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Corrigendum to "Examining the influence of corruption on port efficiency in West Africa and the Mid-Atlantic: A Bootstrapped DEA analysis" [Ocean. Coast. Manag. 269, October (2025), 107813]

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The authors regret that the abstract and highlights were not included in the original published version of the article. These elements are important for the visibility, indexing, and accessibility of the research. The omitted content is provided below for completeness.

Abstract:

This paper investigates the effect of regulatory frameworks on port efficiency in West Africa and the Mid-Atlantic, highlighting the institutional dimension as a critical determinant of performance for a specific sample of ports that share the same geography and strategic area. Using a Bootstrapped Data Envelopment Analysis (DEA) over a panel of sixteen seaports—fourteen located in West African countries and two in the Canary Islands (Spain)—we analyse efficiency scores from 2011 to 2020. The model incorporates the Corruption Perceptions Index (CPI) as a proxy for governance quality, allowing us to quantify the institutional impact on port operations.

Results show that while several African ports possess comparable physical assets and container throughput levels to their European counterparts, efficiency scores drop by an average of 15–20 % when CPI is introduced as a contextual variable. In contrast, European Union (EU)-regulated ports significantly improve their relative positions, advancing up to nine places in the efficiency ranking—highlighting the competitive advantage derived from regulatory stability.

These findings raise important questions about how emerging environmental regulations—such as the EU's maritime decarbonization agenda—may introduce new asymmetries between highly regulated regions and neighboring ports operating under more flexible frameworks. Such shifts could potentially alter regional trade dynamics and have significant socio-economic repercussions for territories—such as outermost regions—that are highly dependent on maritime activity.

Highlights:

- A Bootstrapped DEA model is applied to sixteen ports in West Africa and the Mid-Atlantic.
- Corruption Perceptions Index (CPI) is used to proxy institutional quality.
- Efficiency scores drop significantly when CPI is included in the analysis.
- EU-regulated ports gain competitive advantage due to regulatory stability.
- Findings suggest future asymmetries from maritime decarbonization policies.

The authors would like to apologise for any inconvenience caused.

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