

LOGISTICS AND TRANSPORT : CHALLENGES AND PERSPECTIVES OF NIGERIA'S INTERNATIONAL POSITIONING.

S.BENCHAKROUN¹, A.BABOUNIA¹, S.KHOULJI².A. MELLOULI BENNIS, S.BOUREKKADI¹

1 LRMO national school of commerce and management, IbnTofailUniversity , Morocco

2 ISERG Information Systems Engineering Research Group AbdelmalekEssaadi University, Tétouan, Morocco

Abstract— For organizations and companies to be competitive in a globalized market, they need to move their products and services around the globe so as to meet customer demands and needs. In the light of this, competitiveness cannot be delinked from efficient infrastructure chief of which a competitive logistics transport system is crucial. Thus, the importance of efficient logistics and transport system to economic development cannot be over fogged if countries and organizations want to attain economic prosperity in a now globalized world.

INTRODUCTION

The logistics business in Nigeria has seen a constant development inferable from the rise of new business openings. Nigeria currently has more open points of access for all types of strategic needs than it completed ten years prior. Specifically compelling to this paper is the dispersion of merchandise from ecommerce service suppliers to their various clients the all over the country. Up to this point, the industry was overwhelmed by the multinational strategic organizations in any semblance of DHL, UPS and so on. But, these companies 'service charges were extreme for the little scale organizations to manage. From numerous points of view, it hampered the development of SME's and constrained the advantages which was accessible to it in the nation. Sadly, NIPOST; which is owned by the government has not used its immense nation – wide resources to successfully remain in the logistics division in Nigeria. The bold attack into the business by organizations like ABC was a much needed refresher to this area of the economy. Initially a transportation organization, ABC directors recognized an advantage from inside their complicated network of transportation in the nation. Also, normally, changed into the business of not just carrying travelers all over the nation, to incorporate a value added service of conveying bundles of different sizes for clients to any place they choose. Nowadays,

ABC Transport has major influence in the logistics segment in Nigeria. It is filling in as a contender to competitors such as DHL, UPS and others in Nigeria.

NEW OPPORTUNITIES EMERGES

In 2012, Nigeria started to encounter a special service as offered resembling that of Amazon, eBay, Alibaba, the foundation of ecommerce business' at no other time experienced by companies including Jumia, Konga and Dealdey. These organizations wandered into unchartered waters in Nigeria. The minor idea on signing on to a site putting in the details of your card and clicking to make installment on a thing you so wanted and have it conveyed to you anyplace in the nation was difficult to accept. Let's acknowledge that web extortion was (and still is) wild in the nation. Thus, the trust issue was the real test which they needed to survive. But, as an ever increasing number of clients encountered the viability of this service others were persuaded to try it out. The development in support since 2012 has essentially been galactic. The above ecommerce organizations have needed to gain greater distribution center offices of up to 30,000 sqft to oblige their expanding client base this pattern is yet to subside. Since the spearheading passage of the Jumia, Konga and DealDey in the Nigeria internet business there have been other people who have taken action accordingly. This incorporates OLX, Kaymu, JiJi, Kara, Heels etc. Note that this online

business organizations have a specific selling point or plan of action that distinguishes them from all others in the business. For example Jumia and Konga are comparable in that they offer everything as you will discover in a noteworthy physical super store, for example, ASDA, Debenhams, Marks and Spencer, Macy's and so forth. While DealDey detected a business opportunity for entrepreneurs who are endeavoring towards making their business all the more broadly known. Consequently, these entrepreneurs are urged to offer a rebate on their item or administration as against the typical evaluating they would offer from their neighborhood store or office. The classification ranges from administrations such as spa, inn appointments, exceptional treats, proficient instructional meetings. It likewise incorporates the other, for example, the form, household apparatuses, home and stylistic theme. These classes are offered at a reduced cost from the ordinary going rate. Essentially DealDey offers reduced price on items and services to clients. OLX service offering is like eBay as OLX does not have any warehousing need. It just gives a stage to a person who wants to pitch a thing to meet with a prepared purchaser who needs to buy that thing. The organization gives guidance to dealers and purchasers on the most ideal approach to guarantee their security over the span of the exchange. It guarantees that its service is totally free! Kaymu then again introduces itself as a commercial center. This is where a vendor enrolls on Kaymu site to offer an item, Kaymu publicizes this on its site and clients approach the dealers in view of the data introduced on the site. It likewise does not really have its very own distribution center of things. The center focal point of their plan of action is to offer a stage to interface purchasers and dealers through their medium.

EFFECT ON LOGISTICS

E-commerce has wonderfully affected the logistics business in the nation. There has been significantly more invasion into the market by new contestants as was already observed. The conventional pioneers of the logistics business have basically not possessed the capacity to adapt to the volume of the requests which they dispatch on one hand while the system of pricing has required the scan for elective methods for logistics by internet business organizations. Note that a large portion of these organizations are new companies thus over production costs must be relieved. DealDey was dispatching a sum of 3-4,000 requests every month in 2013. This figure expanded remarkably to 1015000 requests each month by center of 2014. The prevailing players in the market such as Jumia and Konga were dispatching 5,000

requests per day in 2013 the figure expanded to 10000 – 15000 requests multi day by close of 2014. In other to settle the expenses of logistics to 3pl Konga for example expanded its logistics significantly in 2014 by gaining over a hundred motorbikes and conveyance vans paving the way to the Christmas time of that year. DealDey in like manner added to its armada to dispatch orders.

Another wonder which has gotten on in the business is the dispatch of 'The day after Thanksgiving bargain'. This was customarily an American ordeal however has since spread to different parts of the world and that incorporates Nigeria. Significant retail stores in the west especially America have seen an enormous scramble for bargains by clients throughout the single day's offer period be it on the block and concrete or web stage. In December of 2014, Jumia, Konga and DealDey embraced this system the outcome was a close fall of the servers of the locales. To portray the value-based volume as extraordinary is an understatement. It immediately uncovered the absence of limit with the procured fleet. Also, it hurled more inquiries with respect to the new system of expanding its fleet to settle calculated expenses to 3pl's. The positive side of 'The day after Thanksgiving Deal' is the expanded level of remarkable purchasers i.e. clients making first historically speaking buys on the site. The pattern with this select gathering is that they are more than prone to influence an arrival to buy ideally sooner than later. An expected scope of requests dispatched by the 3 major online locales is assessed to be between 20,000 to 50,000 requests by means of 'The shopping extravaganza following Thanksgiving Deal' alone. Subsequently, logistics needs to include more than the inside or 3pl dispatchers to convey the requests to clients. In a frantic offer to accomplish satisfaction one of the web based business organizations included workers to convey arrangements over the Christmas time frame to clients and be made up for their exertion. Clearly better arrangements are in high rigging towards a similar occasion this year 2015 and the creator is sure that exercises have been learnt from the past experience and calculated arranging will be better executed to accomplish satisfaction or requests this time around.

ISSUES AND CHALLENGES OF NIGERIAN TRANSPORT SECTOR

A far reaching due constancy uncovered that Nigerian transport part is described by the accompanying:

- Deficient subsidizing of the different modes
- Poor support of accessible framework
- Old plants and gear
- Nonattendance of modernization and innovation in some mode
- Nonattendance of intermodalism in arranging, plan and execution
- No Nigeria seaport or air terminal is associated with practical rail framework
- Nonappearance of logical system in tax assurance
- Lacking cooperation by the private segment
- Disgraceful meaning of parts of partners - government, open undertakings, administrators, controllers, and so on.
- Domineering government impact
- Over centralization out in the open undertakings
- Open syndication in framework arrangement and administration
- Open syndication in benefit arrangement in a few modes
- Over staffing and poor administration in a portion of general society ventures in the area.

Without question, the nation faces stupendous difficulties in the transport division as the long haul deficiencies are developing on the grounds that the interest for transport is high and developing quickly to address the issues of growing populace and economy. In light of all these, administration has set out on a radical change of the segment which incorporates the accompanying:

- Change of administration conveyance
- Improvement of administration capacity in the ventures in the division
- Making of a helpful institutional, legitimate and administrative system for the division.
- Advancement of private segment cooperation in financing, administration and activities in the part i.e., Public
- Private Professional Partnership in every one of the modes in the segment.

In spite of all these, there has been vague general change of the transport division improvement because of national advancement drive and needs of the general population. Taking the street sub-arrangement of land transport for instance of condition of administrative emergency in the nation, in spite of the significance of the street transport segment and giving the foundation data adequate

however insufficient to design successfully for administrative purposes, the present structure of that division is persistently beset by: Lack of powerful managing and control measures with various services required as supervisory organizations, causing exceptional disarray; No reasonable meaning of duties among the three tiers of government, especially as far as strategy detailing and coordination; No important long haul key arranging, prompting impromptu and fire detachment sort of reactions to difficulties; and Poor direction and implementation.

This situation calls for viable coordination by a focal administrative office for every method of transport under the sponsorship of Federal Ministry of Transport that could guarantee a "quick, sheltered, productive, open and advantageous transport framework that would meet the fundamental national interests and improves the personal satisfaction of the Nigerian individuals today and later on (adjusted from the US Department of Transportation statement of purpose) (FMT, 2008). What is the ramifications of the union or unbundling of the transport offices maybe the body sign of this introduction?

A BRIGHT FUTURE LIES AHEAD FOR LOGISTICS

Currently, the expanding volume has stimulated business people to wander into logistics. From the investment subsidized startups with an extensive variety of fleet to the entrepreneur with just a couple of dispatchers in their fleet. The present pattern in logistics is the rise of what I will allude to as the '4pl Support Services'. This owes to the way that huge numbers of this new calculated business can't get motorbikes and conveyance vans at the same time. Gaining these benefits is at a tremendous cost to the business, subsequently, the technique has been to welcome proprietors of motorbikes and vehicles to enroll with them and attempt the conveyance for their sake to the clients. What this methodology has done is empower any person with such advantage for gain a pay in view of the number they convey for the 3pl. So the internet business has incidentally made another layer of backhanded administration which is adaptable and is at a less cost to them. Over the long haul it is trusted that a portion of these 4pl Support administration will develop with the 3pls to adequately obtain more fleet and be consolidated to run calculated administrations to other rising areas of the economy. In the expressions of Lagbaja 'Numerous feathered creatures take to flight, wings never contact'. One thing is sure the quantity of ecommerce organizations will keep on growing in Nigeria. This will

contribute gigantically to the development of the economy and lessen joblessness.

CONCLUSION

Government mediation by regulation through well controlled extensive assortment of related units and offices is fundamental from various perspectives. One Ministry of Transport with exceedingly utilitarian multi-purpose coordination office may serve this nation better, passing by the experience of a few other created nations. It must be reviewed that simply the Aviation Round Table required the rejecting of the Ministry of Aviation in accordance with the choice taken by the Economic Community of West African States Parliament in 2000 that perceives a Ministry of Transport to be in control with expert in different portions of transportation, flight comprehensive. Unbundled transport offices, especially at this phase of our national improvement may not be of good support of the administrators. Maybe, the basic portion in this occasion is to guarantee that every single parastatal is made to work exceptionally well as this is the place tasks are done and usage of unified arrangements are observed. At the parastatal level is additionally where polished methodology is shown and needs have the end clients of transport administrations are met. Need to prepare and retrain staff to guarantee sufficient conveyance of administration is regularly accomplished under united situation. Legitimate training of different perceived proficient organizations and bodies that are identified with transport are additionally accomplished for productivity of the segment.

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