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Effects of the Cabotage Regime on Indigenous Shipping Companies in Nigeria

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Abstract- ***This research looked at how the Nigerian government's 2003 Cabotage Regime affected the growth of local shipping enterprises. The introduction of the Cabotage Regime in 2003 was an independent variable, and it included both tight and liberalized cabotage policies. The development of indigenous shipping businesses was measured using the dependent variable, which is the activity of building ships, the Cabotage vessel finance fund, and human capacity building. The study employed a cross-sectional survey research design, and its theoretical foundations were the theory of relative state autonomy and the theory of policy implementation. We mostly relied on primary and secondary sources to compile our data. A structured questionnaire was used to gather primary data that was relevant to this investigation. All 101 registered indigenous shipping businesses in Nigeria comprised the study's population. However, the research focused solely on twenty-four (24) registered indigenous shipping enterprises. The research managed to collect 136 questionnaires out of a total of 144 that were distributed to 24 indigenous shipping enterprises in Nigeria. After reviewing all of the questionnaires, however, 133 (or 92.36%) were deemed useful for the analysis of the research. With a Cronbach's alpha threshold of 0.70, the research instrument was found to be reliable. The data was analysed using descriptive and inferential statistics in the research. The study objectives and hypotheses were tested using SPSS 25.0 and multiple regression analysis with an ordinary least squares estimator. The study found that there is much potential to improve the effectiveness of the Cabotage Regime 2003 in terms of shipbuilding, the cabotage vessel finance fund, and the human capacity building of indigenous shipping enterprises, all thanks to the rigorous cabotage policy. The research concluded that stringent cabotage rules help shipyards grow in Nigeria, but that issues with government policy inconsistencies, bad corporate practices, and procedural obstacles, among others, have hindered their implementation. The analysis identifies Section 9, which permits foreign ownership, as a weak point in the Cabotage statute. Findings indicate that human capacity building, a measure of indigenous shipping businesses' growth, is significantly impacted by stringent cabotage policy, which is a component of the Cabotage Regime 2003. However, the influence on the shipbuilding activity fund is favourable but small. Accordingly, the report suggested that the government initiate a procedure to evaluate the current Cabotage Regime in light of ground realities, ensuring that Nigerians reap the benefits of the program as intended.***

Keywords: Cabotage; Indigenous Shipping; Cronbach's; Independent Variable

I. INTRODUCTION

1.1 Background to the Study

Approximately 853 km of shoreline and over 3,000 kilometres of interior waterways make up Nigeria (Adekola, 2018). These waterways allow for the transportation of oil and other natural resources, turning Nigeria into a major marine centre in West Africa and the world. Many doors would open for Nigerians as a result, particularly in the fields of coastal commerce, shipbuilding, employment, and security. The government has passed legislation, launched programs, and undertaken initiatives on several occasions in an effort to foster the growth of the domestic merchant marine fleet and shipping sector.

Among the many initiatives undertaken by the government in the realm of cabotage, the Coastal and Inland Shipping (Cabotage) Regime 2003 stands out (Akpan, A2018). Coastal and Inland Shipping (Cabotage) Regime Implementation Guidelines (2003, 2007 revisions) The following laws were enacted in 2006: Coastal and Inland Shipping Cabotage (Detention of Ships) Regulations, 2006: Cabotage Vessel Financing Fund (CVFF) Guidelines, 2006: Bareboat Charter Regulations, and 2007: Merchant Shipping Regime. These laws aim to develop indigenous manpower in the Nigerian maritime

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industry, among other things, and to reserve the commercial transportation of goods, services, and persons within Nigeria's coastal and inland waters to vessels flying the Nigerian flag and because of the importance of shipping for both the transportation of goods and services within the country and the revenue received as taxes from companies operating in the sector, the effective execution of Nigeria's Cabotage laws is crucial to the country's ability to maintain its position as one of the world's leading economies. Not only do these regional laws govern our cabotage, but Nigeria has also accepted international rules that control it, such as UNCLOS and the UN Convention on the Sale of Goods (Ajiye, 2013).

Although the Nigerian economy makes use of the notion of Cabotage, it is not a particularly novel or innovative one. The Spanish root words "cabo" and "cab" denote marine circulation at small coastal distances or maritime trade along the coastal lines8, which is where the word "cabotage" is derived from. Another Spanish nautical phrase, it means to rigorously navigate along the coast from one cape to another, avoiding open water (Akanbi, 2011).

However, due to the capital intensive nature of ships, shipping services, and production, the Cabotage Vessel Financing Fund (CVFF) was established to assist Nigerian operators in domestic coastal shipping with their ship acquisitions and promote the development of indigenous ship acquisition capacity. In order to maximise our Cabotage potential, we must ensure that the funds for asset purchase are sufficient and practical. Indigenous peoples' reluctance to put money into the marine transportation industry was said to be the root cause of their lack of participation. The situation is dire since the nation has lost a lot of money due to the fact that foreigners were providing transportation services for oil exploration equipment and workers in the deep sea (Anele, 2018). The maritime community and ship operators are hopeful that Nigerian businessmen will benefit from the new Cabotage Law and the government's local content policy, which they believe will be effective if put into practice. Operators on the ground should be ready to take advantage of the Cabotage Laws' multiplier impact (Hand, 2017). Construction of ships, shore-to-rig services, green field development, and crewing are all permitted by law. Given the legislative support, Nigeria might follow suit and increase local content from 40% to 70% in the near future, making its system more appealing to international investors. Nigerians are expected to have more access to shipping services, including ship chandelling, agency, and haulage.

The decision to dissolve NNSL was announced by the federal government in 1995. Private indigenous enterprises increased in the maritime sector following NNSL's collapse; nonetheless, they mostly depended on vessel chartering. One well-known example, which has been around since 1979, provides logistics, terminal operations, and shipping, among other services. Ship management and petroleum product transportation are the main areas of expertise for this Nigerian-owned business.

The industry includes a multitude of additional indigenous enterprises that are registered and engaged in a variety of nautical services. When it comes to expanding Nigeria's economy beyond its reliance on oil, indigenous maritime businesses play a pivotal role. They manage a considerable amount of Nigeria's trade with other countries, which is largely carried out by sea. Part of the problem is that policies are having an impact on the industry. In many cases, indigenous businesses face stiff competition from multinational carriers. There has been a lot of public and stakeholder criticism of the cabotage guidelines recently, even though they outlined the mechanism for applying the regime. Let it be known right now that the marine business is both ancient and costly, making it an ideal target for monopolies in industrialized nations. Very little profit will go to indigenous people unless it is regulated in a way that benefits them. When it comes to national economies, the marine industry is always at the front. Strictly speaking, the industry encompasses all commercial operations that take place inside the country's marine environment that are connected to the sea. On one hand, we have the marine economy, which includes fishing, salvage, towage, and undersea resource extraction; on the other hand, we have the onshore economy, which includes port operations, shipping, shipbuilding, repair and maintenance, and maritime transport (shipping) (Nwokedi et al., 2019). When compared to all of them, shipping is by far the most beneficial to a country's GDP. The reason for this is because shipping is the centre of all other marine operations.

This research aims to analyses how the introduction of the Nigeria Cabotage Regime 2003 affected the growth of indigenous shipping businesses in Nigeria, taking the background information into consideration.

1.2 Statement of the Problem

At its core, the Cabotage Regime is an effort to boost indigenous involvement in Nigeria's maritime industry, with ancillary goals including the localisation of relevant technologies and the development of relevant technical expertise. Notably absent from this list are the goals of providing employment opportunities for Nigerians and giving the government and the people of Nigeria more say over the country's maritime security. Several obstacles have prevented the Nigerian Cabotage Act from being effectively enforced since its creation. Foreign enterprises are required to meet less stringent requirements in order to acquire a waiver, which is seen as a way around the cabotage regime's shortcomings and problems (Okeke and Aniche, 2012). The Regime's original goal has been undermined since the inclusion of waivers and their ease of issuance have allowed powerful foreign shipping companies to compete unhealthily with indigenous shipping companies that lack experience and resources.

The Nigerian maritime industry has several obstacles to its growth and development, including a lack of human resources, a lack of ship builders, and foreign dominance in the manning and supply of crew personnel. Enacted in May 2003 (Cabotage Act), the Coastal and Inland Shipping (Cabotage) Regime aimed at developing domestic shipping in Nigeria by giving indigenous ship operators the power to participate and learn how to manage all parts of coastal and inland waterway transport (Njar & Okon, 2018).
There has been little progress in indigenous maritime development despite the presence of the Cabotage policy as codified in the Cabotage Act. Even more concerning is the fact that neither the anticipated growth of the fleet nor the corresponding rise of the shipbuilding subsector have materialised. Over seventy-five percent of the shipping industry's revenue came from Nigerian companies before the Cabotage Act, enacted to solve the problems faced by international shipping companies, took effect. Among other things, the shipping business relies heavily on technology, which Nigeria is now missing (Agbakoba, 2019). Poor national revenue mobilisation and weakened Nigerian infrastructure seaports have resulted from the use of outdated technologies in the maritime sector, which continues to be a problem as data shows that foreign companies still account for about 98 percent of sea freight in Nigeria as of 2023. Additionally, about 85% of the maritime workforce is foreign-born. Issues plaguing the maritime sector in Nigeria may stem from the fact that its players in other African countries exhibit problematic attitudes and behaviours when it comes to embracing new technologies. The maritime sector's diminished ability to propel national sustainable development is a social concern that stems from stakeholders' low levels of technology adoption and usage in Nigeria's maritime industry. According to Abdulhaleem (2023), this is the issue that motivates the study. Efforts to maintain and increase local involvement in the business are undermined since these local vessels find it difficult to compete with other international vessels. The supply of finances remains a significant hurdle to the effective execution of the Cabotage Act, even though the Act provides for Cabotage Vessel Finance and Funding (CVFF). Due to the high cost of entry and the time and effort required to acquire vessels, indigenous shippers have been unable to compete with their international counterparts. This is because shipping is a capital heavy industry. It has been more than 22 years since the Nigerian Cabotage Regime was enacted into law, but the issue persists: foreigners continue to have a disproportionate amount of influence in the cabotage trade. Many wonder why this policy has not been successful in achieving its goals; possible reasons include the specifics of the provisions within the policy, the country's lack of infrastructure to support such a policy, or both. In the process of penning the dissertation, the researcher is crossing their fingers that these matters will be thoroughly examined. This is why it's important to look at how the Cabotage Regime has affected the growth of Nigerian maritime businesses that are based in the country.

1.3 Aim of the Study

The aim of this study is to examine the effect of Nigeria Cabotage Regime2003 implementation on the development of indigenous shipping companies in Nigeria, Nigeria.

1.4 Objectives of the Study

Therefore, the following specific objectives shall be addressed in the proposed study: Therefore, the following specific objectives were addressed in the study:

i. To determine the effect of Cabotage Regime2003 implementation (with respect to - strict cabotage policy, and liberalized cabotage policy) on shipbuilding activity of shipping companies in Nigeria
ii. To determine the effect of Cabotage Regime2003 implementation (with respect to - strict cabotage policy, and liberalized cabotage policy) on cabotage vessel financing fund secured by shipping companies in Nigeria.
iii. To evaluate the effect of Cabotage Regime2003 implementation (with respect to - strict cabotage policy, and liberalized cabotage policy) on human capacity building of shipping companies in Nigeria

1.5 Research Questions

The following research questions were raised based on the objectives of the study:

i. To what extent does Cabotage Regime2003 implementation (strict cabotage policy, and liberalized cabotage policy) affect shipbuilding activity of shipping companies in Nigeria?
ii. To what extent does Cabotage Regime2003 implementation (strict cabotage policy, and liberalized cabotage policy) affect cabotage vessel financing fund secured by shipping companies in Nigeria?
iii. To what extent does Cabotage Regime2003 implementation (strict cabotage policy, and liberalized cabotage policy) affect human capacity building of shipping companies in Nigeria?

1.6 Research Hypotheses

The following research hypotheses were tested in the study:

Ho_1: Strict cabotage policy, and liberalized cabotage policy have no significant effect on shipbuilding activity of shipping companies in Nigeria

Ho_2: Strict cabotage policy and liberalized cabotage policy have no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria.

Ho_3: Strict cabotage policy, and liberalized cabotage policy have no significant effect on human capacity building of shipping companies in Nigeria.

1.7 Scope of the Study

The scope of this study is divided into three parts: the content scope; the geographic scope; and unit of analysis.

Content Scope: The impact of the Cabotage Regime 2003 on the growth of Nigerian shipping businesses based in the country is the subject of this article. Implementation of the Cabotage Regime 2003 is evaluated by the degree to which automated transport, inventory management, and cabotage policies are adhered to. Human capacity building, the cabotage vessel finance fund, and shipbuilding activities are the additional metrics that will be used to monitor the progress of indigenous maritime enterprises.

Geographic Scope: The geographic scope of the study covers shipping companies in Nigeria, Nigeria.

Unit of analysis: The units of analysis (macro) shall be restricted to the data from the shipping companies in Nigeria.

1.8 Significance of the Study

Theoretically, this work adds to our knowledge of Nigerian cabotage legislation, making it both practical and important. Since its establishment, the cabotage law and its evaluation in Nigeria have been the subject of much study. However, some studies have cast doubt on the Regime's merits, arguing that it impedes the liberalisation of trade and services in light of the growing global economy. The goals of the Cabotage Act, the reasoning behind government interventions in maritime transport services, the development of national policies to implement it in Nigeria, and the obstacles to its successful implementation are all areas that this work aims to add to the existing empirical data on. The study's overarching goals are to enhance existing knowledge on the topic and to detail the unique and common maritime policy obstacles that Nigeria has faced since enacting the Act. One of the goals of this study is to provide the groundwork for similar investigations in the future. Research into the effects of Nigerian marine cabotage and its regime on the country's economy and/or as an interventionist

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strategy to stimulate entrepreneurial activity in Nigeria is anticipated to be initiated by the results of this dissertation. Indeed, new chances for economic initiatives in the marine cabotage industry are predicted to have surfaced with the enactment of the cabotage Regime by the National Assembly. New possibilities are always being sought, found, grabbed, and acted upon to benefit both the entrepreneur and the customer; they form the backbone of an entrepreneurial setup. Therefore, it is imperative that regulators, entrepreneurs, and marine specialists pool their knowledge to discover ways to capitalise on the maritime industry's potential. Prospective Nigerian entrepreneurs should view these opportunities as promising avenues for growth that can help the country's economy and their own financial situations by providing maritime education, training for seafarers, and the construction and supply of ships and other ocean-going vessels. It is also thought that the study would provide the nation's marine industry the boost it needs to thrive economically, which will improve people's standard of life.

1.9 Operational Definition of Terms

Cabotage Regime: Regime to prohibit the employment of foreign vessels in domestic coastal trade to encourage. The National Assembly of the Federal Republic of Nigeria adopted a bill on the growth of indigenous tonnage, the establishment of a Cabotage Vessel Financing Fund (CVFF), and related things. According to Cabotage Law, a country's national flagships and citizens are the only ones authorized to navigate and trade within the country's coastlines or between ports within the nation.

Cabotage Vessel Financing Fund (CVFF): To encourage the indigenous maritime industry, the Coastal and Inland Shipping (Cabotage) Regime of 2003 established the Cabotage Vessel Financing Fund (CVFF) to provide financial aid to Nigerian nationals for the purchase, building, and upkeep of vessels. After much delay, the fund—funded by a 2% surcharge on cabotage contracts and other government revenues—is now being implemented, with the allocation of its funds to indigenous operators being managed by the Nigerian Maritime Administration and Safety Agency (NIMASA).

Human capacity building: The term "human capacity building" refers to the steps taken to increase the competence of people, groups, and nations so that they may better meet their objectives, address challenges, and propel long-term growth. It encompasses a wide range of activities, including instruction, guidance, and mentoring, with the overarching goal of promoting independence, creativity, and enhanced productivity in a variety of settings.

Implementation of the Cabotage Regime: Following the guidelines laid down by the Cabotage Act of 2003, this is the real implementation of the Regime. By establishing an Enforcement Unit under Nigerian Maritime Authority, the Cabotage Regime assigned the responsibility of implementing the Regime's provisions to the Nigerian Maritime Administration and Safety Agency, formerly known as the National Maritime Authority.

Liberalized Cabotage Policy: When a country's cabotage policy is liberalised, it makes it easier for foreign-flagged ships, ship owners, and even foreign sailors to participate in the coastal maritime trade within the country. Shipping costs, efficiency, and standards, as well as the promotion of free-market competition, are some of the goals of liberalisation. When a country's own resources are insufficient to implement stringent cabotage, this strategy—which involves exemptions and foreign involvement—becomes the default option for economic development.

Shipbuilding Activity: Shipbuilding is the process of building ships and other large vessels in a shipyard, beginning with the design and planning stages and ending with the manufacturing of the ship's hull, outfitting, and testing. Important parts include managing a big workforce and complicated supply chains, integrating equipment and electrical systems, building the hull and its many components, and conducting thorough engineering.

Strict Cabotage Policy: All commerce and transit within a nation's territorial or domestic seas must be limited to ships and businesses owned by citizens of that country, according to a rigorous cabotage regulation. To promote domestic economic growth and maritime industry security, this protectionist strategy often requires domestic crewing, national flag registration, ownership by the country, and even construction and repairs to be carried out locally.

Sections 15–21 of the Act outline the broad application of the Cabotage Law and provide clarification about the terms and circumstances, eligibility for registration in the Cabotage trade, and the issuing of licenses to foreign boats. As a developing nation, Nigeria has several challenges in the maritime sector. Despite Nigeria's status as an oil producer, a significant amount of the country's oil and gas is delivered by boats that are not owned, staffed, or constructed by Nigerians. Regrettably, without the necessary resources, we cannot immediately halt the trip. According to Usoro (2003), the advent of EU Council Regulation (EEC) No. 3577/92 in December 1992 allowed other member states to provide cabotage services inside the Union, marking a significant step towards cabotage liberalisation inside the EU. She thought that community ship-owners whose ships are registered in and fly the flag of a member state should be the ones to benefit from this freedom. Just EU nationals are allowed to engage in coastal trade in EU nations. Although there is no formal national cabotage legislation in the UK, she continued by saying that the country's strict internal restrictions and criteria make it impossible for ships owned by non-EU member states to participate. As an example, the Maritime Transportation Regime of 1994 governs the Norwegian Ordinary Register (NOR). One way they've liberalized maritime commerce is by offering shipping firms a 12% pay return if they hire a specific amount of Norwegian citizens (The World Bank, 2023).

II. METHODOLOGY

2.1 Study Area (Indigenous Shipping Companies in Nigeria)

This study looked at how indigenous people in Nigeria have been affected by the implementation of the Cabotage law of 2003 and how the Cabotage Regime has affected their ability to be involved in the shipping industry, specifically looking at a few indigenous shipping companies. Among Nigeria's indigenous maritime firms, 101 are considered important. In 1959, NNSL was established as a Nigerian indigenous shipping company. It was formerly a cooperation with international firms but was subsequently held entirely by the government. In the 1990s, it went bankrupt. In today's market, you may find NAL-COMET GROUP and GOG - Marine, two prominent participants in Nigeria's import-heavy economy. They oversee a wide range of marine services, including oil and gas as well as ordinary shipping. However, they continue to encounter challenges. The maritime trade in Nigeria was controlled by British businesses before to the country's independence. With the help of international shipping companies, the Nigerian National Shipping Line (NNSL) was founded in 1959. The Nigerian government took full ownership of NNSL when the country gained its independence in the 1960s. In the 1970s, NNSL became a formidable national player by dramatically increasing its fleet size via the acquisition of both new and used boats.

2.2 Research Design

Research designs are the blueprints that researchers follow when they set out to undertake empirical investigations. It lays out the necessary steps for developing hypotheses, including what data is needed, how to obtain it, and what methods to use for analysis. Essential to any research project are data collection and analysis. A research design is a set of guidelines that researchers follow while conducting a study. It details the study's methodology, including how variables will be measured, the study's sample, data collecting and processing methods, and the procedures for testing hypotheses. Data collection, measurement, and analysis can be defined according to its plan. Put simply, research design outlines the framework that directs the process of data gathering and analysis. Research methodologies in the social sciences and other disciplines can be based on the work of Krejcie and Morgan (1980). The study chose a cross-sectional survey methodology since it was most appropriate for the study. Extensive question fatigue and optimal answers to the study questions provided the justification for this strategy.

2.3 Population of the Study

The study's research population, sometimes called the target population, consists of all the people or things that the researcher hopes to learn more about during the course of the study. It stands for the broader category that the study's results are meant to be applied or generalised to. The size and breadth of the

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population can change based on the study aims, but in most cases, it will consist of people who share some significant trait or feature. One of the most important parts of doing research is figuring out who you're studying. This will tell you how generalised your results will be. To gather and analyse data from a subset of a population (the sample), researchers frequently employ sampling techniques (Akujuru & Enyioko, 2018). The goal is to derive conclusions about the population from the sample's characteristics. Several parameters can be used to identify the research population, such as demographics (such as age, gender, and ethnicity), geography, organizational affiliation, and other pertinent aspects of the study. Researchers must provide serious thought to the population's characteristics and sampling procedure to guarantee that their results are legitimate and representative. It is crucial to define the study population as the complete set of people or things to whom the results are to be extrapolated, according to Akujuru and Enyioko (2018). One hundred and ten indigenous Nigerian drinking firms make up the study's population. Nonetheless, the research did include twenty-four (24) transportation firms because they are the ones appropriately documented as having participated in Cabotage financing and funding exercises in Nigeria as at the time of this study (Survey Data, 2025).

2.4 Sampling Procedure and Sample Size

The sample consists of items that represent the study population. The procedure of extracting a sample from a population is referred to as sampling. This study will employ the census technique, therefore examining all factors within the population. The study was conducted at the organisational level, with 6 respondents from each of the 24 shipping businesses in Nigeria, resulting in a total of 144 respondents (i.e., 24 x 6). The participants included (ii) (i) Captain, (iii) Chief Engineer, (iv) Chief Mate, (v) Second Engineer, (vi) Vessel Proprietors, and (vii) Flag State Surveyor's Proprietor.

2.5 Methods of Data Collection

Researchers employ data-collecting strategies when they want to acquire specific information that will help them achieve their study goals. It is important to consider the study objectives, the data needed, and the available resources before deciding on a data-gathering strategy. We gathered the data for this study through interviews and surveys. To collect information on people's thoughts, feelings, actions, or traits, surveys use standardised questionnaires to send out to a random selection of people. The questionnaires can be distributed in a variety of ways, including in person, by mail, over the phone, or through internet platforms (Saunders et al., 2009). Researchers conduct interviews by interacting with participants either in person or online and asking them questions to elicit thorough answers. Depending on the amount of leeway in the arrangement of the questions, interviews can be either structured or semi-structured. But there are other typical ways that researchers in different fields acquire data. Researchers frequently use many methodologies to strengthen the validity and dependability of their findings, as demonstrated in this study. Some other ways to obtain information are: The term "observational methods" refers to research approaches that make use of well-planned and executed observations of subjects in their natural environments. For the purpose of collecting data, researchers can either observe subjects in action or make use of tools like checklists and coding systems (Saunders et al., 2009). Document analysis, which involves examining and interpreting audiovisual or digital elements, can apply to reports, records, archives, and even social media information. According to Saunders et al. (2009), researchers sift through papers in quest of pertinent data and insights that can further their study goals. To study the relationship between two variables, researchers use experimental procedures that include controlled manipulation of independent factors and observation of their effects on dependent variables. The purpose of conducting experiments is to test hypotheses and determine the nature of any causal linkages (Saunders et al., 2009). Using data that has already been acquired by other researchers, organisations, or authorities for purposes unrelated to the present study is known as secondary data analysis. To supplement primary data gathering or provide answers to study questions, researchers examine secondary data. A representative sample is one that includes items that are typical of the study's population. 'Sampling' refers to the procedures used to choose an individual or group from a larger population. All aspects of the population will be examined in this study since the census technique will be used. There were a total of 144 respondents (24 x

6) because the study was conducted at the organisational level, and 6 people from each of the 24 Nigerian shipping enterprises were surveyed. The first respondents were the captain, followed by the chief engineer, the chief mate, the second engineer, the owners of the vessels, and the flag state surveyor.

2.6 Instrument Design and Administration

There were three parts to the structured questionnaire. The purpose of Section A is to gather demographic information from respondents; Section B contains survey questions; and Section C has questions that are more open-ended and subjective. Based on the Likert scale of "very high extent to very low extent," part B of the questionnaire is a closed-ended semi-structured survey that was created and sent out to the intended respondents. There were 25 items in the structured questionnaire that measured the study's variables. That is to say, four questions were used to assess each variable. Nevertheless, in order to gather qualitative information, section C of the questionnaire was meant to be open-ended. There were four questions in this part that related to the predictors' methods for determining the growth of Nigerian shipping enterprises that were established locally.

2.7 Operational Measures of Variables

Three main factors make up this study. Implementation of the Cabotage Regime 2003 and the growth of indigenous shipping enterprises are the variables in question. Strict cabotage policy and liberalised cabotage policy were the two pillars upon which the execution of the Cabotage Regime 2003 rested. Shipbuilding, the Cabotage Vessel Financing Fund, and human capacity building are the three pillars upon which the growth of indigenous maritime enterprises rests. In addition, there are five questions on the survey that assess these factors individually. Therefore, the questionnaire contains 24 items that assess the factors.

2.8 Goodness of Data

Data quality, dependability, and suitability are all aspects of data goodness that researchers look for while conducting a study. The data must be accurate, comprehensive, consistent, and relevant to the study aims, among other things. Research findings' validity and reliability are directly affected by the quality of the data used to generate them, thus it's crucial to make sure the data is good. Good data is the goal of researchers, who work hard to plan, create, and execute data gathering procedures with precision. Appropriate data gathering methods, transparent and objective data collection processes, and safeguards against bias and inaccuracy in data recording are all part of this. To further ensure the data is accurate and complete, researchers may clean it up, validate it, and then verify it (Akujuru & Enyioko, 2018).

Ethical issues surrounding data gathering, such as obtaining participants' informed consent, keeping their information private, and following all laws and norms for research with human beings, are also part of data quality. The quality, reliability, and validity of the data obtained determine how good the data is for study interpretation and analysis. Data quality assurance, according to Akujuru and Enyioko (2018), is best achieved by meticulously organising and carrying out data gathering activities, which should include validation tests and cleaning methods.

2.8.1 Reliability of Research Instrument

In the context of research, reliability is the capacity of measuring instruments, processes, or data to remain consistent, stable, and dependable throughout time and under various circumstances. It indicates the degree to which a research instrument or process produces consistent and repeatable results when used repeatedly under comparable settings (Bel et al., 2018). An effective measuring instrument or method must yield consistent findings when administered repeatedly to the same subjects or under same conditions. Researchers evaluate many dimensions of reliability when analysing measuring equipment or procedures: internal consistency reliability, test-retest reliability, inter-rater reliability, and parallel-forms reliability.

Internal consistency reliability denotes the extent of consistency or uniformity among the components of a measuring scale or instrument. It is generally evaluated by metrics like Cronbach's alpha coefficient, which reflects the degree to which items on a scale assess the same underlying construct or dimension (Nunnally & Bernstein, 1994). Test-retest reliability evaluates the consistency of a measurement over time by using the identical measuring instrument or process to the same subjects on many times. A strong

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connection between scores at several time intervals signifies robust test-retest reliability (Bel et al., 2018). Inter-rater reliability evaluates the consistency of evaluations or judgements rendered by several raters or observers employing the identical measuring instrument or methodology. It is often evaluated by statistical metrics like Cohen's kappa coefficient or the intraclass correlation coefficient (ICC) (Akujuru & Enyioko, 2018). The reliability of parallel forms evaluates the consistency of measurements across many versions of an instrument designed to examine the same underlying concept. This entails presenting two identical versions of the instrument to the same participants and evaluating the level of concordance between the scores obtained (Bel et al., 2018). Ensuring the reliability of measuring tools or techniques is crucial for acquiring accurate and credible research findings, as inaccurate measurements can result in erroneous conclusions and incorrect interpretations. This study employed Cronbach's Alpha Reliability Test (1951) to assess test-retest reliability. A threshold of 0.70 established by Nunally (1978) was utilized (See Table 4.1 - Test of Reliability p.95).

2.8.2 Validity of Research Instrument

According to Bel et al. (2018), validity refers to how well a research instrument measures the variables it was intended to assess. A validity test was conducted on the study instrument. The research supervisor, academics, and marine industry managers who are well-versed in the field of study all agreed on its apparent validity. My superiors and the Post Graduate Board of the Maritime Department assessed the content validity.

2.9.1 Model Specification

$Y_1 = b_o + b_1x_1 + b_2x_2 + e$ ----(1) {for objective 1, Research Question 1 & Hypothesis 1 (Ho_1)}
SBA = f (SCP, LCP)
Where;
SBA = Shipbuilding activity
SCP = Strict Cabotage Policy
LCP = Liberalized Cabotage Policy
$Y_2 = b_o + b_1x_1 + b_2x_2 + e$ ----(2) {for Objective 2, Research Question 2 & Hypothesis 2 (Ho_2)}
CVFF = f (SCP, LCP)
Where;
CVFF = Cabotage vessel financing fund
SCP = Strict Cabotage Policy
LCP = Liberalized Cabotage Policy

$Y_3 = b_o + b_1x_1 + b_2x_2 + e$ ----(3) {for Objective 3, Research Question 3 & Hypothesis 3 (Ho_3)}
HCB = f (SCP, LCP)

Where;
HCB = Human capacity building
SCP = Strict Cabotage Policy
LCP = Liberalized Cabotage Policy

2.9.2 Statistical Model Specification

The dependent (criterion) variables in this study will be human capacity development, Cabotage vessel financing fund, and shipbuilding activity. The independent (predictor) variables will be strict cabotage policy and liberalized cabotage policy.The model is therefore specified thus:

$Y_1 = b_o + b_1x_1 + b_2x_2 + e$ (3.1)
$Y_2 = b_o + b_1x_1 + b_2x_2 + e$ (3.2)
$Y_3 = b_o + b_1x_1 + b_2x_2 + e$ (3.3)

Where;
Y_1 = Human capacity building; Y_2 = Cabotage vessel financing fund; Y_3 = Shipbuilding activity;
X_1= Strict Cabotage Policy
X_2 = Liberalized Cabotage Policy
b_o = The significance of the influence of each independent variable x1, x2 on the dependent variables Y1, Y2, Y3 is determined by the regression parameters b1, b2, e, which reflect the intercept. These are the factors that may influence the growth of indigenous shipping businesses in Nigeria and the application of the Cabotage Regime 2003, although they are not explicitly mentioned in this model. Issues with environmental Cabotage Regime 2003 implementation, political unrest, corruption, and government policies all fall under this category. The impact of the adoption of the Cabotage Regime 2003 on the dependent variables was assessed using interval and ratio scaling. It was possible to quantify the extent to which dependent factors described the independent variable using the coefficient of determination (R2). The following are the expected coefficients based on a priori assumptions: $\beta_0 > 0$; $\beta_1 > 0$; $\beta_2 > 0$

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2.10 Methods of Data Analysis

The techniques and statistical tools utilised to evaluate the data became clear and organised as the thesis's scope expanded. This step's responses allowed the research to be expanded, showed certain trends, and addressed the initial questions. According to Bel et al. (2018), when quantitative data is collected for study, it is necessary to break it down into its component pieces in order to discover its interrelationships, nature, or fundamental constituents. This process is called analysis. It also includes looking for similarities and contrasts as well as patterns in the organization, correlation, and analysis of various data sets.

Statistical methods such as percentages, ratios, frequency distribution, scaling, and ranking will be utilized to assess and accomplish the research objectives in this study. The magnitude of the influence of the individual and collective variables was tested using regression analysis with an ordinary least square orientation. The study's hypotheses were also tested using regression analysis. We used IBM SPSS Statistics 25, which is a statistical software for the social sciences, to do all of these analyses.

III. DATA PRESENTATION AND ANALYSIS

3.1 Data Presentation

The results of the field exercise and their analysis are detailed in this section. This is accomplished by analysing research characteristics, cleansing data, investigating demographics, and checking questionnaire response rates. For the benefit of those who will be using the data, the study's findings have been used to evaluate and interpret the research hypotheses. Everything has been done in accordance with the stated purpose and precise objectives of the study.

Finding out how the adoption of the Cabotage Regime 2003 affected the growth of indigenous shipping enterprises is the main objective of this study. This research looked at four aspects of the implementation of the Cabotage Regime 2003, including the following: the liberalised cabotage policy, the strict cabotage policy, and the study's independent variables. There was an evaluation of measures including shipbuilding activity, cabotage vessel finance fund, and human capacity building based on the growth of indigenous shipping businesses, which was the primary dependent variable or criterion variable.

3.2 Data Refinement

Data refining is conducted to confirm the study's rationale and to demonstrate the instrument's reliability in measuring the researched ideas and constructs. To do this, reliability was determined using Cronbach's alpha based on the threshold established by Nunnally and Bernstein (1994). The alpha values for the assessed constructs and items are as follows:

Table 3.1: Test of Reliability

Construct	No of items	Alpha(α)
Strict cabotage policy	5	0.861
Liberalized cabotage policy	5	0.740
Shipbuilding activity	5	0.722
Cabotage vessel financing fund	5	0.877
Human capacity building	5	0.796
Total		3.996
Mean Reliability	3.996 ÷ 5	0.7995

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.1's alpha results show that the instrument is reliable and relevant to the study's subject. The reliability test for the data collection tool came out at 0.7995, and Cronbach's Alpha, a measure of internal consistency, is within the accepted range of 0.70 or above. This is in accordance with the view held by Akujuru and Enyioko (2018), who argued that assessing the reliability of instruments might be made more practical with the use of the SPSS software package. In order to confirm that the instruments were significant and assessed the intended constructs, a validity test was also conducted with the help of professionals in the field, as well as the endorsement of experts and supervisors. With alpha values greater than the Nunnally threshold of 0.7, the criteria variables and predictors were determined to be reliable (Akujuru & Enyioko, 2018).

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3.3 Administration and Retrieval of Questionnaire

The researcher used Monkey Survey to collect data by sending out questionnaires to bank employees via the email addresses of shipping businesses. There was a three-month window after the instruments were administered for responders to complete the surveys. Then, with the aid of Monkey Survey, we were able to get questionnaires by contacting the indigenous shipping firms in Nigeria through their established email addresses. The survey was sent out to 24 indigenous shipping businesses in Nigeria, with 144 copies provided to each. We were able to collect 137 completed questionnaires from them. There were 133 usable versions of the questionnaire after modifying the ones that were recovered. All 133 questionnaires were deemed valid and appropriate for data analysis in this study. Table 3.2 below shows the process of administering and retrieving questionnaire copies:

Table 3.2: Administration and Retrieval of Questionnaire

S/N	Indigenous Shipping Companies	Copies Distributed	Copies Retrieved	Copies Found Useful	Response Rate
1.	African European Lines Nigeria Limited	6	5	5	83.33
2.	Air Sea Freighter Limited	6	6	6	100.00
3.	Alan Caray Technical Ltd.	6	6	6	100.00
4.	Antonio Assaf & Sons (Nig.) Limited	6	5	5	83.33
5.	Antwerp Shipping Nigeria Limited	6	5	5	83.33
6.	Ayolas Cargo & General Services Limited	6	6	6	100.00
7.	Balaquer Limited	6	6	5	83.33
8.	Batun Investment Nig. Ltd.	6	6	6	100.00
9.	BHN Transport & Logistics Limited	6	6	6	100.00
10.	Blue Star Shipping Line Limited	6	6	6	100.00
11.	Captino Global Shipping Company Limited	6	6	6	100.00
12.	Casablanca Shipping Agency	6	6	6	100.00
13.	China Shipping	6	5	5	83.33
14.	China Shipping & Container Line (CSC)	6	6	5	83.33
15.	Delmas (Nig.) Limited	6	6	6	100.00
16.	Denca Services Limited	6	6	5	83.33
17.	DLB Concerns Limited	6	6	6	100.00
18.	Green West Africa Nig. Limited	6	6	6	100.00
19.	Marine & Oil International Limited	6	5	5	83.33
20	Maskime Maritime Services Limited	6	5	5	83.33
21.	NAl/Comet Shipping Line	6	6	6	100.00
22.	Peewee Marine Limited	6	6	6	100.00
23	Petrodel Resources Maritime Limited	6	5	5	83.33
24	Transmarine Shipping Services Nig. Limited	6	5	5	83.33
	Total	144	136	133	92.36

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.2 explains the process of distributing and retrieving survey items from the workers of the participating shipping businesses using the Monkey Survey. A total of 24 shipping businesses in Nigeria were given 144 questionnaires, with 6 copies each. This distribution was made possible thanks to the breakdown. From this subset of the total, 94 questionnaires were deemed relevant, based on the data collected from 16 shipping businesses, each of which received 6 copies of the survey. In addition, eight shipping businesses provided eight copies of the questionnaire, for a total of forty copies created from this section, of which forty were deemed useful. A total of 136 questionnaires were collected from 24 indigenous shipping enterprises in Nigeria out of 144 total. After reviewing all of the questionnaires, however, 133 (or 92.36%) were deemed useful for the analysis of the research.

Demographic Information of the Respondents
The demographic issues raised in this study included gender of the respondents; current job position of the respondents, respondents' years of experience and respondents' education.

Table 3.3: Gender Distribution of the Respondents

Sex	Number of Respondents	Percentage Performance
Male	110	82.50
Female	23	17.50
Total	133	100.00

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.3 displays the breakdown of respondents by gender, which allows the study to ascertain how many males and how many women took part in the survey. The results show that out of the total number of respondents, 110 were males (or 82.50% of the total) and 23 were females (17.50%). It may be inferred from this that the majority of responses are male.

Table 3.4: Respondents' Current Status or Job Position

Job Status	Number of Respondents	Percentage Performance
Captain	23	17.30
Vessel Owners	33	24.80
Flag State Surveyor's Owner	25	18.80
Chief Engineer	22	16.50
Second Engineer	18	13.50
Chief Mate	12	9.10
Total	133	100.00

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.4 displays the present status or employment positions of the respondents. The data shows that out of the total number of respondents, there were the following: 23 people who identified as "Captains" (17.30%), 33 people who owned vessels (24.80% of the total), 25 people who were owners of flag state surveyors (18.80% of the total), 22 people who were chief engineers (16.50%), 16 people who were second engineers (13.50% of the total), and 12 people who were chief mates (9.10%).

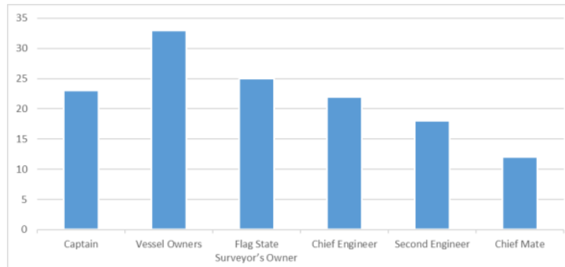

Figure 3.1: Bar Chart Showing the Respondents' Current Status or Job Position
Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.5: Respondents' Years of Experience in the Present Shipping company

Options	Number of Respondents	Percentage Performance
0 – 5 years	19	14.30
6 – 10 years	28	21.10
11 – 15 years	35	26.30
16 – 20 years	24	18.00
Above 20 years	27	20.30
Total	133	100.00

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

The distribution of respondents' years of experience in their present shipping businesses is shown in Table 3.5. Findings show that 19 respondents (or 14.30%) have been with their shipping companies for 0-5 years, 28 respondents (or 21.10%) for 6-10 years, 35 respondents (or 26.30%) for 11-15 years, and 24 respondents (or 18%) for 16-20 years. Lastly, 27 respondents (20.30%) have been with their current shipping firms for more than 20 years, as seen in table 3.5.

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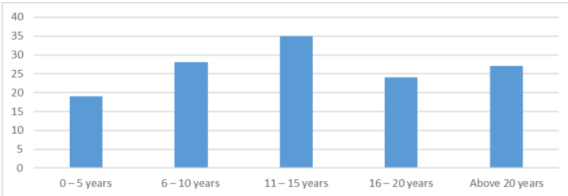

Figure 3.2: Bar Chart Showing the Respondents' Years of Experience in the Present Shipping company

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.6: Respondent's Level of Education

Options	Number of Respondents	Percentage Performance
SSCE or Equivalent	23	17.30
National Diploma	30	22.60
B.Sc. /BA/B. Ed/HND	31	23.30
Masters and Above	29	21.80
Professional Certificate	20	15.00
Total	133	100.00

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.6 shows that out of the total number of respondents, 23 (17.3%) have an SSCE or equivalent and got a job, 30 (22.6%) have a National Diploma, 31 (23.3%) have a Bachelor of Science, Bachelor of Arts, Bachelor of Education, or Higher National Diploma, 29 (21.8%) have a Master's degree or higher, and 20 (15%) have a professional certificate.

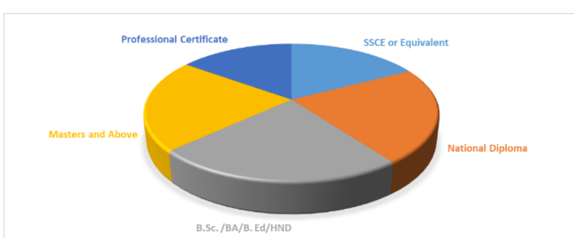

Figure 3.3: Pie Chart Showing the Respondent's Level of Education

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

3.4 Presentation of Univariate Data

The study's univariate data analysis on the construct dimensions that were explored is presented in this section. This necessitates moving beyond the elementary processes involved in calculating means and analysing frequency distributions.

Three main factors were used in the study: the moderating variable, the criteria variables, and the predictor variables. This study uses the following dimensions of the predictor variable, which is the adoption of the Cabotage Regime 2003: Two types of cabotage policies: strict and liberalised. The growth of indigenous maritime businesses is the criteria variable, and its measurements include shipbuilding activity, human capacity building, and the cabotage vessel finance fund.

Here we offer the results of the univariate analysis performed on all of the operationalised variables. The study utilised a 5-point Likert scale instrument to generate data on the operationalised variables. According to Asawo (2016), the study uses the following scale to classify the responses: 1-2 = low, 2.5-3.5 = moderate, 3.5-4.5 = big, and 4.5 and above = extremely large. This allows for an interpretation of the mean values. "Very large extent" (5), "large extent" (4), "moderate extent" (3), "low extent" (2), and "very low extent" (1) were the points on a 5-point Likert Scale that were used to quantify the data in this study. Below, using the window output of the SPSS software program, version 25.0, are shown the following: the mean, standard deviation, variances, and replies to the study questions mentioned; alternatives, responses, and related rating points based on this scale. The rigorous cabotage policy table serves as the starting point for the study.

3.4.1 Strict cabotage policy as a Dimension of Cabotage Regime2003 Implementation

In order to assess the impact of the Cabotage Regime 2003's stringent cabotage policy on the growth of indigenous shipping businesses and to provide the descriptive statistical results derived from the questions given, Table 3.7 provides a full analysis of the research.

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Table 3.7: Strict cabotage policy as a Dimension of Cabotage Regime2003 implementation

	Question items on strict cabotage policy	Mean	Standard Deviation
1	To what extent has a stricter cabotage policy has been adopted to implement cabotage Regime2003?	3.8496	1.0480
2	To what extent have government policy inconsistency problem, poor company policies and procedural problems, etc affected strict cabotage policy implementation?	3.7744	0.91797
3	To what extent does strict cabotage policy offer veritable opportunities to optimize Cabotage Regime2003 implementation efficiency (shipbuilding activity, cabotage vessel financing fund and human capacity building) in your shipping company?	3.9474	1.0023
4	To what extent does strict cabotage policy facilitate ship yard development in Nigeria?	3.8271	1.0262
5	To what extent has implementation of cabotage Regime contributed to the growth of indigenous shipping companies?	3.6992	1.1077

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Each of the five dimensions in the 5-point scale is represented by five question questions, as shown in Table 3.7. The results showed that the majority of respondents (mean and standard deviation scores of 3.94741.0023) believe that shipping companies should implement a strict cabotage policy. This is because it provides numerous opportunities to improve the efficiency of the implementation of the Cabotage Regime 2003, including shipbuilding, the cabotage vessel financing fund, and human capacity building. The severe cabotage policy execution has been greatly impacted by issues such as government policy inconsistencies, weak firm policies, and procedural challenges, as indicated by the mean and standard deviation scores of 3.8496±1.0480. The data also showed that shipping companies include a wide range of products and services in their cabotage policies. The respondents agreed statistically that these policies help ship yards in Nigeria grow, as indicated by the mean and standard deviation scores of 3.8271±1.0262. The respondents' mean and standard deviation scores of 3.7744±0.91797 suggest that the personnel of shipping businesses are highly proficient in implementing tight cabotage policies, which aids the efficiency of these companies' operations. In conclusion, the mean and standard deviation scores of 3.6992±1.1077 in Table 3.9 show that the respondents were in agreement that the cabotage Regime's adoption greatly aided the expansion of indigenous shipping businesses.

3.4.2 Liberalized cabotage policy as a Dimension of Cabotage Regime2003 implementation

Table 3.8 shows the descriptive statistical results of liberalized cabotage policy as a dimension of Cabotage Regime2003 implementation.

Table 3.8: Liberalized cabotage policy as a Dimension of Cabotage Regime2003 implementation

	QUESTION ITEMS	MEAN	Standard Deviation
1	To what extent does non-existence of any maritime bank or financial institution specialized in maritime finance and funding of ship building projects, high insurance costs, high costs. affect Cabotage Act?	3.7970	1.05715

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2	To what extent does liberalized-cabotage policy help shipping companies to have Fleet expansion of indigenous ownership and Infrastructures that support local ship building?	2.2782	1.24531
3	To what extent can the ways that the liberalized cabotage policy implementation be improved including the review of the Regimecreation of maritime, development of shipping companies and establishment of maritime resource centres & programmes?	3.3985	1.31966
4	To what extent is the Cabotage Financial Fund (CVFF) collected by NIMASA deposited in commercial shipping companies and administered under guidelines to be proposed by the Minister with the approval of the National Assembly?	3.6917	1.10220
5	To what extent is the cabotage vessel financing fund accessible to shipowners).	3.2030	1.22326

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

The lack of a marine bank or financial institution that specialises in financing ship building projects, high insurance prices, and other related issues was highlighted by the mean and standard deviation scores of 3.79701.05715, as shown in Table 4.8. influence the Cabotage Act. Additionally, the fact that the mean and standard deviation scores are 3.6917±1.10220 indicates that the liberalized-cabotage policy contributes significantly to the increase of indigenous ownership in shipping firms' fleets and the development of infrastructure that supports shipbuilding in the local area.

Respondents' data shows a mean and standard deviation score of 2.2782±1.24531, suggesting that there is room for improvement in the implementation of the liberalised cabotage policy. Possible solutions include reviewing the creation of the maritime regime, developing shipping companies, and establishing maritime resource centres and programs. In addition, the mean and standard deviation scores of 3.3985±1.31966 suggest that the Cabotage Financial Fund (CVFF) that NIMASA collected was mainly invested in commercial shipping companies and managed according to regulations that the Minister would propose with the National Assembly's approval. According to Table 12, with a mean and standard deviation of 3.20301.22326, the shipping company's liberalised cabotage policy does, to a moderate degree, provide opportunities to optimise the efficiency of the shipping company in areas such as shipbuilding, the cabotage vessel financing fund, and human capacity building.

3.4.3 Shipbuilding activity as a Measure of Development of indigenous shipping companies

Table 3.9 displays the descriptive statistics for the five-item, five-point scale measuring shipbuilding activity. According to the data, the distribution of responses suggests that shipbuilding would help indigenous maritime enterprises develop.

Table 3.9: Shipbuilding activity as a Measure of Development of indigenous shipping companies

	QUESTION ITEMS	MEAN	Standard Deviation
1	To what extent does the current ship building industry in Nigeria have the capacity to satisfy the cabotage trade market	3.7744	1.01217
2	To what extent do government policy inconsistency problems, poor company policies and procedural problems, etc affect the implementation of Cabotage law?	3.9624	1.85213
3	To what extent do flow and productivity, employee and exposure to physical hazards, in the workplace, space crunch etc affect cabotage activity?	3.8195	1.16667

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4	To what extent do indigenous shipping companies seen to engage technical/operations shipping staff. Training on ship building technology as their favorable human capacity development resulting from the Cabotage Law?	3.9098	0.90837
5	To what extent is the Cabotage Financial Fund (CVFF) collected by NIMASA deposited in commercial banks and administered under guidelines to be proposed by the Minister with the approval of the National Assembly?	3.6992	1.04436

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Based on the data in Table 4.9, the average and standard deviation scores are 3.9624±1.85213, suggesting that most respondents believe that Nigeria's shipbuilding sector can meet the needs of the cabotage trade market. Furthermore, the 3.9098±0.90837 mean and standard deviation scores suggest that the execution of Cabotage law is significantly impacted by issues such as government policy inconsistencies, inadequate corporate policies, and procedural challenges. According to the statistical results (mean and standard deviation scores of 3.8195±1.16667), cabotage activity is significantly impacted by factors such as workplace physical risks, staff and flow productivity, and space constraints. The respondents strongly agreed that Indigenous shipping businesses employ technical and operations shipping professionals, as shown in Table 4.13, which also shows a mean and standard deviation score of 3.7744±1.01217. As a positive outcome of the Cabotage Law, they were able to enhance their human potential via training in shipbuilding technology. At last, the average and standard deviation scores of 3.6992±1.04436 indicate that the majority of respondents agreed that the majority of the Cabotage Financial Fund (CVFF) collected by NIMASA is placed in commercial banks and managed according to regulations that the Minister proposes with the National Assembly's approval.

3.4.4 Cabotage vessel financing fund as a Measure of Development of indigenous shipping companies

Table 3.10 displays the results of the descriptive statistical analysis of the five questions used to assess the cabotage vessel financing fund as an indicator of the growth of indigenous shipping enterprises.

Table 3.10: Cabotage vessel financing fund as a Measure of Development of indigenous shipping companies

	QUESTION ITEMS	MEAN	Standard Deviation
1	To what extent is the cabotage vessel financing fund accessible to shipowners and how significant has the effect of the Cabotage Regimeimplementation been on the indigenous vessel Ownership in the last 22 years in Nigeria?	3.7519	1.06889
2	To what extent should non availability of fund hinder growth of cabotage vessels operation in Nigeria?	3.7744	1.04168
3	To what extent is cabotage vessel financing fund very relevant for your shipping company's marketing performance?	3.8496	0.93336
4	To what extent have the indigenous shipping operators been able to access the Cabotage Vessel Financing Fund (CVFF)?	3.9323	1.05310

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5	To what extent does the Cabotage Regime2003 implementation in Nigeria reveal challenges like the weak shipbuilding industry, limited access to funding for shipowners, and a relaxation of the waiver clauses?	3.6692	1.24147

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.10 shows that the average and standard deviation scores for the respondents were 3.9323±1.05310. This indicates that shipowners have access to a large amount of funding for cabotage vessels and that the implementation of the cabotage regime has had a significant impact on indigenous vessel ownership in Nigeria over the past 22 years. In addition, the standard deviation and mean scores of 3.8496±0.93336 suggest that a significant amount of the expansion in cabotage vessel operations in Nigeria is hindered by the non-availability of funds. The shipping company's execution of the Cabotage Regime 2003 is significantly impacted by the cabotage vessel finance fund, according to the respondents, who gave mean and standard deviation ratings of 3.7744±1.04168. According to the results shown in Table 3.14, with a mean and standard deviation of 3.7519±1.06889, the respondents strongly believe that shipping company employees engage in thorough and open conversations with customers and potential customers to secure funding for strategic cabotage vessels. The data showed that the average and standard deviation scores were 3.6692±1.24147, suggesting that there are a lot of problems with the implementation of the Cabotage Regime 2003 in Nigeria. These include a weak shipbuilding industry, limited funding options for shipowners, and a loosening of the waiver clauses.

3.4.5 Human capacity building as a Measure of Development of indigenous shipping companies

Human capacity building as a measure of development of indigenous shipping companies was examined and empirically expressed in table 4.11.

Table 3.11: Human capacity building as a Measure of Development of indigenous shipping companies

	QUESTION ITEMS	MEAN	Standard Deviation
1	To what extent is one weakness in the law the waiver clause (Section 9), which allows foreign owned or foreign registered vessels to be used if there is “no wholly Nigerian owned vessel that is suitable and available?	3.5489	1.13128
2	To what extent are foreign vessels still dominating Nigerian waters?	3.6692	1.22302
3	To what extent has the implementation of Cabotage Regime contributed to the growth of indigenous shipping companies?	3.5639	1.04703
4	To what extent are indigenous ship owners fully engaged in the cabotage trade?	3.8120	1.00868
5	To what extent should there be policy reforms, better enforcement, more robust capacity building programs, and increased investment in shipbuilding to foster a thriving local maritime sector in order to achieve effective and efficient implementation of the Cabotage Regime?	4.0752	0.90975

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output

Table 3.11 displays the aggregated replies of the respondents, which, when added together, yield a mean and standard deviation score of 4.07520.90975. This indicates that, for the most part, the workforce of shipping companies has the necessary internet abilities

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to participate in marine operations including ship building. Additionally, the standard deviation and mean scores of 3.8120±1.00868 suggest that the indigenous industry workers have significantly expanded the ship's crew. The respondents' agreement, as indicated by mean and standard deviation scores of 3.6692±1.22302, is that foreign vessels still dominate Nigerian seas to a great extent. The average and standard deviation scores of 3.5639±1.04703 suggest that the expansion of indigenous shipping businesses was greatly influenced by the adoption of the Cabotage Regime. In order to achieve an efficient and effective implementation of the Cabotage Regime 2003, it is necessary to make policy reforms, improve enforcement, strengthen capacity building programs, and invest more in shipbuilding, as shown in Table 4.15, which indicates that the mean and standard deviation scores are 3.54891.13128.

3.5 Bivariate Analysis

The inquiry decided to plunge into bivariate testing after finishing up with univariate analysis in previous regions. The analysis attempted to evaluate assertions that compared procedures that compared the means of two groups.

Nevertheless, the study utilised the descriptive statistical approach for the bivariate analysis due to the study's nature, which included testing causal effects, the variables involved, and the data measurement scale. Yet, the stances taken by Cooper and Schindler (2014) on the decision scale frame served to arm and direct these analyses, outcomes, and interpretations of the study.

The level is calculated automatically by SPSS using the confidence coefficient and the test estimate. According to Ritchie, Lewis, Nicholls, and Ormston (2014), the coefficient of assurance has to be smaller to be measurable in order for the example measure to be large enough. Furthermore, for the example estimate to be factually large, the coefficient of certainty needs to be larger relative to the smaller estimate.

According to Saunders, Lewis, and Thornhill (2009), the coefficient of determination is used in regression-based analysis as the influence of size together with features of the heading of the significant effect (positive or negative result). Keep in mind that an impact estimate is basically a way to quantify the feasibility, as well as the effect and difference between two groups.

3.5.1 Statistical Test of Hypotheses and their Interpretations (Multivariate Analysis)

Chapter one of the research aimed to find out how much of a connection there was between the growth of indigenous shipping businesses and the adoption of the Cabotage Regime 2003. Consequently, thirteen theories and five research topics were put up in that direction. Analysing the results in terms of the analysed variables' dimensions and measures of association was the next stage in the investigation. So, the purpose of this section was to examine and evaluate the study's hypotheses.

3.5.1.1 Effect of Cabotage Regime2003 implementation on Shipbuilding Activity

The impact of the adoption of the Cabotage Regime 2003 on shipbuilding activity has been the subject of four previous hypotheses. With this goal in mind, the research tested the following hypotheses:

$Ho_{1:}$ Strict cabotage policy has no significant effect on shipbuilding activity of shipping companies in Nigeria

Ho_2: Liberalized cabotage policy has no significant effect on shipbuilding activity of shipping companies in Nigeria.

The data in Table 4.12 have been used to test hypotheses one, two, three and four in this study

Table 3.12: Results of Cabotage Regime2003 implementation (CAI) and Shipbuilding Activity (SBA)

Cabotage Regime 2003 implementation (Independent Variables)	Unstandardized Coefficients		Standardized Coefficients	t - value	Significant / Probability Value	Decision
	B	Std. Er	Beta			

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		ror				
(Constant)	2.127	0.185		11.495	0.000	
Strict cabotage policy (Ho_1) (A)	0.030	0.081	0.049	0.373	0.710	Insignificant
Liberalized cabotage policy (H_{o1})(B)	0.028	0.080	0.033	0.349	0.728	Insignificant

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output (Appendix I)

a. Dependent Variable: Shipbuilding activity b. Predictors: (Constant), Liberalized cabotage policy, Twitter, Strict cabotage policy, Facebook

$Y_1 = b_o + b_1x_1 + b_2x_2 + e$ -------------(1) {for testing Ho_1,A&B }

Y_1(Shipbuilding activity) = 2.127 + 0.030SCP +0.028 LCP +e

t = (0.373) (0.349)

The outcomes of the test of the hypothesised assertions, H1 A and B, are shown in Table 4.12 above. "Strict cabotage policy has no significant effect on shipbuilding activity of shipping companies in Nigeria." This conclusion is reached after testing hypothesis 1A, which found that strict cabotage policy had a positive but insignificant effect on shipbuilding activity (t-value outcome of 0.373 @ p0.710 > 0.05). Consequently, alternative hypothesis 1 (Hi1) was rejected and null hypothesis 1 (HO1) was accepted. The results of the test of hypothesis 1 (Ho1) B, which deals with the relationship between liberalised cabotage policy and shipbuilding activity, indicate that the policy has a positive but insignificant effect on shipbuilding activity. The t-value is 0.349 @ p0.728 > 0.05, which means that the policy has a positive but insignificant effect on shipbuilding activity. Consequently, alternative hypothesis 1 (Hi1) B is rejected and null hypothesis 1 (HO1) B is accepted, leading to the following conclusion: "Liberalised cabotage policy has positive but no significant effect on shipbuilding activity of shipping companies in Nigeria."

From the inferential statistical analysis so far, it can be stated that:

1. The implementation of the Cabotage Regime2003's strict cabotage policy has a positive and insignificant impact on the shipbuilding activity, which is a metric for the development of indigenous maritime companies.
2. The implementation of the Cabotage Regime2003, which includes a liberalised cabotage policy, has a positive and insignificant impact on the shipbuilding activity, which is a metric for the development of indigenous maritime companies.

3.5.1.2 Effect of Cabotage Regime2003 Implementation on Cabotage Vessel Financing Fund

To test the effect of Cabotage Regime2003 implementation on cabotage vessel financing fund, the study formulated the following hypotheses:

Ho_2: B Strict cabotage policy has no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria.

Ho_2: B Liberalized cabotage policy has no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria.

Table 3.13: Results of Cabotage Regime2003 Implementation (CAI) and Cabotage Vessel Financing Fund (CVFF)

Cabotage Regime 2003 implementation (Independent Variables)	Unstandardized Coefficients		Standardized Coefficients	t - value	Significant / Probability Value	Decision
	B	Std. Error	Beta			
(Constant)	2.260	0.213		10.615	0.000	

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Strict cabotage policy (H_{02}) A	0.079	0.093	0.124	0.852	0.396	Insignificant
Liberalized cabotage policy (H_{02}) B	-0.034	0.092	-0.038	-0.365	0.715	Negatively Insignificant

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output (Appendix I)
a. Dependent Variable: Cabotage vessel financing fund
b. Predictors: (Constant), Liberalized cabotage policy, Twitter, Strict cabotage policy, Facebook

$Y_2 = b_o + b_5x_5 + b_6x_6 + b_7x_7 + b_8x_8 + e$ -------------(2) {for testing H_5, H_6, H_7, H_8}
Y_2 (Cabotage vessel financing fund) = 2.260 + 0.079SCP - 0.034LCP +e
t = (0.852) (-0.365)

The results of the test of hypothesised statements – Ho2 A and Ho2 B – are illustrated in STable 4.13 above. The t-value outcome of 0.852 @ p0.396 > 0.05 indicates that a positive effect exists between strict cabotage policy and cabotage vessel financing fund, which is not significant. Consequently, the alternate hypothesis 2(Hi2)A has been rejected and the null hypothesis 2(HO2)A has been accepted. Consequently, the statement "Strict cabotage policy has no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria" is supported. The t-value outcome of -0.365 @ p-0.365> -0.05 indicates that the effect of liberalised cabotage policy on the cabotage vessel financing fund, which is hypothesis 2 (HO2)B, is negative and insignificant. Consequently, the alternate hypothesis 2 (Hi2)B has been rejected and the null hypothesis 2 (HO2) B has been accepted.

From the inferential results, it can be stated as follows:
1. Strict cabotage policy as a dimension of Cabotage Regime2003 implementation has a positive and insignificant effect on cabotage vessel financing fund as a measure of development of indigenous shipping companies.
2. Liberalized cabotage policy as a dimension of Cabotage Regime2003 implementation has a negative and insignificant effect on cabotage vessel financing fund which is a measure of development of indigenous shipping companies.

3.5.1.3 Effect of Cabotage Regime2003 Implementation on Human Capacity Building
This subsection was employed to conduct a critical analysis of the impact of the implementation of Cabotage Regime2003 on the development of human capacity. In order to accomplish this, the subsequent hypotheses were developed:
Ho_{3A}: Strict cabotage policy has no significant effect on human capacity building of shipping companies in Nigeria.
Ho_{3B}: Liberalized cabotage policy has no significant effect on human capacity building of shipping companies in Nigeria.

Table 3.14: Test Results of Cabotage Regime2003 Implementation (CAI) And Human Capacity Building (HCB)

Cabotage Regime 2003 implementation (Independent Variables)	Unstandardized Coefficients		Standardized Coefficients	t - value	Significant / Probability Value	Decision
	B	Std. Error	Beta			
(Constant)	2.417	0.204		11.859	0.000	
Strict cabotage policy (H_9)	0.240	0.089	0.392	2.688	0.008	Significant
Liberalized cabotag	0.025	0.088	0.030	0.285	0.776	Insignificant

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e
policy
(H_{12})

Source: Survey Data, 2025, and IBM SPSS Statistics 25 Window Output (Appendix I)
a. Dependent Variable: Human capacity building
b. Predictors: (Constant), Liberalized cabotage policy, Twitter, Strict cabotage policy, Facebook

$Y_3 = b_o + b_9x_9 + b_{10}x_{10} + b_{11}x_{11} + b_{12}x_{12} + e$ ---------(3) {for testing H_9, H_{10}, H_{11}, H_{12}}

Y_3 (Human capacity building) =2.417+0.240SCP +0.025LCP +e

t = (2.688) (0.285)

The inferential statistical test results of the effects of Cabotage Regime2003 implementation on human capacity building as a measure of development of indigenous shipping companies are presented in Table 3.14. The t-value outcome of 2.688 @ p0.0080.05 indicates that a positive and significant effect exists between strict cabotage policy and human capacity building. Consequently, the null hypothesis 3(Ho3)A has been rejected and the alternate hypothesis 3(Hi3)A has been accepted. Consequently, the statement "Strict cabotage policy has a significant effect on human capacity building of shipping companies in Nigeria" is supported. The result of the test for hypothesis 3 (Ho3)B, which pertains to the impact of liberalised cabotage policy on human capacity building, indicates that the policy has a negative and insignificant impact on the cabotage vessel financing fund. The t-value outcome is 0.285 @ p0.776 > 0.05, indicating that a positive effect exists between the policy and human capacity building. Consequently, the alternate hypothesis 3 (Hi3)B has been rejected, and the null hypothesis 3 (HO3)B has been accepted.

From the inferential results, it can be stated as follows:

1. The implementation of a strict cabotage policy as a component of the Cabotage Regime2003 has a substantial and beneficial impact on the development of indigenous shipping companies by enhancing human capacity.
2. The implementation of the Cabotage Regime 2003, which includes a liberalised cabotage policy, has a positive but insignificant impact on the development of indigenous maritime companies, as measured by human capacity building.

Table 3.15: Summary of the Results on Test of the Research Hypotheses

Research Hypotheses	t-value	Significant/ Probability Value	Result	Decision
Ho_{1A}: Strict cabotage policy has no significant effect on shipbuilding activity of shipping companies in Nigeria	0.373	0.710	Positive and Insignificant Effect	Accept
Ho_{1B}: Liberalized cabotage policy has no significant effect on shipbuilding activity of shipping companies in Nigeria	0.349	0.728	Positive and Insignificant Effect	Accept
Ho_{2A}: Strict cabotage policy has no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria	0.852	0.396	Positive and Insignificant	Accept
Ho_{2B}: Liberalized cabotage policy has no significant effect on cabotage vessel financing fund secured by shipping companies in Nigeria	-0.365	0.715	Negative and Insignificant effect	Accept
Hi_{3A}: Strict cabotage policy has a significant effect on human capacity building of shipping companies in Nigeria	2.688	0.008	Positive and Significant Effect	Reject

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Ho_{3B}: Liberalized cabotage policy has no significant effect on human capacity building of shipping companies in Nigeria	0.285	0.776	Positive and Insignificant effect	Accept

Source: Research Data 2025, and IBM SPSS Statistics 25 Window Output

Table 4.15 summarises the study's acceptance of the hypotheses: Ho1A -- The shipbuilding activity of shipping companies in Nigeria is not significantly influenced by the strict cabotage policy. Ho1B -- The shipbuilding activity of shipping companies in Nigeria is not significantly influenced by the liberalised cabotage policy. Ho2A -- The cabotage vessel financing fund secured by shipping companies in Nigeria is not significantly influenced by the strict cabotage policy. Ho2B -- The cabotage vessel financing fund secured by shipping companies in Nigeria is not significantly influenced by the liberalised cabotage policy. Ho3A: The human capacity development of transportation corporations in Nigeria is significantly impacted by the strict cabotage policy. and Ho3b - The human capacity development of maritime companies in Nigeria is not significantly influenced by the liberalised cabotage policy.

3.6 Summary of Findings

The study found that there is much potential to improve the effectiveness of the Cabotage Regime 2003 in terms of shipbuilding, the cabotage vessel finance fund, and the human capacity building of indigenous shipping enterprises, all thanks to the rigorous cabotage policy. The research concluded that stringent cabotage rules help shipyards grow in Nigeria, but that issues with government policy inconsistencies, bad corporate practices, and procedural obstacles, among others, have hindered their implementation. The study found that foreign vessels still dominate Nigerian waters, but indigenous shipping companies have grown thanks to the cabotage regime, and staff at shipping companies are highly skilled in implementing the policy, which helps the companies run efficiently. Among the issues highlighted by the research were the exorbitant costs of insurance and the lack of a single maritime bank or other financial organisation that focuses on financing ship construction projects. The liberalised cabotage policy and the Cabotage Regime both assist shipping businesses in expanding their fleets to include more indigenous owners and in establishing infrastructure to encourage shipbuilding in the area. Findings from the research indicate that Section 9 of the Cabotage statute is deficient; it permits the use of vessels owned or registered by foreign nationals in cases where "no wholly Nigerian-owned vessel that is suitable and available" can be found. According to the research, the Nigerian shipbuilding industry can meet the demands of the cabotage trade market, and the money that NIMASA collects is put into commercial shipping companies. The rules for how this money is managed will be proposed by the minister and approved by the National Assembly. The execution of cabotage legislation is hindered by issues such as inconsistencies in government policy, inadequate corporate policies, and procedural challenges. According to the research, indigenous maritime enterprises often hire shipping workers with expertise in technical and operational matters. education on shipbuilding technologies as a means of enhancing human capacity as a consequence of the Cabotage Law; it is important to note that cabotage activity is impacted by factors such as workplace physical dangers, production flow, and the space constraint. The study found that shipowners have access to funds for cabotage vessel financing, that the implementation of the Cabotage Regime has had a significant impact on indigenous vessel ownership in Nigeria over the past 22 years, and that the lack of funds has hindered the growth of cabotage vessel operations in the country. Based on the study's findings, indigenous shipping operators in Nigeria have been able to tap into the Cabotage Vessel Financing Fund (CVFF). However, there are still some obstacles to overcome, such as a lacklustre shipbuilding industry, restricted funding options for shipowners, and a loosening of waiver clauses. On the plus side, the study found that shipping company employees possess the necessary online skills to participate in maritime operations through shipbuilding. the addition of indigenous industry workers to the ship's crew. According to the research, indigenous maritime enterprises were able to expand when the Cabotage Regime was put into place. To ensure the effective and efficient implementation of the Cabotage Regime 2003, it is necessary to execute policy changes, improve enforcement,

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strengthen capacity-building programs, and enhance investment in shipbuilding. This will create a vibrant local marine sector.

IV. DISCUSSION

The results from the preceding chapter were used to develop the conclusions of this investigation. Proper inferences may be drawn from the study's discussion of the findings in this chapter. Nevertheless, the study breaks down and analyses the results into three sections based on the fundamental models of the study's criteria variables and predictor variables.

4.1 Effect of Nigeria Cabotage Regime2003 Implementation on Ship Building Activity of Indigenous Shipping Companies

Based on the study's findings, indigenous shipping enterprises might benefit greatly from a tightly enforced cabotage regime (with limited waivers, accessible funding, and supported infrastructure). Strict policy allows indigenous enterprises to expand their fleet, boost their capacity, raise their earnings, improve their capabilities, and decrease their outflow of foreign cash. This conclusion is in line with that of Abdulhaleem (2023), who argues that the failure of the Nigerian Cabotage Regime 2003 to substantially increase local shipbuilding activity is attributable to insufficient infrastructure and a shortage of qualified workers, which in turn has led to the implementation of waiver clauses that defeat the purpose of the act. Although the primary objective of the act was to ensure that only Nigerian vessels could participate in coastal trade, the reality showed that the country lacked the resources to construct or maintain ships, which stifled indigenous development and allowed the act's restrictive provisions to be disregarded. A t-value of 0.373 confirms that the study's finding that rigorous cabotage regulation has a favourable but small influence on shipbuilding activity of Nigerian maritime businesses is correct. A t-value of 0.349 indicates that the favourable but statistically negligible impact of liberalised cabotage policy on shipbuilding activity of Nigerian maritime businesses was determined by the study. The results of the studies examining the impacts of the Cabotage Regime 2003's stringent cabotage policy on the development initiatives of indigenous shipping companies all point to the same conclusion: that this regulation is designed to help indigenous shipping enterprises thrive. According to Ikwunze and Ihunwo (2024), the goal of Nigeria's Cabotage Regime 2003 was to encourage shipbuilding by limiting maritime trade to Nigerian vessels, which would put pressure on local shipyards. However, a liberalised policy has made this goal more difficult to achieve, mainly because of the industry's limited resources and capacity. Despite this, the policy has succeeded in increasing the number of cabotage vessels and the number of jobs available to seafarers. According to Agama and Alisigwe (2018), the cabotage regime in Nigeria has been in place for more than fifteen years. The use of cabotage in Nigeria has been the subject of a great deal of research and academic writing. Studying the Onne sea port in Rivers State, Nigeria, Njar and Okon (2018) examined how the indigenous shipping business in Nigeria was affected by the adoption of cabotage laws. Concerning cabotage in Nigeria, Ajiye (2013) examined both its potential and its obstacles. Atteh and Nwekeaku (2016) looked at the reasons why the Nigerian Cabotage Regime 2003 wouldn't be a good fit for rescuing the maritime sector. But with the regime in place, concerns about the compensation and wellbeing of Nigerian sailors serving on cabotage vessels have gone unaddressed. Therefore, the foundation of this study is to evaluate how the implementation of the Cabotage Regime has affected the wellbeing of Nigerian seafarers. Even for developed countries like the US, this study found that a stringent cabotage regulation had no positive effect on the economy. For example, numerous writers have argued that the American Merchant Marine Regime of 1920—also known as the Jones Regime—has detrimental impacts on the economy because it restricts domestic shipping to vessels that are constructed, owned, crewed, and flagged in the United States. Nwokedi et al. (2019) worked together on this inquiry because they noticed that the Jones Regime, which states that ships can't cabotage off American coasts unless they were built, owned, crewed, and registered in the US, doesn't really matter to the US economy anymore due to globalisation, offshore outsourcing, and the constant emergence of "flags of convenience". This means that the US government is trying to prevent domestic route users from accessing the cheaper foreign-flag vessels that are now dominating the global shipping industry (Agbakoba, 2019). The research indicates that the Cabotage Regime prohibits foreign ships from offering services on domestic routes. The regime's decision to exclude these prospective vendors makes it impossible for American shippers to work with companies that may otherwise be their top choice. The argument that the cabotage legislation is unfair because it prevents Americans from taking use of the principle of comparative advantage—the idea that importing products and services might be cheaper for them than hiring foreigners—was reiterated by Okafor (2020). As the availability of potential transportation services decreases, the cost of renting vessels will undoubtedly increase. The research concluded that the main point is that cabotage rights should be provided to foreigners or vessels flying foreign flags in order to break the monopoly of American-flagged vessels, reduce the cost of leasing ships, and ultimately benefit the national economy. The study did find that protected workers are consistently against liberalisation efforts, so it's clear that the issue is a delicate subject. In this regard, Okon and Edem (2019) contended that, while the degree of liberalisation may differ, a relaxed/liberalised cabotage system is optimal even for industrialised entities like the US. There are several states that have passed legislation that makes it illegal for foreign nationals to work aboard domestic ships. Cabotage laws are notoriously stringent in both China and Japan. People often believe that the United States has the strictest cabotage regulations in the world. According to the research, the minister has the authority to bypass or dismantle the restriction in Part II Section 3 that prohibits foreigners and foreign ships from participating in domestic coastal trade because of the specific waivers provided for in sections 9, 10, and 11 of the Coastal and Inland Shipping (Cabotage Act) 2003. Osinuga (2023) argues that the Nigerian economy is notoriously a rental economy, and our findings support their claim. The oil industry, which generates over 80% of the country's foreign exchange receipts, continues to heavily rely on rents for its economy. According to research, the primary goal of the Cabotage Law is to boost manufacturing and industrial capacity and educate the specialised workers needed by the marine industry. However, Nwekeaku and Atteh (2016) assert that the waiver clause appears to undermine these ambitious goals, prompting the following inquiry: In the absence of an adequate framework, how is it possible to enhance capacity and skill? Everyone agrees that Nigerian maritime operators lack sufficient ships or crew to adequately cover the area defined by Section 3 of the Regime's Part II for ships constructed and operated solely by Nigerians. However, this shortcoming has been adequately addressed by Section 12(a)(i)-(ii) on joint ventures between Nigerians and foreigners, rendering Section 12(b) of the regime completely superfluous. The aim of the law would be completely undermined if industry specialists and operator representatives were not involved in managing the regime's waiver provision (Agbakoba, 2019). According to the traditional practice of appointing non-experts to the position of Minister of Transport, whose oversight responsibilities include marine administration in the nation, the authority to carry out such waiver procedures should not be confined to that individual alone. This way, the standards and national interest can be protected while still achieving the intent and purpose of the Cabotage Act. The Act's definition of vessel can also encompass the stevedoring operations of FPSOs. It is anticipated that a higher number of foreign ships will be granted waivers to participate in shipping operations within the nation due to the lowered requirements for foreign enterprises seeking permits. The main reason for the exemption is because the domestic boats are not sufficient to satisfy the country's coastal transportation needs (Adenubi, 2018). The initial goal of the Cabotage Regime has been undermined, and its effectiveness has been rendered ineffectual as a result of the inclusion of exemptions, which have transferred most of the responsibility from indigenous vessel owners to foreigners (Okeke & Anichie, 2012). Since the Indigenous Shipowners Association of Nigeria (ISAN) was left out of the formal negotiations process with the government, Ikwunze and Ihunwo, C.K. (2024) noted that they pose a significant obstacle. Some have argued that the Guidelines are flawed since they do not include the Nigerian Shipowners and Operators Association (ISAN), which is the main group representing the industry in Nigeria, in the meetings with the Minister. To locate wholly owned Nigerian vessels that are available and capable of carrying out the assigned task or responsibility, it is essential to conduct this consultation. It is also very difficult because of the high expense of enforcement and monitoring. Furthermore, the upkeep of the facilities and machinery required to monitor the Act's execution is incredibly costly. The Nigerian Maritime Administration and Safety Agency (NIMASA) is an example of an organisation that needs expensive amphibious planes and patrol boats, especially for locations with heavy offshore traffic.

4.2 Effect of Nigeria Cabotage Regime2003 Implementation on Cabotage Vessel Financing Fund of Indigenous Shipping Companies

The results showed that the repayability of CVFF loans is affected by the number of employees of marine firms. These results are related to those of Ndikom et al. (2017), who found that the Small-Farmer Credit Programme in Nigeria is heavily impacted by loan default due to variables such as income, marital status, number of workers, education level, loan diversion, monitoring, and loan default. Strict cabotage policy has a favourable but negligible influence on the cabotage vessel financing money that Nigerian shipping companies have received, according to the t-value outcome of 0.852. With a t-value of -0.365, the study reveals that the effect of liberalised cabotage policy on the cabotage vessel financing money secured by shipping businesses in Nigeria is negative and minor. Adekola (2018) has already stated this. The results showed that a liberalised policy—the reality for many years—leads to the marginalisation of indigenous enterprises, sluggish expansion in fleet and capacity, continued dominance of foreign firms, and significantly diminished economic, employment, and capacity gains.It was alleged by Alayaki (2019) that waiver requests for certain officers on cabotage vessels were no longer taken into consideration after NIMASA published the revised cabotage compliance strategy for successful coastal and inland commerce in 2017. It was advised to multinational oil businesses operating in Nigeria at the beginning of 2008 that each vessel with an international crew member should have a Nigerian designated to take over from the experienced foreigner, according to several interviewees. This ruling was made to address the matter of the cabotage act's easing of the manpower requirement strategically. This ruling was made to address the matter of the cabotage act's easing of the manpower requirement strategically. Nonetheless, the proportion of Nigerians serving on cabotage vessels surged in response. Cash flow, interest rate, charter rate, and cargo throughput are the four variables that affect the yearly total revenue of marine enterprises, which in turn affects the repayment of CVFF loans. Merriam-Webster (2019) looked at "factors affecting loan repayment behaviour and concluded that the uttermost factors like revenue, interest rate, grace period, profitability, moral hazard and economic stability have strong effects in stimulating loan repayment." This could be related to their findings. Revenues from freight rates are a key component of shipping loans, ship projects, and cash flow finance, according to Igboanusi and Nwokedi (2015). Earnings from freight rates are subject to external variables, including the shipping market and currency depreciation, as well as lucrative marine activities. According to the theory of credit default probability, the aforementioned demographic variables are the internal variables that determine the likelihood that potential CVFF loan recipients would fail to meet their financial commitments. The microeconomic corporate financial conditions of shipping enterprises are influenced by these demographic variables. The asset size and financial health of the firm may be seen in the age, number of boats, number of workers, and total yearly revenue. There is a better chance of a corporation paying its bills if its entire assets and revenues are more than its total liabilities. According to Ijarshar (2015), the lack of investment and insufficient funds are the main obstacles to acquiring ships and developing shipbuilding capabilities, which in turn weakens cabotage in Nigeria. He went on to say that indigenous ship operators in Nigeria are vulnerable because of the lack of protections in the country's cabotage legal structure. In addition, it "concluded that the Cabotage policy be changed to remove the waiver option for foreign vessels" after "analysing the existing Cabotage policy using the T-test and finding that foreign operators earned more revenue" (Surian, 2020). According to cabotage legislation, a country's national flagships and nationals are the only vessels allowed to navigate its coastlines or trade between ports within the country. Thus, cabotage law is primarily enacted by different nations to protect local maritime interests when it comes to carrying goods that are created inside their borders. Shipping firms and vessels from other countries are either severely limited or outright forbidden by law from transporting goods and people between ports inside the same nation. As a result, cabotage laws are crafted to prioritise native shipping firms and residents above international shipping companies operating inside a

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nation's territorial seas. The goal of economic protectionism and the national security of the relevant state is likewise served by the cabotage concept, whether in its rigid or modified form. The cabotage concept is good for the state's economy since it promotes and guarantees the growth of domestic shipping via the formation and maintenance of the national merchant fleet. State adoption of cabotage, particularly stringent cabotage, is motivated by national security concerns rather than economic ones. Involvement of foreign vessels and individuals in the state's coastal commerce has the potential to do more than only boost terrorism in the nation; it might also lead to unhealthy rivalry in the country's coastal trading and economy.

4.3 Effect of Nigeria Cabotage Regime2003 Implementation on Human Capital Building of Indigenous Shipping Companies

Strict cabotage policy has a positive and statistically significant influence on human capacity building in Nigerian maritime enterprises, according to the t-value conclusion of 2.688. Additionally, the study confirmed with a t-value of 0.285 that the liberalised cabotage policy, which is a component of the Cabotage Regime 2003, had a positive and negligible influence on human capacity building, a measure of development for indigenous shipping enterprises. The study's findings suggest that indigenous capacity development would benefit from a shift from liberalised to tighter implementation, but that this change must be handled with caution to prevent disruptions in service and to guarantee that businesses are prepared. Ndikom et al. (2017) found that the number of Nigerians engaged as seafarers increased significantly after the cabotage regime was put in place in Nigeria; therefore, this finding is in line with their findings. This finding is in line with Alayaki (2019) about the rise in the number of Nigerian seamen serving as crew members, which is enabled by meeting the manning requirements set out by the cabotage regime, as directed by NIMASA. On the other hand, Nigerian seafarers are considered to have some of the lowest wages in the world and endure subpar working conditions when compared to their international colleagues. The elements of restrictions stated under strict cabotage policy are not required to be complied with or are strictly enforced; however, there are measures of foreign participation in the ownership or construction of the vessels used; there are restrictions on the nationality of operators involved (e.g., the crew); and there is involvement of foreign-flagged vessels in a state's coastal shipping. This is according to Okafor (2020). According to Casaca and Lyridis (2018), there are numerous factors that influence countries to embrace free trade policies dictated by international treaties and organisations, which, in turn, encourage liberalised market policies. These factors typically stem from economic, social, and cultural considerations. Prompting rivalry, which in turn promotes or boosts local economic activity, is one of the anticipated advantages of implementing liberalised cabotage rules. From a vessel's economic perspective, they can help discover new ways of operation that lead to lower freight rates, according to Casaca and Lyridis (2018). The result is because ship operators can outsource their supplies worldwide, creating a competitive market where only the most efficient companies will survive. China, Korea, Brazil, India, and many more are prime examples of nations that have liberalised or loosened their cabotage policies.

V. CONCLUSION AND RECCOMENDATIONS

This chapter brings the study to a close by highlighting the conclusion, recommendations and contribution to the knowledge of the study.

5.1 Conclusion

Regional shipping firms flourished and more Nigerians found work at sea once the cabotage law was put into effect, both of which were positive outcomes. Inadequate access to funding opportunities, such as the cabotage Vessel Funding Fund (CVFF), remains a barrier to expansion for local maritime enterprises. The study found that: i. Shipbuilding activity is positively and insignificantly affected by strict cabotage policy as a component of the Cabotage Regime 2003; the cabotage vessel financing fund is insignificantly affected; and human capacity building, a measure of the development of indigenous shipping companies, is significantly affected. ii) The implementation of liberalised cabotage policy as a component of the Cabotage Regime 2003 has a small but positive impact on shipbuilding activity, a small but negative impact on the cabotage vessel financing

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fund, and a small but positive impact on human capacity building, a measure of the development of indigenous shipping companies.

5.2 Recommendations

Based on the findings, the conclusions and implications of the study, the following recommendations have been made:

1) In order for the Cabotage Policy to benefit indigenous shipping businesses to the fullest extent possible, the government should initiate a process to evaluate the current Cabotage Regime so that it aligns with the actual situation. Take, for example, the Nigerian shipbuilding regulations. It is reasonable to eliminate the clause and remove it as a requirement for a waiver, as shipbuilding is not currently taking place in Nigeria and is not expected to start soon.
2) Second, the government should work quickly to eliminate any barriers that indigenous operators may have to accessing the Cabotage Vessel Financing Fund (CVFF) and to start disbursing funds from the Fund. The indigenous shipping operators would be able to purchase the boats they require, which will encourage them to join the cabotage trade for the benefit of Nigerians and the fulfilment of the Cabotage Act's goals. Furthermore, the Nigerian Maritime Administration and Safety Agency must guarantee that shipowners have access to the Cabotage Vessel Financing Fund (CVFF) so that local shipping companies can enhance their capacity building and operations, or else foreign vessels with the necessary capacity will continue to dominate the cabotage trade market.
3) In order for Nigerians to reap the benefits of the Cabotage Regime, NIMASA should step up its efforts to train more employees of indigenous shipping businesses. These workers might then be hired by indigenous shipowners to crew the boats they purchase.

5.3 Contribution to Knowledge

Several researchers in Nigeria have examined the effects of the Cabotage Regime 2003 on the growth of indigenous maritime enterprises. Although there is a lot of evidence linking poor implementation to low shipbuilding activity and distribution, hardly any studies have shown causation (e.g., by comparing comparable nations or states or conducting quasi-experiments). In order to disentangle the impact of the Cabotage Regime from other factors like global shipping trends, oil price fluctuations, foreign policy, exchange rates, and regulatory regimes outside of cabotage, this study has added to our understanding by revealing the effect evaluation methods (before/after, treatment/control).

These models combine strict and liberalised cabotage regime implementation. If CVFF is reactivated and financing conditions are improved, ship acquisition is possible, and standards and enforcement are in place, this might lead to an increase in shipbuilding and the human capital needed to operate it.

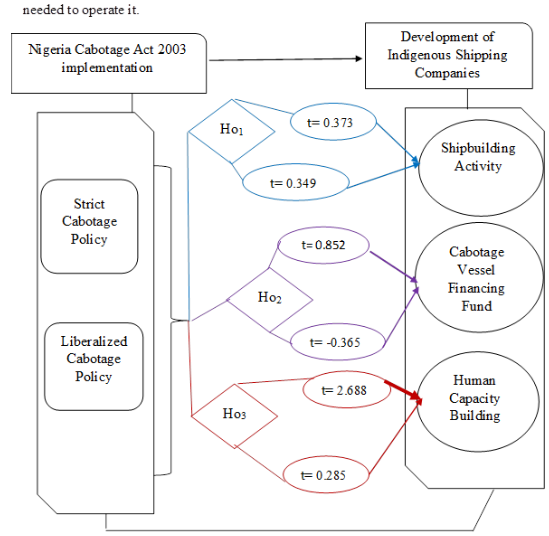

Figure 6.1: Heuristic Model of the effect of Nigeria Cabotage Regime2003 implementation on the development of indigenous shipping companies in Nigeria.

Keys

t = 0.373 i.e. positive but insignificant effect of strict cabotage policy on shipbuilding activity

t = 0.349 i.e. positive but insignificant effect of liberalized cabotage policy on shipbuilding activity

t = 0.852 i.e. positive but insignificant effect of strict cabotage policy on cabotage vessel financing fund

t = -0.365 i.e. negative and insignificant effect of liberalized cabotage policy on cabotage vessel financing fund

t = 2.688 i.e. positive and significant effect of strict cabotage policy on human capacity building

t = 0.285 i.e. positive but insignificant effect of liberalized cabotage policy on human capacity building

Figure 6.1 above signifies an inclusive variety of effects on the surveyed data results. Figure 6.1

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revealed that Cabotage Regime2003 implementation and its dimensions have positive, negative, significant and insignificant effects on development of indigenous shipping companies. Therefore, the main substance of the study is in line with previous research works in this area has been vigorously and succinctly espoused. This affirms the investigators earlier specified construct and its dimensions. This phenomenon has serious theoretical and practical implications on development of indigenous shipping companies as it is displayed above in figure 6.1.

The use of Cabotage Regime2003 implementation tools strict cabotage policy and liberalized cabotage policy as effective strategic options to engender the development of indigenous shipping companies for both empirical and practical evidence in the contemporary maritime business domain. Practically, shipping companies ought to notice that the Cabotage Regime2003 implementation stratagems can encourage the rise and fall of the level of maritime business feasibility, stakeholders' strategic alliance, shipbuilding activity, cabotage vessel financing fund and human capacity building. In the context of indigenous shipping companies in Nigeria the study has these specific practical implications:

1. This study has brought to the fore the significance of Cabotage Regime2003 implementation options and how their adoption can help shipping companies to enhance their development and expansion objectives.
2. This study revealed that the effect of strict cabotage policy on shipbuilding activity is positive but insignificant, likewise, the effect of strict cabotage policy on cabotage vessel financing fund is positive and insignificant while the effect of strict cabotage policy on human capacity building is positive and significant. This practically means that strict cabotage policy as a maritime advancement instrument influences development of indigenous shipping companies positively but the effect is not significant in shipbuilding activity and cabotage vessel financing fund but positively significant in human capacity building.
3. The study found that the effect of liberalized cabotage policy as a dimension of Cabotage Regime2003 implementation on shipbuilding activity and human capacity building is positive and insignificant but negative and insignificant on cabotage vessel financing fund as measures of development of indigenous shipping companies. This practically means that liberalized cabotage policy as a maritime sector expansion instrument influences development of indigenous shipping companies positively and negatively but the effects are not significant as one of the key performance indicators.

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