centre and market for groundnuts, hides and skins. It is also important in the manufacture of leather articles and blankets made from camel skin or wool. It has also become famous in the manufacture of the red goat skin known as “Moroccan leather”.

Most concentration of cattle market in the republic of Niger is in the Maradi and Zinder zone. There was thus, a very booming cattle trade with Niger with most of them going to Katsina, Kano and Sokoto for consumption and for resale to other parts of Nigeria.

The prices offered on both sides of the border now determine the direction of the flow of commodities like groundnuts, hides and skin, beans and leather goods, in the days of groundnuts boom in Nigeria, a substantial part of the groundnuts are being produced in Maradi despite the measures taken by the Nigeria governments to control it since like Nigeria groundnuts was also the major export commodity were smuggled to the Nigeria buying stations from where it found its ways to Katsina and Kano. The reverse is now the case with the decline in the value of the Naira in the face of CFA France. Beans grown in the regions of Maradi and Damagaram on the other hand are sold in Katsina because of the increase in the demand for the commodity in Nigeria. Since 1980 for example, the Dantata and sons company of Kano has been importing hundreds of trailer loads of beans from Maradi in Niger into Kano through jibia border in Katsina State.

Important business linkages between the merchants in Katsina and their counterparts at Maradi which goes far back into the pre-colonial period are still as strong as ever. For

example merchants like Alhaji Bala Dan Sani at Maradi have close business links with their counterparts in Katsina as well as Kano and Sokoto. Those in Niger send in commodities like cattle, brocade, dates, Beans and other goods to these business associates in Nigeria. After disposing commodities, the Nigeria merchants send across equivalent values in hides and skin, petroleum products, cement grains, detergents and others whether legitimately or through smuggling.

Hausa youth from Zinder and Maradi engage in petty trade across the border on Sundays for example many of them visit the Jibia market where they buy a few gallons of kerosene and petrol which they re-sell at home with about 200-300% profit margin. Youth on the Nigeria side, especially when the Naira had more values, brought matches, cigarettes and a few bottles of perfume which they sold in Nigeria at great profit. It should also be realized that many of these youth were the products of cross-border marriages between people in Katsina and their counterpart in Maradi. The border security agents of both Niger and Nigeria are very much aware of this fact. And since what the youths carry is not much at any given time, usually a blind eye is turned towards this type of economic link between the two divided peoples. (Chapman K. 1978).

However, the colonial regimes and attempts to re-orient trade led to the decline of the trans-Saharan trade. It did not, however, succeed in stopping the traditional economic relations between the people of Maradi and the people of Katsina. Infact, the introduction of ground nuts as a major cash crop by Britain compensated the Tuaregs for their loss of revenue due to the new economic structure. They therefore, still spent the rest of the dry season after disposing their wares in the transpiration of groundnuts from neighboring areas to Katsina. As late as 1929 it was reported that buying in the district has increased and this result in a great increase in donkey and camel transportation at a price which lorry could not compete. Camel from over the French border was being employed almost exclusively by trading firms. This use of camel indicates that motor transport is by no means a necessity to the groundnut trade, therefore the rail and the lorry eventually succeeded in taking over the transport trade from the camels. (Barkindo. 1989).

## **2.2 THE NIGER – NIGERIA BORDER**

The border between Nigeria and Niger Republic is one of the four borders between Nigeria and other foreign countries. Like virtually all the African borders, the Niger-Nigerian border was arrived at after detailed negotiations between two colonial powers – Britain France – to the exclusion of the people of Nigeria and Niger. Consequently, the border cuts across ethnic

groups (Hausas and Fulani's) and in some cases, across settlements. In spite of this, however, no dispute has arisen since the independence of Nigeria and Niger and it has been a generally peaceful frontier. (Merzel Kohen, 2000).

Various types of evidence exist to show conclusively the delimitation of the boundary. The Anglo-French declaration/conventions of 5 August 1890, 14 June, 1898 and 8 April, 1904 provide the initial settlement of the principle of boundary and the boundary alignment which was in terms of areas of circles and straight-line sectors. A detailed description of the boundary was contained in the Anglo-French convention of May 29, 1906 (see Brownlie, 1979, pp. 448-452). Later in 1910, a Protocol with regard to the definition of the frontier which was accompanied by 14 maps was signed between the British and the French, and the description in this Protocol superseded that of 1906. By this last agreement, some beacons were emplaced along the border and a Table of Beacons provided as part of the agreement. Arrangements were also made, for the first time, for maintenance of the beacons. There are other documents listed in Brownlie (1979) which serve as further evidence to the boundary. These include legislative and administrative measures, colonial reports, and conference of Heads of States and maps of parts of the border from various sources.

The boundary was first demarcated in 1906-1908 and the 1910 Protocol lists 148 beacons or pillars classified in five categories (Brownlie, 1979). Considering that the total length of the boundary is approximately 1,500km, the beacons are rather very few in numbers. Boundary beacons should be placed at intervals of 2-3km part, if on a straight line, and also change of directions. It is also to be noted that quite a number of the markers were of inferior construction. According to Hinjari (1989), there were further attempts to clearly demarcate the border (the Katsina and Kano States sector) by digging trenches and erecting metal poles. The trenches dug at the time have since been obliterated due to farming activities and in most cases; one finds that there is no longer any trace of the trenches. In the place of trenches, local farmers have tended to use thickets and shrubs to demarcate the poles erected to indicate the exact location of the boundary have been removed.

From above, it would seem that a fresh exercise at demarcating the boundary is long overdue. There could be no better time than now, when there is cordiality between the government and communities involved.

### **2.3 NIGERIA – NIGER RELATIONS**

Historically, the peoples of Nigeria and Niger living around the border areas have been interacting with each other for hundreds of years. It takes a visit to Niger to appreciate this

fact and the extent to which the ordinary people in place like Zinder, Dosso, or Diffa, Dallin the Southern Niger relate to their kit and kin in the border Areas of Nigeria's Sokoto, Katsina, Kano and Kaduna.

In the 19<sup>th</sup> century when the Europeans scrambles for Africa, most of modern day Niger was an integral part of the Sokotor caliphate, and even now, 75 percent of the population of Niger (about 10 million people) is made up of Hausa, Djerma, Songhai and Fulani who can also be found in great number in Northern Nigeria. (Treaty Establishing the African Economic Community, 1991).

Before the partition of Africa by the British and French authorities cordial relationships between the peoples of the various kingdoms in the border areas were evident in the inter-marriages, trading activities, and military alliances in the earlier days of Borno and Damagaram. Many Nigeria citizens from the states bordering the Republic of Niger like Sokoto, Katsina, Kano and Borno can trace their origins either on the maternal or paternal linkage to Niger, likewise a number of people from the neighboring regions of Niger Republic have their roots in Nigeria (Chapman K., 1978).

Evidently, there has been the free movement of people and goods between both countries ever before the formation of ECOWAS in 1975. Fuel activities amongst the people's of the borderland is tremendous in spite of official boundaries./ in other words, cultural, social and economic ties had long existed in these areas before the birth of nation-states (Anen J. C. 1999). This was the scenario until April 8, 1904; when the Anglo-French convention agreed with the international boundaries set by the "French and British authorities in 1898 in which the boundary ran from the North-West to Barrua in the North – East of what was known as the Central Sudan".

The establishment of this boundary marked a point of departure of the common historical experiences during the pre-colonial period of the peoples of Niger and Nigeria. This however, did not radically alter the pre-existing patterns of relations. Fundamentally, it is against this historical and cultural background that contemporary relations between Nigeria and Niger should be understood, (Prescott, 1961).

Today, Nigeria import goods from North African through Niger, while Niger relies on Nigeria's communication network for access to the sea since it is a land-locked country. Economic relations involving exchanges of agricultural and industrial products and the extension of financial and technical assistance has increased between the two countries. "Cattle, sheep, goats, and camels from Niger are exchanged for other industrial goods from Nigeria" (Garba I. 1993).

Officially, relations between Nigeria and Niger took off in 1971 with the signing of the Convention Setting up the Nigeria – Niger Joint Commission (NNJC). The protocol entrusted the NNJC with the “general and exclusive jurisdiction” of identifying ways of coordinating and harmonizing the economies of the two countries with the hope of increased and more effective cooperation. The Commission has so far realized a series of projects i.e. communication, trade, electricity as well as in the technical and cultural sectors.

However, in spite the cordial relations existing between both countries, there had been periods of tension. In 1976 for instance, Nigeria suspended its air transport agreement with Niger necessitating a retaliatory action by Niger, and in 1985 it closed its borders with Niger. On the whole, the trend at present is towards cooperation in the management of the border resources. This issue of effective cooperation and border management between Nigeria and Niger is very unique,. If the two countries must mutually relate socially, economically, politically and even cross-fertilize region-wise (Ullman, 1956).

#### **2.4 ECONOMIC RELEVANCE OF BORDER REGION DEVELOPMENT**

There is no doubt that the economic development of the Border Region is quite significance in the sense that it produces multi-dimensional impact on the various sectors located within a given Border Region. When a particular Border Region is developed economically, we can then associate the principle of external and internal scales of economics to that given region. If two or three countries are involved in a region say between Nigeria, Niger and Benin in the establishment of different industries, specialization in varying sectors, the communities and the industries will derive immense benefits by using common facilities such as light, water, telephone lines, health centre and other facilities. This is possible because of division of labor. It also reduces invertible capital into social overheads by different countries. This is because external scale of economy allows the pulling of resources together for the benefit of communities in that region. (Hansen, 1993).

Invariably the internal scale of economy associated with a particular economic activity also derives some benefits by being located in a particular place. It is believed that the economic development of Border regions between Nigeria and her neighbors has tremendous development potentials for strengthening and boosting the Nigerian economy in form of backward linkages.

The development of Border Regions between Nigeria and her neighbors would definitely lead to a development of nascent government border policies which can be networked for a strategic structure for modeling out government decision on borders issues.

Lack of border economic policies has often led to smuggling, illegal economic activities, drug and arms trafficking. A strong development of economic policy at the borders is a panacea for a cultural, social, and economic development in West African region. By all intents and purposes, if there is a coherent development policy at the Border Regions, the constant skirmishes which are often economic in context can be drastically reduced. Border development policy has a capacity of attracting international organizations and the private sector to assist and produce results to change the life of the border communities. (Hansen, 1993).

Economic decisions have a way of fostering Border Region development because it could lead to the evolution of bilateral and multilateral cooperative institutions to be established. When there is a bilateral cooperative, institution like what exist between Nigeria and Niger could also be fast tracked elsewhere. Evidently, the multifarious relationships between Nigeria and Niger in Hela, Jibiya and Shinkafi have helped to stabilize the economy o the Border Region.

Beyond the above, multi-lateral Border Regions between countries like Niger and Nigeria, Chad and Nigeria as well between Nigeria and Benin can be used to foster cooperation and pull resources to make very important investment in a particular industry under a singer control. This could lead to confidence building, employment opportunities, increase in psychomotor domain of knowledge (skill) and encourage the learning of new languages. Furthermore, the establishment of a large industry could also lead to the evolution of smaller industries as an outcrop of a conglomerate. With new job opportunities, out migration will be reduced while immigration cold, be encouraged to boost the economy of the Border Region thereby making it an economic melting pol. (Hansen, 1993).

Furthermore economic activities can empower complex communities in the Border Region Development areas have different communities but they have commonality of economic interest for survival. But it is their economic empowerment through the establishment of Border Region Authority, which can make investment and life much easier and healthier for the communities. Communities in those regions can be empowered if potable water is provided, markets are established and small loans provided to those who are Border Region economically viable. When minor/small industries are established, then the economy of the groin can be boosted. On the basis of given context, it is obvious that a vibrant Border Region economic zone is created to the extent that the private sector encouraged to make investments so as to achieve the economic objectives and the desires of the communities in the Border Region.

## 2.5 THE BASES FOR TRANSPORTER INTERACTION

Proximity to a state boundary can be expected to affect human activities and landscapes in a variety of ways. The most obvious and important human manifestations of border location are trade, which constitute very important component of the economy of every country in West Africa and indeed the world.

Boundaries define separate economic, political and social milieus. Being the most peripheral zones of their states, border lands have the characteristics of having the least levels of economic, transports and social connectivity with the remainder of the state (Muiy, 1981).

Ullman (1956) proposed a three factors typology of complementarily intervening opportunities and transferability that and promote and effect spatial interactions between places. The concept of complementarily states that interaction between two places is a function of specific interdependence between them, that is the specific demand in one place must be capable of being met by supplies in the other, intervening opportunity is concerned with relative location and therefore hinges upon the geometry of spatial arrangement. Rather than the characteristics of commodities (Chapman. 1979). The notion of transferability refers to the cost of transport of the commodities the effect of distance as constraints upon movement.

The notion of complementarily and other factors of disequilibrium between two countries help to explain cross boundary trade between them. Asiwaju A.I (1988) outlined five factors of asymmetry in the socio-economic relation of the two adjacent states of Nigeria and Benin Republic operating together to bring about the export-import trade dynamics across the country's north Western border but with slight modifications.

These factors are repented as follows:-

- (a) The asymmetry in the territorial and population sizes of the Nigeria "grant" on the one hand and the Nigerian "dwarf" on the other.
- (b) The imbalance of the human and material resources as well as the unequal levels of actual and potential development of Nigeria vis-à-vis Niger and other ECOWAS member stats put together.
- (c) The tradition of rivalry between France and Britain which in the first instance compelled the partition of this and other African natural planning regions at the turn of the last century. This not only laid the foundation of two contrastive colonial administration of rival economic policies and organization featuring different markets, different pricing systems, different range or variety of goods and services, different quality and different quantity.

- (d) A divergence in the momentary systems, later exacerbated by the subsequent evolution of asymmetrically related national currencies exemplified by the inconvertible naira on the one side of the border and the other CFA France an easily convertible international currency directly tied to metropolitan French France and
- (e) The existence of common local Language (HAUSA) of communication and homogeneity of population between the two settlements.

In addition to these are other factors such as the existence of important markets along the boundary, Jibia (Nigeria) and Maradi (Niger Republic) are market towns which play important roles in enhancing spatial interaction between Nigeria and Niger republic. The border markets which served as the spatial units of trans border trade thrived on every market day (Sundays at Jibia) people and goods move freely along the 32km trails that crossed the boundary and also along the official security controlled order posts with little hindrance. (Asiwaju. 1988).

The differential modernization between Nigeria and Niger republic with the greater availability of manufactured products and other staple foodstuffs on the local market in Jibia (Nigeria) has done much to encourage trans border trade of significant proportion, producing considerable cross boundary movement on market days. Over 50% of the manufactured goods and agricultural products that enters into this trade originate from Nigeria.

## **2.6 THE NATURE VOLUME AND FLOW OF TRANSPORTER TRADE ACROSS NIGERIA'S NORTH WESTERN BORDER**

Two forms of international or external trade engaged in by West African countries. One is trade with countries outside in African continent. The other is the trade with other African countries (Onyemelukwe and Filan 1981). Whilst the former has over the years been given greater attention and has been the economic nerve-centre of each West Africa country. The later has been officially neglected.

Our attention is on the intra-sub-regional over land trade across boundary of two West African states that share a common contiguous border. It is now realizes that considerable intra-continental trade amongst severing African states exists and takes place across national boundaries. The neglect of this vital sector of international trade by African countries has been frowned at by Asiwaju (1988) where he lucidly stated that it is no longer fashionable for our establishment economist to say as they used to do until recently that the intercontinental is a negligible proportion of the external trade of African sovereign states. The old myth based on a total dependence on recorded or official trade statistics and (conversely) a

complete neglect of the unrecorded or parallel business transactions has exploded in the face of studies and surveys with conclusions to the contrary.

Thom (1970-1975) also observed that contrary to the popular view that boundaries create a barrier effect on the free flow of goods and people, the Nigeria-Niger Border Region boundary has done much to encourage cross boundary movement on market days and that has enhanced spatial interaction at the local level. Tran's border trade across Nigeria's north western border takes two forms. It is either official/legal or unofficial/illegal. According to Asiwaju (1988), they are legal when they take place in compliance with prevailing legislation and related regulations concerning limited control or total ban and in direct response to the attendant demands of the law enforcement agencies operating at the border. The transactions are illegal when they take place in defiance and/or obligation of the law and the enforcement procedures "smuggling" is also the other name for illegal trans- border business transaction.

Both types of business transactions thrive across the Nigeria-Niger border settlements of Jibia and Maradi respectively statistical data is only available for legal trade between the two countries and transit goods passing across through the numerous bush paths and at times at the officially designated security controlled order posts. Large-scale movement of goods by truck under the normal trade restricted to light way crossing the boundary and consequently is more easily controlled by local security officials. Customs control and at times military patrols have been considerably expanded (including Aria patrol) to control movement along the bush paths and the major roads. It is a general belief by experts that smuggling activities command higher proportion of trans border relative to the legal business transactions.

## **2.7 SPATIAL PATTERNS OF TRANS BORDER TRADE**

The existing spatial pattern of trans border trade in the north western boundary of Nigeria dates back to the earliest forms of external trade relations between West Africa communities before they became countries and the rest of the World and were trans-Saharan in orientation and character.

Trade flows across the desert were invariably by camels, which moved in caravans. The export trade comprised items such as gold, ivory, ostrich skins, hides, leather goods, including exquisitely finished shoes, dyed cloths as well as Kola nuts and slaves (Onyemelukwe et al. 1983).

Ecological variations in most of the West Africa countries have resulted in broad area specialization and in the inter dependence through inter-and intra regional trade. For instance, great deal of root crops and tree crops move to the Savanna Lands of the Northern Fringes,

while livestock, grains and cereals of the northern grasslands flow southwards. This research reveals that the pattern of trade flows is a fair representation of the classical economic theory of demand and supply as well as Ullman's (1956) typology of complementarity, transferability and intervening opportunity, as the bases for spatial interaction. The export and import trade across this border is further cemented by the existing socio-cultural and linguistic affinities among these peoples. The demands from both sides of the border are being met by the supplies of the other side, albeit, unequally.

The partitioning of African countries into different spheres of influence of the colonial powers created the existence of the so-called African boundaries which transformed the pre-colonial trade relations between West African Communities and those of North Africa and southern Europe. For the effective articulation of the trans-border trades a good number of settlements also the boundaries became prominent, spatial units of organization of cross-border business transaction. In this section, the towns of Jibia (Nigeria) and Madadi (Niger Republic) are important veritable storehouses of trans-border trade.

The existence of fair good road link (i.e. the Trans African Highway) is a decisive factor in the socio-economic development of the borderlands. Road transportation has been instrumental in opening up of the frontier settlements of the country and their corresponding neighboring settlements across the border. The Kano – Katsina Jibia Trunk "A" highway has contributed into no small way to the development of trade inter-regionally and intra-regionally and in solving the problem of transit trade between Nigeria and Niger Republic. Transferability of the commodities and the relative location of sources of supply and centers of demand which together determine the intervening opportunities to trade have least constraints upon movement as the frictional effect of distance is minimize.

One of the important functions performed by border settlements, especially the large rural settlements are the provision of marketing facilities. Periodic markets constitute significant features of borderland economic landscape. The border markets play an important spatial structure and have done much to encourage movement of goods to make the boundary functional, Jibia and Maradi rose to prominence by virtue of performing an essential market function. Therefore, border market towns provide an adequate spatial unit for directing the pattern and flow of trans-border business transaction. Consequently market days are usually spaced in time to allow sufficient build up of effective demand.

The foregoing shows that good road transport network and network of large periodic markets centers are important pre-requisites for trans-border trade. These is therefore, a new to evolve a good spatial structure of marketing along the borderlands intra-regional or trans-

border flow of commodities in Nigeria and Niger Republic is on the final analysis fostered by complementarily between the countries, absence of areas of intervening opportunities and the less effect of distance as a result of fair network of road and animal transport as well as the socio-cultural factors that are common to the two people, among others.

Whether all the goods that leave Nigeria end up Niger Republic is no doubt questionable. This is because the population that would necessitate such as high level of demand and the resources that would sustain such an inflow of goods are just not in existence. There is no doubt however, that while Nigeria provides a ready market for all that comes in, and the Republic of Niger may serve as transit for other West Africa countries. And this raise the transient role Niger Republic has played during the trans-Saharan trade after and even now. Similarly goods from the forest zone such as Kola nuts, Gari and from the Sudan savannah areas such as hider and skin were moved northwards through Jibia en-route to Niger Republic to North Africa and the middle east. Furthermore, not only did the trans-Saharan trade lead to the emergence and growth of both sides of the border that settled and got totally assimilated into the cultures and societies they moved into.

Having dealt with the review of written work/expressions about the study of trans-border goods traffic in the case of Nigeria – Niger border in this chapter, the next chapter (the 3<sup>rd</sup>) would deal with the methodology of the study.

## CHAPTER THREE

### RESEARCH METHODOLOGY

#### 3.0 INTRODUCTION

The methodology of this Research study has direct interview questionnaire administration, physical inspection with principal stake holders such as Nigerian union of Road transport workers (NURTW), Nigerian customs service (NCS), the vehicles Inspectorate officers (VIO), National Association of Road Transport owners (NARTO), Katsina State Chamber of Commerce etc, from these source comes, the primary data. Secondary data was sourced from library based Research, publications, internet and Journals.

The methodology of the study was examined under the following sub heading.

- i. Types of data required
- ii. Source of data
- iii. Method or instrument for data collection
- iv. Method of data analysis
- v. Problem of data collection

#### 3.1.0 TYPES OF DATA REQUIRED

The types of data required for this study was examined under the following sub headings:-

##### i. **ORIGIN AND DESTINATION OF TRAFFIC**

Data on this was on origin and destination of traffic from Niger or Nigerian side (i.e. Rural-urban, Rural-Rural, Urban-Rural, and Urban-Urban), its characteristics of frequency, volume, and dynamics.

##### ii. **VOLUME AND TYPES OF GOODS CARRIED**

Emphasis here was on the types of goods moved (cash, food crops, animate, inanimate objects), direction of movement, volume of goods involved in tons, unit, liters etc.

##### iii. **VEHICLE TYPE**

Data on this sub-heading was focused on the number, sizes, type, age, condition, capacity, of the vehicles, used in Tran's-border movement of goods, other non-motorized methods used, the ownership structure and management system adopted for the vehicle in all the routes.

iv. **ROAD ATTRIBUTES DATA**

Data on the type, length, condition, nature, density, classes of road, width, age etc of the road, and data on other facilities e.g. offices, parks etc provided at the border.

v. **TIME AND DAYS**

This focused on data on hours of movement in a day, days of movement in a week.

iv. **DATA ON FACILITIES AT THE BORDER**

That is terminates, rest room, hospital, school etc.

vi. **REVENUE GENERATION**

Data on this was focused on revenues accruing to the government based on the utilization of the facilities such as import and export duties toll gates fees, customs duties, revenue by immigration.

vii. **CONTROL OR SECURITY**

Other types of data required are obstacles to trans border free movement, strategies to enhancing free movements, institutional frame works, Agencies, stake holders and law enforcement agencies involved.

3.2.0 **SOURCE OF DATA**

The data was collected from primary and secondary sources.

i. **Primary Source of data:** These are data generated by the Researcher who is going to make use of it. The method of collecting this data includes physical inspection, interview, observation and administration of questionnaires to the principal stake holders such as truck Drivers, market sellers, Nigerian union of Road Transport Workers (NURTW), Vehicle inspectorate officers (VIO), Katsina State chamber of commerce, Nigerian customs service, National Association of Road Transport owners (NARTO) etc.

ii. **Secondary Source of data;** these are used by a Researcher or people other than the originator. It is a second hand data. Therefore, secondary data were collected from published and unpublished documents such as Journals, textbooks, publications. Record books at the border post, paper presentations, relevant information from the internet. Other data were collected through the review of relevant document obtained for the purpose of the Research study and are listed under the References at the end of this research.

Relevant documents and information were obtained/sourced from the following organization:-

- a. Nigerian Boundary commission head quarters Abuja
- b. Nigerian customs service, zonal office Katsina

- c. Katsina state chamber of commerce, Katsina
- d. Library, and
- e. Inter-net

### 3.3.0 **METHOD OF INSTRUMENT FOR DATA COLLECTION**

The method of Instrument for data collection for this study as used includes.

3.3.1 **Interview:** Personal interview were conducted to thirty (30) personnel, five (5) each from the following stake holders:-

- a. Nigeria union of Road Transport workers (NURTW)
- b. Nigeria customs service
- c. Market sellers
- d. Vehicle inspection officer (VIO)
- e. Katsina State chamber of commerce
- f. Truck Drivers.

The interview was conducted on Saturday and Sunday and was conducted at the above stakeholder offices at Jibia Town.

3.3.2 **Physical observation:-** The movement of goods across the Nigeria – Niger border was physically observed at Jibia border on market day and information was recorded accordingly.

3.3.3 **Inspection:** The Research carried out physical inspection of vehicles that are used for trans-border movements, types of Goods carried, and the condition of the Roads along the border, and this inspection was conducted also on Jibia market day (Sunday) at the Jibia market, Jibia Motor Park, Jibia border and Katsina Jibia Road.

3.3.4 **Questionnaire:** Administration of questionnaires was carried out to the principal stake holders at the study area. A total number of one hundred and fifty (150) questionnaires was designed and administered at Jibia border post, Jibia market and Jibia motor park. Two types of questionnaire was administered as follows:-

Twenty (20) questionnaires was administered each to the following stake holders:-

- a. Nigerian union of Road Trnsport workers (NURTW)
- b. Market sellers
- c. Nigeria customs service
- d. Katsina state chamber of commerce
- e. Vehicle inspectorate officer
- f. Truck Drivers

While twenty five (25) questionnaire was administered each to Truck drivers and market sellers.

One hundred and fifty (150) people was sample for the purpose of this research study from the principal stakeholders, Nigerian Union of Road Transport Workers (NURTW), Market Sellers, Nigerian Customs Service, Katsina State Chamber of Commerce, Vehicle Inspection Officer and Truck Drivers. The sampling frame were the registers of the agencies mentioned above. Simple Random sampling where every population has equally chance of being selected was employed for this study of trans-border Goods traffics at Nigeria – Niger order (Jibia).

### **3.4 METHOD OF DATA ANALYSIS**

Data analysis is the process of systematically applying statistical and/or logical techniques to describe and illustrate, condense, and recap, and evaluate raw data. Data analysis method can be statistical, descriptive or graphical.

Statistical method of data analysis in a mathematical science pertains to collection, analysis, interpretation and presentation of data as well as drawing valid conclusion and making reasonable decision on the basis of such analysis. The main function of statistics is to provide information which will help in making decisions.

Descriptive method is used to summarize or describe a collection of data. It includes the presentation of data in tables and diagrams as well as calculating percentages, averages, measures of dispersion and correlation, in order to display the salient features of the data and reduce it to manageable proportions. Graphical methods include density maps, choropleth, line maps etc.

Because of the types of data required and collected for this research study. The researcher used descriptive method of data analysis. These include presentation of data in tables, percentage, diagrams graphs and charts of historiography etc where meanings were easily inferred.

### **3.5 PROBLEMS OF DATA COLLECTION**

The problems encountered during the data collection was mainly of the administration of questionnaires to the market sellers and truck drivers, as majority of them cannot read and write, thus, I had to employ the services of some field assistants who asked them the questions on the questionnaires, interpret to them and then filled the questions based on the choice of option indicated.

However, the exact quantity in terms of tonnage or volume of these commodities could not be obtained as this aspect of trade is not recorded officially by customs. However, counting points were strategically established during the study to record the number of trucks loads of the commodities coming into Jibia and going out across the border. Majority of the trucks are those that carry 10 tons of the food stuffs thus 10 tons was used as the average of each truck and the number of trucks was multiplied by 10 which give the average number of tonnage that was obtained.

Other problems encountered were time and financial constraints. Because as at the time of field work, a liter of petroleum was about one hundred and fifty naira (N150) therefore was serious like in cost of transportation.

The fourth (4<sup>th</sup>) chapter will represents the result of the Analysis of the Data Collected from the field which was analyzed with the aid of descriptive statistical technique in the form of tables, bar charts, pie chart and percentages. With premise of the data presentation and analysis of field study.

## CHAPTER FOUR

### DATA ANALYSIS AND PRESENTATION

#### 4.0 INTRODUCTION

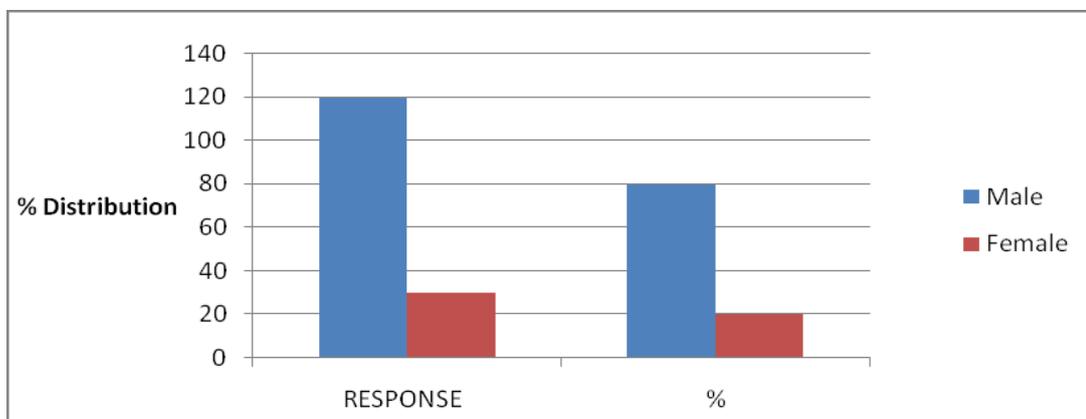
The result of the data collected from the stakeholders at the field were analyzed and presented with the aid of descriptive statistical technique in the form of tables and percentages from which inference were inferred. As mentioned earlier, series of interviews, physical observation and questionnaire were used in collecting my data, the different questions asked to the stakeholders, and the result of the observation were analyzed and presented in this chapter.

#### 4.1 ANALYSIS OF SOCIO-ECONOMIC CHARACTERISTICS OF THE RESPONDENTS

**TABLE 4.1: SEX OR RESPONDENTS**

	STAKEHOLDERS	
SEX	RESPONSE	%
Male	120	80
Female	30	20
<b>Total</b>	<b>150</b>	<b>100</b>

Figure 4.1 shows the Sex composition of respondents



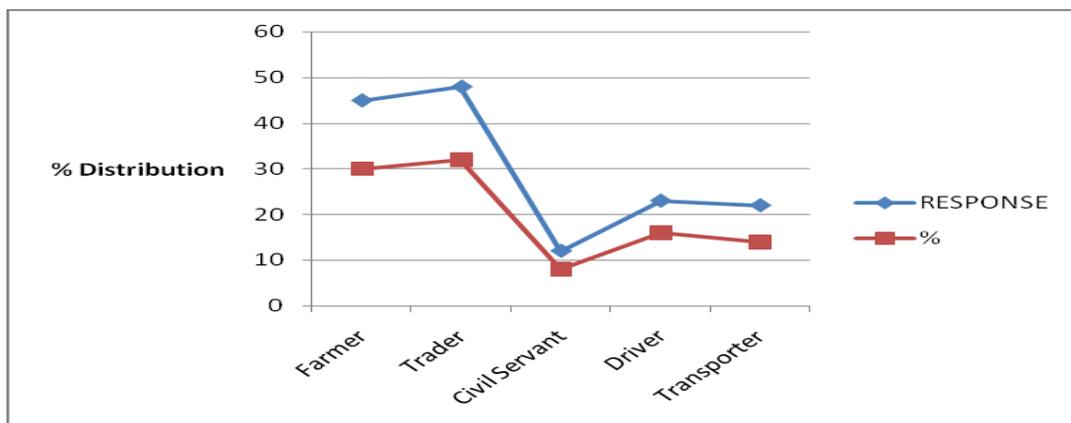
Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.1, Shows the sex composition of respondents, male have 80% and female had 20% of the ratio. This shows that male is more engaged in trading as employers whether in public or private sector. In this part of the country, Female are not allowed to engaged in those economic activities probably due to religious background of the study area, hence females are restricted to domestic activities. The few females that represent 20% of the respondents that are mostly engaged are those that run restaurants and sales of soft drinks of the border, while others are cleaners that take care of the offices. This is further represented in Fig. 4.1 below.

**Table 4.2: Occupation of the respondents**

OCCUPATION	STAKEHOLDERS	
	RESPONSE	%
Farmer	45	30
Trader	48	32
Civil Servant	12	8
Driver	23	16
Transporter	22	14
<b>Total</b>	<b>150</b>	<b>100</b>

**Figure 4.2 shows the Occupation of the respondents**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

As shown in figure 4.2 the represents occupation of the respondents. Response by the stakeholders shows that traders top the table with 32% followed by farmers with 30% drivers 16%, drivers 16% and transporter with 14%. It indicates that stakeholders do mostly engage in trading and farming activities in the area. Jibia is sometimes often referred to as business tycoon village in the area because Jibia people is known to be mostly engaged in trading activities, civil servants posted to the area also engage in semi business/trading while doing their work. Some of the stakeholders (Nigerian Union of Road Transport Workers and National Association of Road Transport owners) are the owners of the transportation means of the study area. They managed and coordinate the activities of transport with little government interference. However, farming and trading are the major of Jibia people.

#### 4.2 ANALYSIS ORIGIN AND DESTINATION/TYPES AND VOLUME OF GOODS

Table 4.3 Common food stuffs in trans-border trade between Jibia (Nigeria) and Maradi (Niger).

S/n	From Nigeria Niger	S/n	From Niger Republic of Nigeria
1.	Maize	1	Beans
2.	Millet	2	Thailand Rice
3.	Cassava	3	Imported wheat flour
4.	Wheat	4.	Dates
6.	Palm Oil	5	Sorghum
7.	Plantains		
8.	Vegetables		

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

#### Table 4.3 Commodities flow between Nigeria and Niger at Jibia post

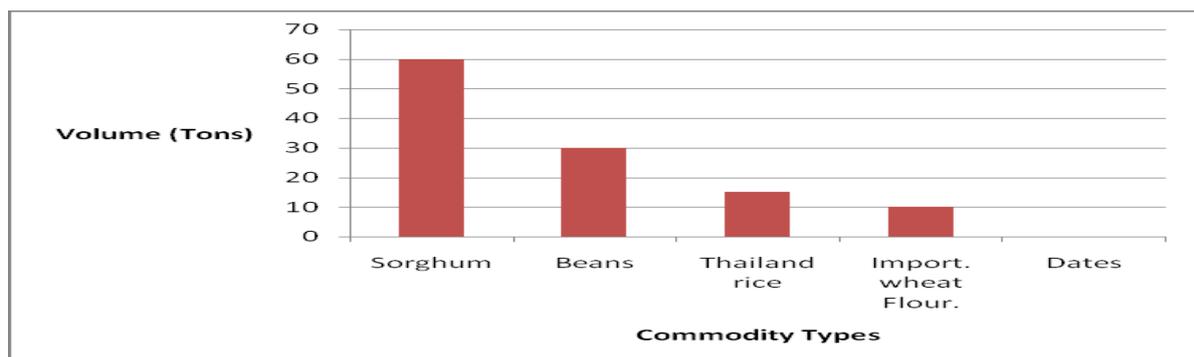
Table 4.3 above is typical of the cross-border shipments of local food stuffs between the two countries at Jibia and Maradi towns respectively, Highlight of the table indicate that grains, cereals, nuts, root crops, fruits and tree crops are the major foodstuffs bought at Jibia market for export to Maradi in Niger Republic. It was observed that over 90% of the total volumes of local shipments of foodstuffs to Maradi originate from Jibia and other Nigerian border settlements such as Wauru, Rumji, Ruwa Wuri etc. Correspondingly only beans, sweet potatoes and smuggled Thailand rice are found to originate from Nigeria Republic.

The root crops like yam tubers (in particular) gari, and other forest products such as plantains, orange, pineapples are produced in the middle and southern Nigeria. These items start arriving Jibia two or three days to the market day which is Sunday. Together with grains (millet, maize and sorghum) cereal like rice, and beans and vegetables (Tomatoes, pepper, onions) from the interior are assembled by hundred of trucks at Jibia market. Some are discharge at the market for daily trade while appreciable number pass through either the official routes or the numerous bush paths at night to Niger Republic.

**Table 4.4 volume of commodity flow between Nigeria and Niger at Jibia post**

Volume of major foodstuffs that leave Jibia			Volume of major foodstuffs that enters Jibia from Maradi on market day (Sunday)		
1.	Maize	1070	1	Sorghum	60
2.	Millet	670	2	Beans	30
3.	Cassava	330	3.	Thailand rice	15
4.	Wheat	90	4.	Import. Wheat Flour.	10
5.	Beans	40	5	Dates	0
	<b>Total (Estimated)</b>	1,100		<b>Total</b>	115

**Figure 4.3 shows the Volume of Major Foodstuffs from Maradi to Jibia**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.4., and Fig. 4.2 shows that about 2,200 tons of foodstuffs outflow from Jibia market on market days (Sunday), Maize has the highest number of tons (1070) that goes out to the neighboring Niger Republic, and the least is beans (40 tons). From the above table it can be seen that beans appear on the two side of the table, which indicates that Niger

Republic beans is different from the Nigerian one, that is why there is exchange of beans from the two sides of the countries.

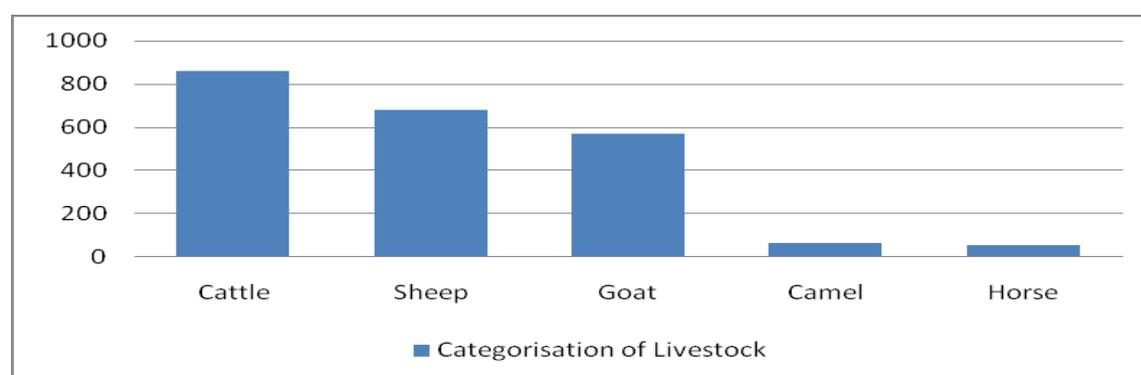
However, about 128 tons foodstuff flow into Jibia market on market days. The table indicates that sorghum is the major foodstuff that is being imported from Niger Republic and the least is dates with just about 10 tons.

The exact quantity in terms of tonnage or volume of these commodities, in the past over a particular place, could not be obtained as this aspect of trade is not recorded officially by customs. However, counting points were strategically established during the study to record the number of trucks loads of the commodities coming into Jibia town from Niger Republic and going out of Jibia to Maradi which produced the results in table 4.4 The trucks capacities are mostly 10 tons thus the number of trucks was multiplied by 10 tons to arrive at an estimated tonnage volume for the volume of good traffic quoted.

**Table 4.5 Estimated numbers of livestock commonly encountered crossing from Niger Republic of Jibia (Nigeria) on market day (Sunday)**

LIVESTOCK	NUMBER OF LIVESTOCK
Cattle	860
Sheep	681
Goat	571
Camel	66
Horse	56
<b>Total</b>	<b>2234</b>

**Figure 4.4 shows the Estimated Livestock traffic towards Nigeria on market days**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.5 and Figure 4.4 shows that massive numbers of livestock are moved from Niger Republic across the border to northern and southern Nigeria. The livestock production systems in both Nigeria (i.e. northern Nigeria) and Niger republic are predominantly extensive rather than intensive. It involves periodic movements, traveling in the dry season from the drier north to the wetter south and back against in the wet season.

Many herders enter Nigeria from Niger and Mali Republics during dry season. At Jibia and Maradi markets, dealers buy the herds and load them in trucks for onward journey to the bigger southern Nigeria cattle markets. Some of them are slaughtered in Northern Nigerian towns especially during relations and social festivities. There is free movement of animals, especially cattle from neighboring Niger and even Mali, into and out of Jibia associated with transhumance in search of water and food.

**Table 4.6: Mode of fire wood export from Nigeria to Niger Republic**

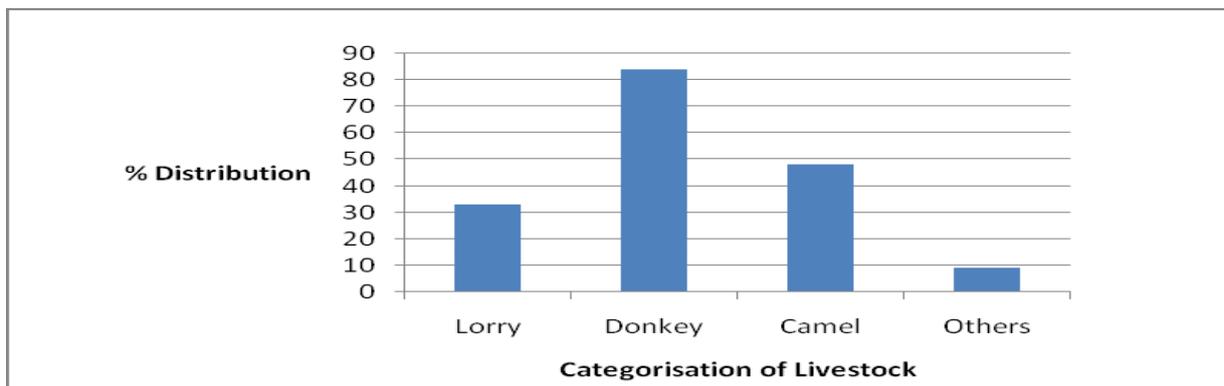
S/NO	MODE OF EXPORT	NUMBER OF LIVESTOCK
1.	Lorry	33
2.	Donkey	84
3.	Camel	48
4.	Others	9
	<b>Total</b>	<b>174</b>

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

It was observed that firewood constitutes one of the miscellaneous items that are included in trans-border trade. Over 70% of the firewood need of Maradi is satisfied from Jibia. Donkey, camel and truck loads firewood are seen crossing from Jibia and other villages to Niger republic on daily basis. Road count shows that on the average 84 donkey's loads, 48 camels load of firewood are seen crossing from Jibia and other villages to Niger Republic on daily basis. (See table 4.6). This further compounds the desertification problem of the area. It was confirmed that it is a serious offence to cut down trees in Niger Republic to be used as firewood. That is the reason why the neighboring towns and villages in Nigeria become the main source of firewood for Niger Republic. It was also observed that petroleum and other petroleum products like premium motor spirit (PMS) popularity called petrol; Dual purpose Kerosene (DPK) popularly known as kerosene, automobile gas oil (AGO) or diesel, Jet A1 or

Aviation fuel and Bitumen are exchanged across the border on daily basis. The unity involved is small compared with the involved in the smuggling activity. Large consignment of petroleum products are taken out of Nigeria through bush paths or concealed in private cars; large haulage of petroleum itself is the work of big time smugglers who transport tanker loads (about 30,000 liters per tanker) across the border at night and at times broad delight drums and other large containers are also employed in the cross border trade of petroleum, kerosene and gasoline from Nigeria to Niger Republic. See Figure 4.5.

**Figure 4.5 shows Mode of fire wood movement to Niger**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

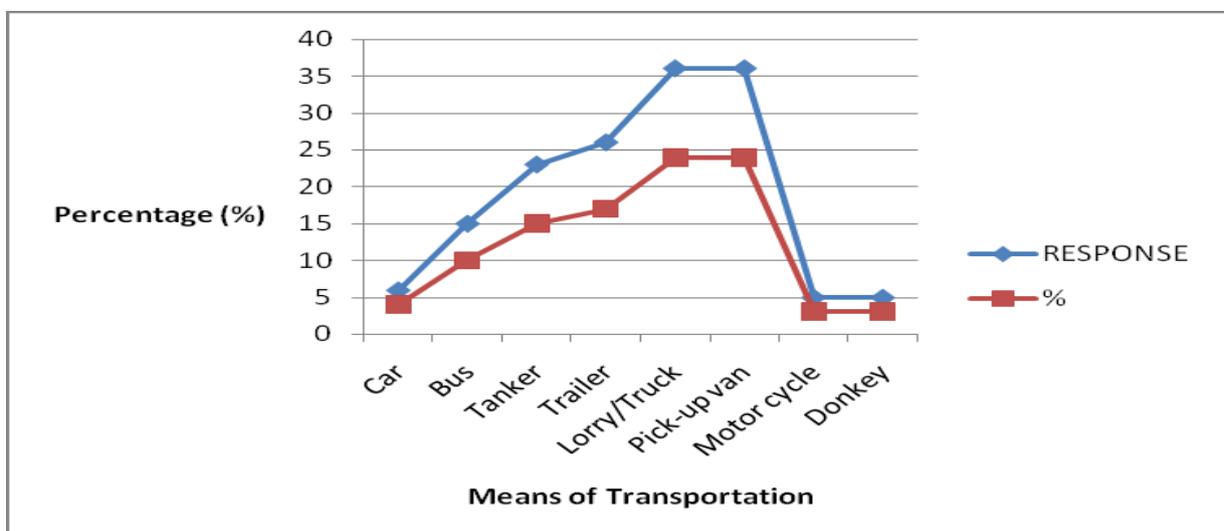
Poultry products, (especially eggs) and dried/frozen fishes and kola nuts which originate from Nigeria are moved to Niger Republic to meet the growing demands of these items there.

### 4.3 ANALYSIS OF MEANS AND CONDITION OF TRANSPORT FACILITIES OF JIBIA

**Table 4.7 Means of transportation**

MEANS OF TRANSPORTS	STAKEHOLDERS	
	RESPONSE	%
Car	6	4
Bus	15	10
Tanker	23	15
Trailer	26	17
Lorry/Truck	36	24
Pick-up van	36	24
Motor cycle	5	3
Donkey	5	3
<b>Total</b>	<b>150</b>	<b>100</b>

**Figure 4.6 shows Means of Movement**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.7 and Figure 4.6 shows typical means of transport mostly used for cross border shipment of goods between the two countries at Jibia and Mardi towns respectively. Highlight of the table indicates that trailer, lorry/truck, pick-up van, tankers, and bus carries 17% and 24%, 15% and 10% respectively are the highest number of means of transporting goods across the two confuses, while cars, motor cycles and donkeys which carries 4%, 3%

and 3% are merely used for carrying passengers. From the table above, according to the respondents donkeys are also used as means of transportation for conveying goods across the boundaries.

**Table 4.8 shows Condition of means of transport**

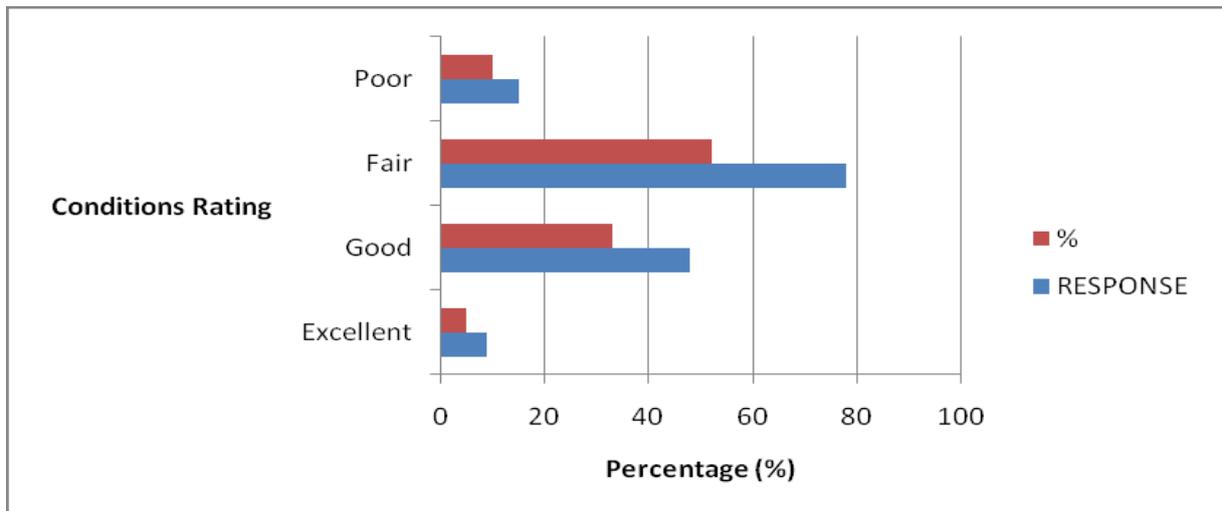
	<b>Law Enforcement Agents</b>	
<b>MEANS OF TRANSPORTS</b>	<b>RESPONSE</b>	<b>%</b>
Excellent	9	5
Good	48	33
Fair	78	52
Poor	15	10
<b>Total</b>	<b>150</b>	<b>100</b>

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

As shown in table 4.8 above the condition of the transportation means of conveying goods across the border is that most of the vehicles are not in good condition. About 52% of the respondents are of the view that the condition of the vehicles and used for trans-border movement is fair while only 5% of the respondents acknowledged that condition of the vehicles is excellent.

From physical inspection during data collection, shows it that the vehicles mostly used are old vehicles with worn off tyres and there is lack of proper maintenance by the truck drivers. However, it was observed that the vehicle are owned and managed by individuals, there is no presence of government owned vehicles operating along the route especially Jibia Maradi road, it is only Katsina to Jibia that Katsina State transport Authority (KTSTA) vehicles operates, but they stop at Jibia and do not cross the border. See Fig 4.7 below.

**Figure 4.7 shows Condition of Transport Means**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

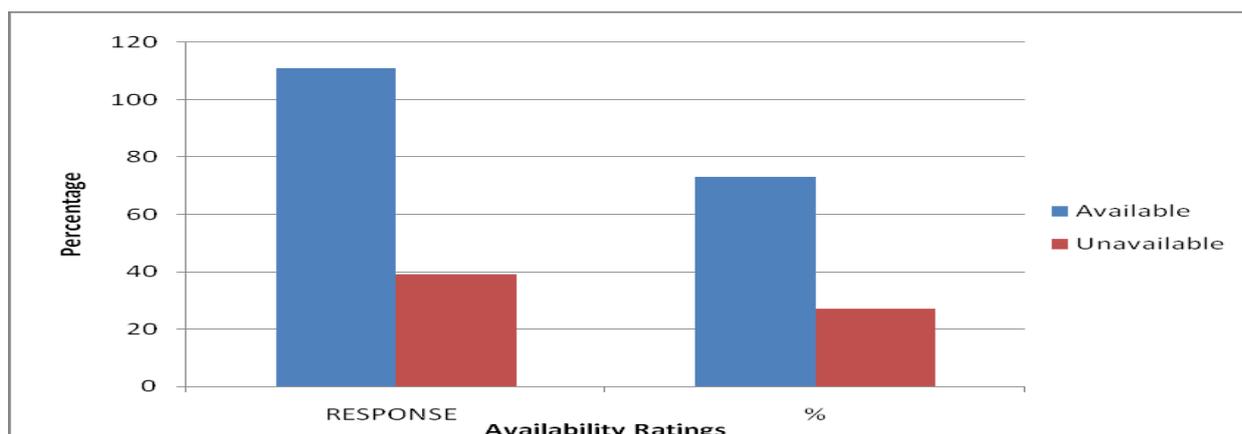
**Table 4.9: Availability of transportation means**

MEANS OF TRANSPORTS	Stakeholders	
	RESPONSE	%
Available	111	73
Unavailable	39	27
<b>Total</b>	<b>150</b>	<b>100</b>

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.9, could be observed that majority of the respondents i.e. 73% believed that the transportation means for cross border movement is always available at any time of the day. This is due to the fact that the transportation means rest in the hands of private individuals from both countries i.e. Nigeria and Niger, and since they are there to make money they provide the vehicles at anytime for the movement of goods. Fig 4.8 present the bar chats below.

**Figure 4.8 shows the Availability of Transport Means**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

#### 4.4 ANALYSIS OF ROAD CONDITION AT JIBIA AREA

This data was generated based on interview and physical inspection of the route linking the border. Information on route as represented below:

**Table 4.10: Attribute of road around Jibia**

S/N	Route Name	Route No.	Road Length (km)	Number of lanes	Type of road	Construction date	Improvement type	Improvement date	Road classification
1	Katsina-Jibia	01	38	2	Tarred	1975	Patching and ceding New Tarred	1997 2009	Federal
2	Jibia-Kauran Namoda	02	97	2	Tarred	1975	- New Tarred	- 2009	Federal
3	Jibia-Maradi	03	36	2	Tarred	1976	-	-	International
4	Jibia-Kaita	04	38	1	Untarred	-	-	-	State
5	Jibia-Bugaje	05	12	1	Untarred	-	-	-	Local Govt.

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.10 shows that there are three (3) major roads linking the Jibia border post, i.e. Katsina Jibia road which is about 38km it has two (2) lanes and it is a federal Road (Truck A). It was constructed in 1975 and re-constructed in 2009 the condition of the road is good.

The Jibia Kauran Namoda road is about 97 km with 2 lanes and it is also a trunk A Road (Federal) the condition of the road is good. It was constructed and re-constructed the same year as Katsina – jibia Road (1975) and (2009).

The third major road is the Jibia to Maradi Road that was constructed in 1976 and due to its nature linking Jibia (Nigeria) and Maradi (Niger) it is classified as international road. The condition of the road is not too poor as Jibia to Kauran Namoda Road, and it is usually maintain by the two (2) countries i.e. Nigeria and Niger, each maintaining its own side. It is also a two (2) lane road but lack shoulders by the sides of the road.

The order two roads linking Jibia are Jibia – Kaita road and Jibia Bugaje Road which are about 38km and 12km respective. The roads are untarred and are usually used by smugglers. The roads are good during dry season but become bad during rainy season.

#### 4.5 ANALYSIS OF FACILITIES AVAILABLE FOR TRANS-BORDER GOODS MOVEMENT AND HANDLING OPERATIONS

**TABLE 4.11 Facilities available for tans-border movement**

FACILITIES	Stakeholders	
	RESPONSE	%
Offices	57	38
Health Centers	0	0
Restaurant	0	0
Parks	78	52
Government quarters	15	10
<b>Total</b>	<b>150</b>	<b>100</b>

**Figure 4.9 shows the Facilities available at border post**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.11 shows that facilities that are available at Jibia border post from the above table according to the respondents shows that motor park is provided at the border, while office accommodation needs to be increased. There is total absence of health centre and restaurants at the border post, stakeholders at the border post have to go to Jibia town for medical attention and to eat. The two (2) i.e. health centre and restaurants are very important facilities at the border post. If there are provided the law enforcement need not to leave his duty post to seek medical attention somewhere or to go and look for where to eat food during duty. These are important facilities that should be provided at the border post. Government quarters are also lacking, from the table above with only 10% of the respondent. Stakeholders are therefore forced to go and rent accommodation in the town.

**Table 4.12 Analysis of facilities**

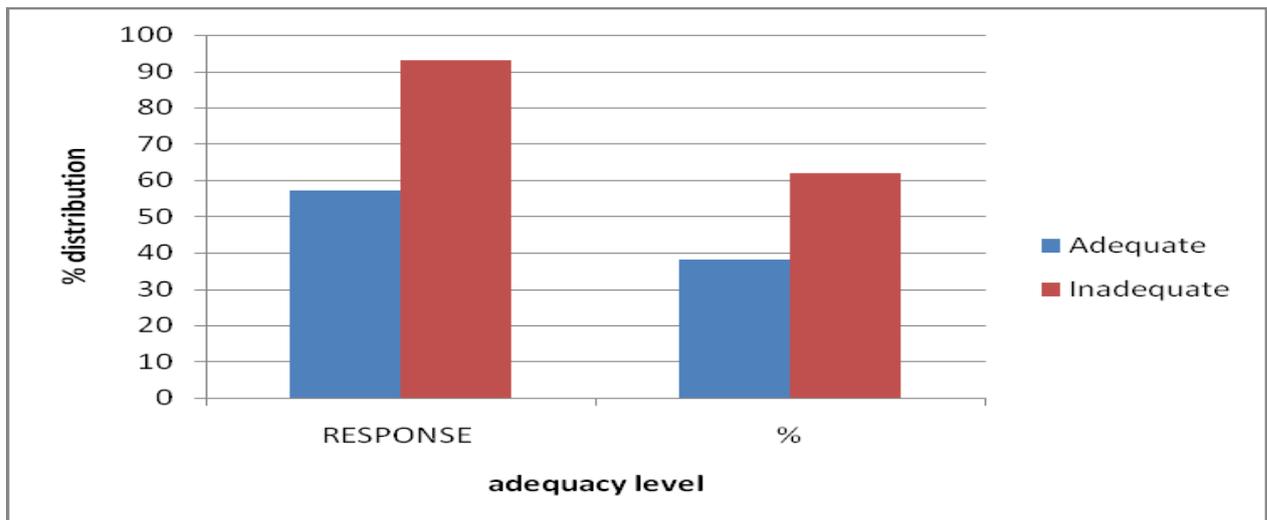
FACILITIES	Stakeholders	
	RESPONSE	%
Adequate	57	38
Inadequate	93	62
<b>Total</b>	<b>150</b>	<b>100</b>

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

The responses from the table 4.12 shows that the facilities provided are not adequate at the border post, and this hinders the work of the law enforcement. Majority of the respondents are of the view that more facilities like health centers, clinics, offices, restaurants, etc need to be provided.

Inadequacy of equipment and facilities is another problem of concern. The numbers of facilities at the border are grossly inadequate in number; especially the total absence of health centers and restaurants, a situation where a law enforcement agent is required to go and look for restaurant to eat or look for hospital or clinic to treat himself of sickness is undesirable. The Nigerian border enforcement agents observed that their counterparts from most francophone countries are better equipped than them in many respects. The facilities on the side of the Niger Republic are hospital, restaurant and government quarters for their law enforcement agents. This is further presented in Fig 4.10 below.

**Figure 4.10 Facilities adequacy level**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

#### 4.6 ANALYSIS OF REVENUE GENERATION CAPACITY OF JIBIA POST

The response for the principal stakeholders i.e. Nigerian Union of Road Transport Workers (NUETW), National Association of Road Transport Owners (NARTO), Nigerian Custom Services (NCS), Vehicle Inspectorate Office (VIO) and Katsina State Chamber of Commerce (KTSCC) towards Revenue generation is that some of the principal stakeholders like Nigeria Union of Road Transport Workers (NURTW), National Association of Road Transport Owners (NARTO), do not generate any revenue for government but coordinate the

activities of transport in the area, while the law environment agencies like Nigeria Custom Service (NCS), Vehicle Inspectorate Office (VIO) are the ones that generate revenue to the government.

The border enforcement agencies are generally concerned with the maintenance of the country's sovereignty and territorial integrity, detection and prevention of crimes and implementation of bilateral and regional agreements. In performing their functions, they in effect translate into reality, the government's policies, economic and social policies at the border.

Specifically, the customs service monitors the movement of goods into and from the country through the borders of the purpose of enforcing prescribed duties on certain imports and exports, and presenting the import and export of certain goods in accordance with the law.

Road traffic department also known as VIO is a department under the ministries of Works and Transport, the department is charge with the function of:

- i. Inspection for all motor vehicles to ascertain their road worthiness
- ii. Conducting driving test to all drivers
- iii. Generate revenue for their state government through issuance of license
- iv. Ensure proper traffic management in towns

From the above functions of customers and VIO personnel, it can be seen that revenue are generated to federal government by Nigerian Customs Service through customs duties, either import or exports while the VIO's generate venue for Katsina State government through issuance of motor vehicle license, driving license, road worthiness certificate and other taxes on penalties.

It is a general belief that smuggling activities command higher proportion of trans-border trade relative to the legal business transactions. Hence, it reduces the amount of revenue generation at the border since a lot of goods passes through the bush path which has no record and no any duty/tax paid.

However, available records from the Nigerian customs service office at Katsina confirms that in year 2008 more than one billion, three hundred million (N1, 300,000,000.00) was generated through Jibia border post while more than two billion (N2, 000,000,000.00) was generated in year 2009, while the record for year 2010 is yet to be compiled (Source Nigerian Custom Service Office Katsina command, Katsina).

**TABLE 4.13: TAX/DUTY PAID WHEN CROSSING BORDER**

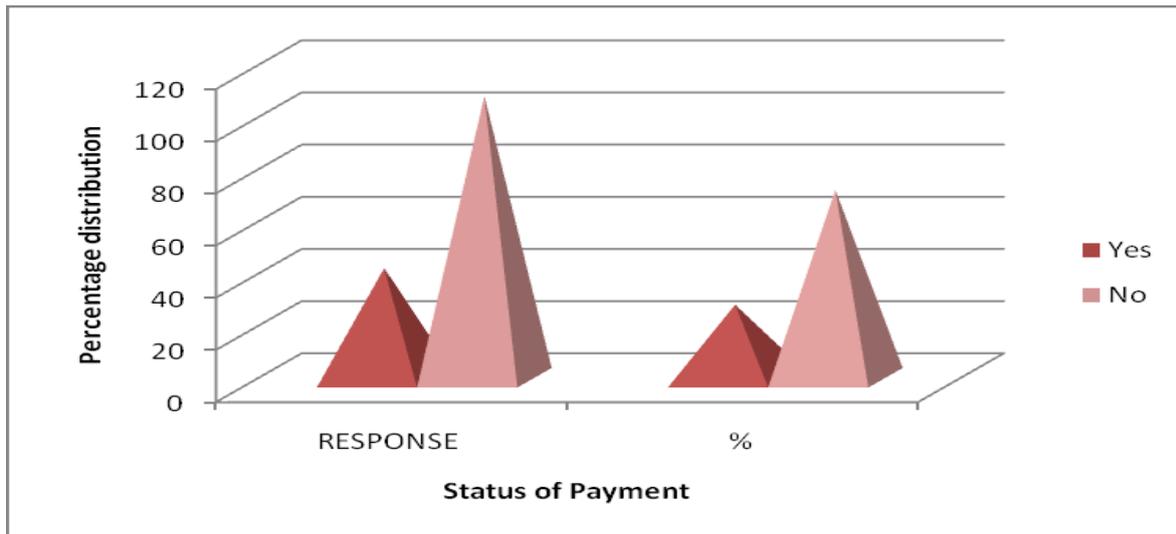
	Stakeholders	
FACILITIES	RESPONSE	%
Yes	42	28
No	108	72
<b>Total</b>	<b>150</b>	<b>100</b>

Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

From table 4.13, majority of the respondents do not pay tax/duties when crossing the border. 72% of the stakeholders are of the view that people do not pay tax/duties. In essence it shows that people cross the border through bush paths and shunned payment of duties through the border or they collaborate with the law enforcement agencies personnel to cross the border without paying a pin to the government pocket but giving some minimal amount to the law enforcement agents for their pocket. It is an open secret that illegal second hand vehicles (known as tokunbo) purchased from Republic of Benin and Togo are knowingly allowed into Nigerian through the Niger borders. It is also an open secret that petrol from the Nigerian side is allowed illegally to cross over to go Niger. It is logical to assume that enforcement agents who facilitate these illegalities do so for certain considerations.

Moreover, the exact quantity in terms of tonnage, liters or volume of these commodities could not be obtained as this aspect of trade is not recorded officially by the law enforcement agents at the border. However, counting points were strategically established during the study to record the number of trucks, pick-up vans and donkeys loads of the commodities coming into Jibia town and going out across the border, so the payment of duties per kg, ton, liters has not arise, See Figure 4.11.

**Figure 4.11 shows the Assessment of Tax/Duty payment**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

#### 4.7 ANALYSIS OF DOCUMENTATION PROCEDURE

Goods are subject to proper documentation when they passed through the border legally. The documentation procedure Jibia post is very strenuous due to lack of facilities to carry out the work properly. The result of the inadequate facilities and so on at Jibia the Nigeria-Niger border is very porous. It is easy for goods and men of extreme characters from to the side of the border to cross into the Nigerian territory. Follow foot paths or seasonal roads, without passing through the control post thereby avoiding proper documentation at the post.

The study also identified border infrastructure deficiencies as a significant impediment to the efficient movement of goods across the border. Some documentation have to be done all the way to Abuja or Lagos thereby wasting time for the importer/exporter and therefore resort to follow the bust path.

Average length of time involved in documentation procedure based on observation at the border post shows that it takes longer time for people crossing over from Nigeria to Niger or Niger to Nigeria to document their goods. Depending of the types of goods crossing over, the customs officials usually verify if the goods are not on the prohibition list of the federal government before any procedure of documentation commences it was observed that it takes at least more than 2 hours to documents their goods at the border that is why some of them resort to follow bush path or offer bribery (money) to the law enforcement agents to cross without any documentation or if the items crossing are among the prohibition list.

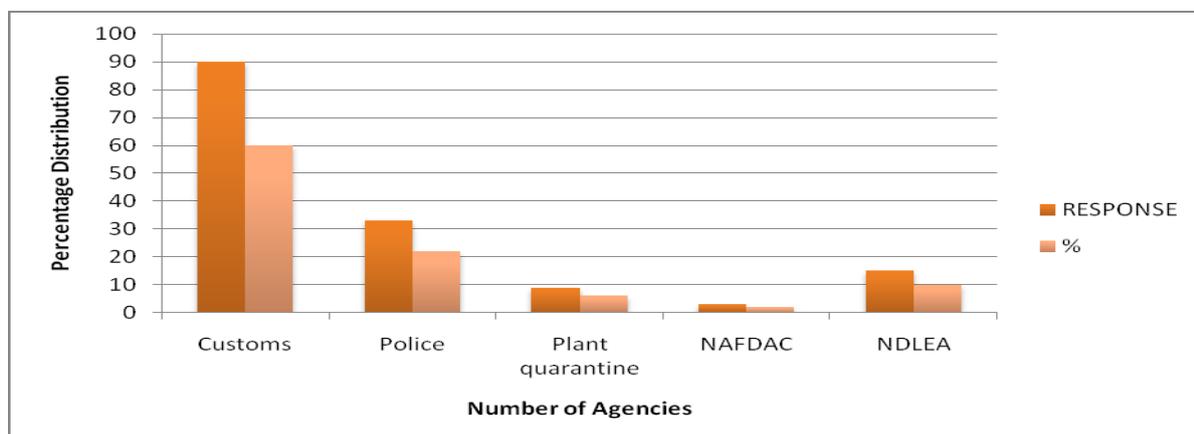
The documents involved in the transaction of goods across the border are mostly Goods Invoice and Way bill or Manifest.

Invoice is the receipt of the Goods purchased while way bill or Manifest is the receipt for the cargo, a statement of the cargo’s value, charges for transport and a list of carrier’s conditions of carriage and liability. It also serves as a document of ownership of the Goods, which could change hands several times during the transportation process.

**Table 4.14: Number of official agencies**

AGENCIES	Stakeholders	
	RESPONSE	%
Customs	90	60
Police	33	22
Plant quarantine	9	6
NAFDAC	3	2
NDLEA	15	10
<b>Total</b>	<b>150</b>	<b>100</b>

**Figure 4.12 shows the Number of official agencies at the post**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.14 and Figure 12, it was observed that Nigerian Customs officials have the highest number of officials at the border with about 60% second to the customs are the police with 23%. NAFDAC have the least number of officials at the border post. It shows that there are few or total lack of NAFDAC personnel at the post whiles the customs and the police carry the majority. Plant quarantine also plays a significant role especially for agricultural

products.

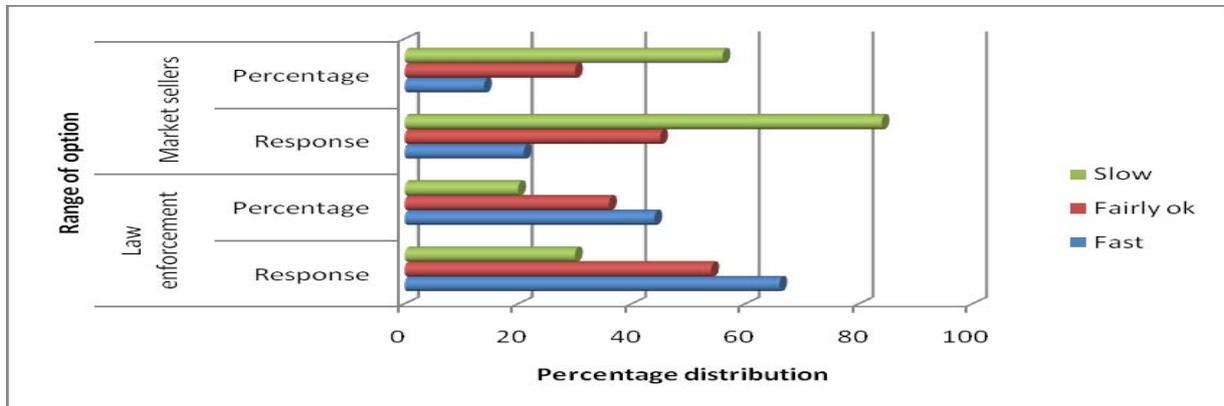
To effectively patrol the border, requires having border enforcement agents that are adequate in quality, quality and work facilities, the numbers of security personnel are too few for any effective surveillance, inadequacy and obsolescence of equipment and facilities are also problems of concern as noticed through physical inspection and interview.

Respondents view of documentation process were categorized into two (2) i.e. law enforcement that comprises of customs, police, plant quarantine, and NDLEA officials and markets sellers which comprises of traders, transporter etc, the reasons for categorizing them into two is simply because these are the people that carry out the documentation of goods at the border, while the market sellers are the owners or transporter of goods to be documented. It is therefore important to categorize them because their view might differ, since the law enforcement officers do the work of documentation and might like hide their lapses if any, while the market sellers might are owners or transporter of goods to be documented. It is therefore important to categorize them because their views might differ, since the law enforcement officials do the work of documentation and might likely hide their lapses if any, while the market sellers might air their exact views on documentation.

**TABLE 4.15: RESPONDENTS VIEW OF DOCUMENTATION PROCESS**

Description	Law enforcement		Market sellers	
	Response	Percentage	Response	Percentage
Fast	66	44	21	14
Fairly ok	54	36	45	30
Slow	30	20	84	56
<b>Total</b>	<b>150</b>	<b>100</b>	<b>150</b>	<b>100</b>

**Figure 4.13 shows the Respondents view of documentation process**



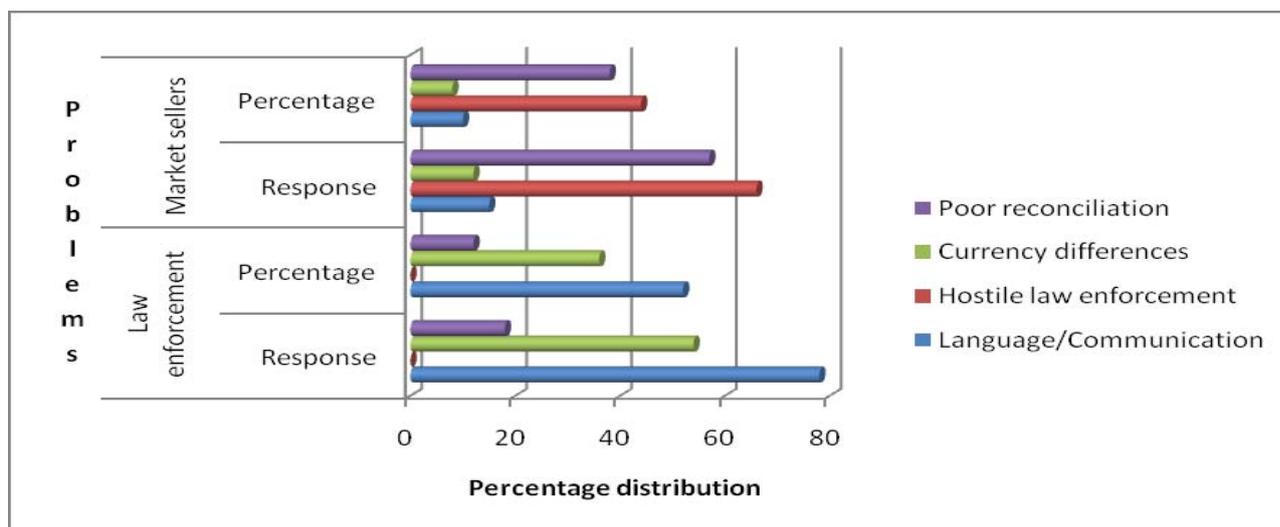
Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Table 4.15 and Figure 13 shows that 44% of the law enforcement described the documentation process as fast and 36% of them described it as fairly ok and only 20% acknowledge that is slow. From the market sellers 56% of them described the documentation as being slow while 30% and 14% described it as being fairly ok and fast respectively. Given the slowness nature of the documentation by the market sellers might be the reason why they opt to follow bush paths for the conveyance of their goods, since at times some documentation has to go all the way to Lagos or Abuja. The 20% from the law enforcement, who described the documentation as slow, believes that if there are sufficient facilities and equipment the process would be very fast but because facilities are over stretched and some equipment are lacking, that is what brings about the slowness nature of the documentation process, that is, law enforcement and market sellers. The law enforcement carries out the documentation duty while market sellers document their goods with the law enforcement agents, hence the need of the separate them for the purpose of balanced opinion.

**Table 4.16 Problems of documentation.**

Problems	Law enforcement		Market sellers	
	Response	Percentage	Response	Percentage
Language/Communication	78	52	15	10
Hostile law enforcement	0	0	66	44
Currency differences	54	36	12	8
Poor reconciliation	18	12	57	38
<b>Total</b>	<b>150</b>	<b>100</b>	<b>150</b>	<b>100</b>

**Figure 4.14 shows the Problems of Documentation**



Source: Field work drawn by Author © Sani Usaini WMU-SMU, (ITL 10).

Problem of documentation as represented in the table 4.16 mainly language/communication difference according to 52% of the respondents from the stakeholders.

Hostility by the law enforcements agents is nil while 36% and 12% of them believes that currency and poor reconciliation of documents respectively accounts for the problems normally encountered during documentation. The stakeholders do not believe in total that hostility account for the major problem of documentation, according to the market seller who described hostility by the law enforcement agents as high. It means that there is very poor relationship between the law enforcement agents and the market sellers, which upon

contribute to classes between them.

Most border communities on both sides of the border have similarities in languages, culture, region tradition, beliefs and history, therefore, language is not a major problem of documentation of the border but it constitutes about 10% of the problem the common language spoken at the border is Hausa Language.

36% of the respondents from the stakeholders are of the view that currency differences is a problem normally encountered during documentation while 8% of respondent from the market sellers believes that currency difference is of little problem since both countries currency are accepted as legal tender for exchange of goods.

Poor reconciliation of documents accounts for only 11% and 38% of form the response given by the stakeholder and the market sellers respectively.

## CHAPTER FIVE

### SUMMARY, RECOMMENDATION AND CONCLUSION

The chapter draws the inference made from this study as summary of major findings, some important recommendations made, conclusion as well as areas for further research.

#### 5.1 SUMMARY OF THE RESEARCH FINDINGS

- i. The number of males is more than double the number of female that are engaged in economic activities at Jibia town. This is due to the fact that females are often not allowed to participate fully in the economic activities due to the religious cultural and traditional beliefs that play an important role in the area. The religion of the area which is mostly Islam does not permit females to intermingle with males and strictly restrict females to go out unnecessarily because it is the husband responsibility to provide for his wife all her needs.
- ii. Farming and trading is the major occupation of Jibia people, a large percentage of the people are in this category, while a small fraction of the people are in this category, while a small fraction of the people are in the labour force because of the level of literary in the area. Majority of the Jibia people do not mind going to school, therefore is high rate of uneducated people at Jibia very few of them enroll dint schools even at the lowest level.
- iii. Foodstuffs is the major product that is engaged in trans-border movement of goods, and majority of the foodstuffs originate from Nigeria especially millet, maize, tomatoes, onions etc hundreds of tons was seen crossing the border to Niger Republic and even Mali and other countries.
- iv. Massive number of live stocks are moved from Niger Republic across the border to northern and southern Nigeria livestock such as cows, camels, goats and sheep records massive movement from Niger Republic to Niger, through the Jibia border and are then transported to other part of the country and some of them are slaughtered in northern Nigerian towns especially during religious and social festivities
- v. Firewood constitutes one of the miscellaneous items that is include in trans-border trade. Majority of the firewood need of Maradi is satisfied from Jibia, and it is a

serious offence to cut down trees in Niger Republic to be used as firewood. That is why the neighboring towns and villages in Nigeria become the main source of firewood to meet the requirement in Niger Republic.

- vi. Petroleum and other petroleum products such as PMS, AGO, DPK, and bitumen are exchange across the border on daily basis and are mostly taken out of Nigeria through bush paths or concealed in private cars and jerry cans.
- vii. Lorry/truck, pick-up vans, trailer and tanker are the major means of transport across the Nigeria-Niger Republic border. Most of the vehicles used are old vehicles and lack proper maintenance, this constitute so much delay in transporting goods across the border.
- viii. There is availability of transport across the border of Nigeria-Niger Republic border at Jibia but usually at relatively higher cost due to the high cost of petroleum, Sales of petroleum at Jibia in general are all at black market, a litre is between N79 to N85 under normal circumstances, but a times it sold at N150.00 per litre if there is scarcity.
- ix. There is insufficient number of facilities at Jibia border especially health centres, restaurants, government quarters for law enforcement agents and other vital facilities people at the border finds it difficult to seek medical attention of the border, they have to go all the way to Jibia General Hospital for medical attention.
- x. The facilities that are available at Jibia border are not in good condition and some are worn-cut due to the lack of proper maintenance of the facilities. There are lasts of broken windows and some even doors of the law enforcement a gents offices which endangered security documents.
- xi. There is so much delay in the document procedure at Jibia post mostly due to the government bureaucracy and lack of adequate facilities to carry out government work properly.

The process documentation at Jibia border is too slow. This is mostly due to the bureaucratic nature of doing government business he country. Government official can keep file on his table for donkey hours while some may not treat the files unless something is give (bribe) to him/her.

- xii. Hostility by the law enforcement agents is the major problem normally encountered at the Jibia border in the process of documentation. The law enforcement agents are to hostile to the people crossing from both sides of the countries (Nigeria and Niger Republic).

The Niger Republic law enforcement agents seen to be more hostile than the Nigeria

agents. The Nigerian law enforcement agents are more friendly than the Niger Republic agents.

- xiii. The condition of Jibia Katsina and Jibia Kauran Namoda roads is very good and it improve economic activist of the area. The roads are in good shape, it was rehabilitated in the year 2009.
- xiv. There are so many bush paths through which smugglers used in carrying out their activities. Majority of the goods coming in and going out of Nigeria through Jibia comes in and goes out through bush paths. Very few of the goods follow the right channel (Jibia border).

## 5.2 RECOMMENDATIONS

In view of the above findings the following recommendation is hereby proposed to address the problem of trans-border movement of border at Jibia.

- i. There should be immediate setting up along these lines of formal exchange mechanism such as setting up of Banks and financial institution along the borders and the immediate coordination of trade and structural policies with a view to harmonizing objectives, priorities and produces. Since transaction of goods along the border involves large sums of money and Nigeria and Niger are two different countries therefore their currencies differs, therefore the setting up of banks and financial institutions would be of vital help to the people and the law enforcement
- ii. The formalization, expansion and modernization of border markets to international standards aimed at the unification or equalization of currencies. Standard international market should be established at the border towns since so many commodities are transacted between the two countries and need to be coordinated and expanded to an international standard.
- iii. There should be good transportation system across the border for the movement of goods and the condition of the vehicles should be improved upon, so as to facilities the exchange of goods between the two countries. Trailers or large occupancy vehicles, that can convey at least 20 tons of goods should be used for transporting the goods along the border instead of the ones that are being in used now, because the bigger trailers can carry more goods than the ones that they are using now and this is better for efficient operation. However proper maintenance of the vehicles should be carried out periodically so as to keep the vehicles in good condition at all times. The Nigerian union of Road Transport workers (NURTW), the FRSC, the VIO and relevant

agencies should ensure that only vehicles that are in good condition are allowed to ply the road and those that are not good should be mandated to repair their vehicles properly.

- iv. Both countries should step-up their efforts towards the provision of amenities like schools, roads, markets, clinics, telecommunication and electricity to their border people. The development of road, rail and air transportation should be intensified. This will be of special contribution to trans-border trade and evolution of an integrate community.
- v. Basic work facilities and equipment should be provided, especially patrol vehicles and more modern and effective communication gadgets for proper and effective communication. Government should facilitate the development and implementation of integrated databases and computer systems that will facilitate the information sharing needed to ensure security and the flow of low-risk goods and people across the border, the facilities can be imported from foreign countries since Nigeria does have this kind of computers/equipment. Having both adequate infrastructure and trained personnel at the border are critically important to assuring security and the cross-border flow of trade, particularly if inland inspections are not to occur.
- iv. An immediate setting-up of active public enlightenment campaign on border trade, movement of goods with a view to blocking leakages in revenue mobilization and collection. The public enlightenment campaigns at the border should be carried out by customs officials through public rally, newspaper publication radio and television advertisement and other forms of enlightenment campaign. Thus when done will greatly enhanced the revenue accruing to the government purse and reduce the movement of goods through bush path.
- vii. There should be immediate harmonization of customs clearance procedures and setting up of joint border post to facilitate the clearance of goods. There should be cooperation between the border enforcement agents at both countries. Regular joint patrols of the agencies of the two countries and cooperation in the areas of communication and detection and prevention of crimes should provide a conducive context and environment for the accomplishment of border enforcement risk and maintenance of peaceful co-existence and good neighborliness. For border surveillance to be more effective, the number of enforcement agents along the border should be increased, especially in view of the porosity of the borders as earlier discussed./ basic training and re-training of our border enforcement agents which should emphasize

the challenges of border administration should be taken more seriously. The training curricular, apart from having an integrated rigorous practical components and exposure to modern facilities in border surveillance and management, should include a theoretical component that covers such areas as scope and limits of sovereignty private and public international laws, bilateral and multilateral agreement between Nigeria and Niger Republic or even other countries, history, economics and cultures of West African sub-region and conflict management. A time limit should be set, within which a personnel is expected to at least attend a training or refresher course.

- viii. Border Area development areas should be estimated by the government of both countries (Nigeria and Niger Republic). Border towns have been deprived of basic social amenities like hospitals, roads standard markets, portable water and so on, but if border areas development areas are established these facilities would be provided gradually and the facilities should be managed by the border area development agency/ council. In addition as the tier of government cosset to the people, they should try to mediate albeit informally, alongside with community leaders when there are inter-border problems and conflicts.

### 5.3 CONCLUSION

The aim of this study is to analyze the nature and challenges associated with trans-border movement of goods through Katsina State border at Jibia with a view to proffer solution in order to increase the efficiency. This was done through the research objective, field surveys were also undertaken to examine social and economic characteristics of trans-border goods traffic at Jibia border post.

A total of sixteen (16) research findings were made while some recommendations were also made covering all areas of trans-border movement of goods.

Finally, it is expected that if the observations made in this study were recommended, the problems associated with trans-border goods traffic will be improved to a greater height.

### 5.4 AREA FOR FURTHER RESEARCH

The successful completion of this study has naturally opened another avenue that further research can be focused. First of all that this study is limited to just a border post out of about 2000 KM stretch of international boundary with Niger republic demands that other border post not covered in this study be investigated, by so doing the nature and dynamics of border traffic will be clearly understood for a holistic border management strategy. Also study of this

nature need to be extended to passenger traffic in order to understand the fundamental issues affecting that important aspect of human endeavor, lastly the study need to be conducted intermittently for the purpose of monitoring the changing faces of trans-border good traffic between Nigeria and Niger at Jibia.

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**APPENDIX I**

**QUESTIONNAIRE ON ANALYSIS OF NIGERIA – NIGER TRANS-BORDER GOODS TRAFFIC TO BE ADMINISTERED TO OFFICIALS OF LAW ENFORCEMENT AGENCIES AT JIBIA BORDER POST**

1.0 General Information

1.1 Name of Respondents (optional).....

1.2 Organization .....

1.3 Rank.....

1.4 Location .....

1.5 State .....

1.6 Sex (a) Male ( ) (b) Female ( )

1.7 Occupation a. Farmer ( ) b. Civil Servant ( )

**Section 1**

**2.1: Origin and destination/volume and types of goes analysis**

s/n	Types of Goods	Origin of goods (Nearest Town)	Destination of goods (nearest town)	Volume of goods (Tons, Unit, Liters)	Freight rate (N)	Day of the week	Time of the day		

**2.1 SECTION 2**

2.1.1 What is the trans-border means of transport mostly used in the post?

- (a) Car ( ) (b) Bus ( ) (c) Tanker ( ) (d) Trailer ( )
- (e) Lorry/Truck ( ) (f) Pick up van ( ) (g) Motor cycle ( )
- (h) Others (specify).....

2.1.2 How do you rate the condition of the transportation means?

- (a) Excellent ( ) (b) Good ( ) (c) Fair ( ) (d) Poor ( )

2.2.3 How available are the transportation means?

- (a) Available ( ) (b) Unavailable ( )

**2.3 Section 3**

2.3.1 What are the facilities provided for trans border movement?

- (a) Offices ( ) (b) Health centers (c) Restaurant ( ) (d) Parks ( )  
(e) Others (specify).....

2.3.2 How do you consider this facility?

- (a) Adequate ( ) (b) Not adequate ( )

2.3.3 What is the level of usage of the facilities?

- (a) Very good ( ) (b) Good ( ) (c) Fair ( ) (d) Poor ( )

2.3.4 Kindly suggest any other facilities out think should be available

.....

2.3.5 How do you assess the rate of usage of other facilities at the border post?

- (a) 10% ( ) (b) 25% ( ) (c) 50% ( ) (d) 75% ( ) (e) 100% ( )

2.3.6 How frequent people cross from one side of the country to the other?

- (a) Very often ( ) (b) Very Rarely ( ) (c) Occasionally ( )

**2.4 Section 4**

2.4.1 What are the type of taxes do you generate for government at the post? .....

2.4.2 How much do you generate for government per annum?

.....

**2.5 Section 5**

2.5.1 Itemize the document procedure at Jibia post?

.....

2.5.2 What is average length of time involved in documentation procedure?

- (a) 0-30 ( ) (b) 31-60 ( ) (c) 61-90 ( )

- (d) 91 – 120 mins ( ) (e) 12 – above ( )

2.5.3 What are the names of documents involved in any transactions?

a. ....

b. ....

c. ....

2.5.4 What are the numbers of agencies involved in documentation at the post?

- (a) Nigeria Customs Services ( ) (b) Police ( )

- (c) Plant Quarantine ( ) (d) National Agency for Food, Drug Administration and

Control (NAFDAC) ( ) (e) National Drug Law Enforcement Agency (NDLEA) ( )

2.5.5 How would you describe the documentation generally?

(a) Fast ( ) (b) Fairly ok ( ) (c) Slow ( )

2.5.6 What are the problems normally encountered when doing documentation?

(a) Language/communication ( ) (b) Hostile law enforcement ( )

(c) Currency differences ( ) (d) Poor reconciliation of document ( )

**I i**

**QUESTIONNAIRE ON ANALYSIS OF NIGERIA – NIGER TRANS-BORDER GOODS TRAFFIC TO BE ADMINISTERED TO OFFICIALS OF LAW ENFORCEMENT AGENCIES AT JIBIA BORDER POST**

1.0 General Information

1.1 Name of Respondents .....

1.2 Name of the village/town.....

1.3 Local Government Area.....

1.4 State.....

1.5 Country.....

1.6 Sex (a) Male ( ) (b) Female ( )

1.7 Age (a) Below 20 years ( ) (b) 21-30 years ( ) (c) 31-40 years ( ) (d) 41 – 50 ( )

1.8 Main Occupation (a) farmer ( ) (b) Trader ( ) (c) Driver ( ) (d) Mechanics ( ) (f) others (specify ( ))

**Section 1**

**2.1: Origin and destination/volume and types of goes analysis**

s/n	Types of Goods	Origin of goods (Nearest Town)	Destination of goods (nearest town)	Volume of goods (Tons, Unit, Liters)	Freight rate (N)	Day of the week	Time of the day		

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- (e) Lorry/Truck ( ) (f) Pick up van ( ) (g) Motor cycle ( )
- (h) Others (specify).....

2.1.2 How do you rate the condition of the transportation means?

- (a) Excellent ( ) (b) Good ( ) (c) Fair ( ) (d) Poor ( )

2.2.3 How available are the transportation means?

- (a) Available ( ) (b) Unavailable ( )

**2.3 Section 3**

2.3.1 What are the facilities provided for trans border movement?

- (a) Offices ( ) (b) Health centers (c) Restaurant ( ) (d) Parks ( )
- (e) Others (specify).....

2.3.2 How do you consider this facility?

- (a) Adequate ( ) (b) Not adequate ( )

2.3.3 What is the level of usage of the facilities?

- (a) Very good ( ) (b) Good ( ) (c) Fair ( ) (d) Poor ( )

2.3.4 Kindly suggest any other facilities out think should be available

.....

2.3.7 How do you assess the rate of usage of other facilities at the border post?

- (a) 10% ( ) (b) 25% ( ) (c) 50% ( ) (d) 75% ( ) (e) 100% ( )

2.3.8 How frequent people cross from one side of the country to the other?

- (a) Very often ( ) (b) Very Rarely ( ) (c) Occasionally ( )

**2.4 Section 4**

2.4.1 Do you pay tax/duties when crossing the Border?

- (a) Yes ( ) (b) No ( )

2.4.2 If yes, how much do you pay per kg, ton, liters (as applicable)

.....

**2.5 Section 5**

2.5.1 Itemize the document procedure at Jibia post?

.....