

Maritime Security Challenges in Nigeria: Reflections from Conversational Philosophy

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Abstract

At the mention of maritime insecurity, what often comes to the mind is the topical issue of piracy in the open oceans. But it is more than that, as it has also to do with the illegal activities such as crude oil theft, kidnapping and smuggling that take place not only in the world's oceans but also in regional seas, territorial waters, rivers, and ports. However, outside the high-profile piracies recorded in off the coast of Somalia in the early 2000s, which brought about searing poverty, economic exclusion and cross-border attritions; Nigeria and Cote D'Ivoire are other countries with a high incidence of piracy and terrorism on the continent. Though, International Maritime Bureau (IBM) recently reported that piracy, and other forms of maritime insecurity are subsiding, there are still troubling trends of piratic activities in the Gulf of Guinea. This paper using conversational method, which allows for deconstruction and reconstruction for system building and complementation, examines the factors responsible for the scourges in the coastal waters of Nigeria with specific reference to Niger Delta region. It argues that engagement of Government Oweizide Ekpemupolo, in the maritime security defense sector is not enough, as it recommends the need to heavily invest in capacity building, provision of modern infrastructural security support and enthronement of good governance.

Keywords: Maritime insecurity, Sea piracy, Crude oil theft, Ocean-based terrorism, kidnapping

Introduction

Sea piracy, crude oil theft and ocean based terrorism are as old as maritime sector itself. However, the above superlatives are threats to maritime security, and have always or time without number presented problems for mariners as long as ships have gone to sea. “This can be substantiated following the olden days incidence of Julius Caesar, the then dictator of the Roman Empire, who was captured on his way across the Aegean Sea and held for ransom by Cilician pirates” (Ogbobode, 2023). More recently, but still in the historical past, is “the story of Barbary corsairs who operated from the North African region and captured thousands of ships, thereby wreaking devastating impact on the regional economy. By the latter part of the 19th century, piratical activities gradually slipped into near oblivion only to re-emerge in South-East Asia in the 20th century”. Consequently, in the last few years, “the focus has shifted back to Africa as her waters have overtaken the choke points and straits of South-East Asia and have become some of the world's most dangerous piracy hot-spots” (Ogbobode, 2023). Furthermore, hemorrhages of piratical activities in “the continent's maritime domains have, for the most part, concentrated on the Somali coasts and the Gulf of Aden in the Horn of Africa (East coast of Africa) and the Nigerian territorial waters in the Gulf of Guinea (West coast of Africa)” (Garba, 2022). So far, efforts, international interventions and concentration have been focused on piracy off Somali coasts. Hence, piracy in these parts accounts for a significant proportion of the total number of pirate attacks recorded annually in Africa, if not world over. This, notwithstanding, the piratical attacks in the Gulf of Guinea (GoG) has assumed worrisome proportions and need urgent intervention to avert. A good number of people do not know the level of piratic activities in the Gulf of Guinea, and have refused to accept that such problems exist anywhere.

The refusal to accept that there are incidences of piratic and terroristic activities in the coast of West Africa, especially Nigeria's territorial waters is the reason for the crude oil smuggling/theft and ocean-based terrorism that have marred the peace and thwarted the living conditions of many Nigerians, who depend strongly on fishing and aquatic foods as source of living. It has equally truncated “a host of industries worth billions of naira, and deprived employment opportunity for over 500,000 skilled and unskilled workers” (Bueger, 2014). In fact, piracy and other criminal activities that are perpetuated off the coasts of Nigeria threaten the global flow of goods and services across the world's shipping routes. The menace is negatively impacting the cost of shipping, exploration and exploitation of mineral resources (oil and gas), tourism, and other maritime related activities such as port and trans-shipment services. Without fear of equivocation, it is an obvious fact that “the country's fortunes are dwindling as it is estimated that it loses \$26.3 billion annually to illegal bunkering, piracy and poaching” (Akpan, 2013; Olusola 2013; Odemwingie and Nda-Isaiah, 2013; Okere, 2013). Despite all the measures undertaken by the government, crude oil theft continued to increase on the tremendous leap, scope and dimension. Since oil is the major catalyst of the Nigerian economy, “anything that affects oil production in Nigeria poses a direct threat to her national economy, political stability, territorial integrity and national security” (Odalonu, 2016: 1). More so, the insecurity in the Nigeria's maritime sector, which include but are not limited to piracy, oil theft and ocean-based terrorism have ignited and exacerbated many inter-ethnic conflicts among the people, and created fear in the entire nation. It has also led to the circulation of variety of sophisticated illegal arms/weapons suspected to have been purchased from the illegal bunkering in Niger Delta region (NDR). These

serve as “a major contributor to Nigeria's violent crime, armed robbery, piracy and kidnapping” (Onwuemenyi, 2012). Similarly, oil theft has been the major cause of violent and conflict in the Niger Delta. Most of the oil theft actors exchange the crude oil for heavy arms at the high sea, while others use the proceeds to import arms into the region, with the principal aim of using the arms to secure their illegal activities in the region (Katsouris and Sayne, 2013; Wilson, 2014).

The arms are used for attacks and counter attacks from different gang groups and security agents, as this is the only way they can remain in the piratic and terroristic businesses. These awkward businesses have in no minimal way, hampered the waterways and bridged free movement of goods and services in the sub-region. It has equally brought about direct and cultural violence among the oil investors and their hard earned investments and waterways. This was corroborated by Wilson (2014) who avers that as pirates attack oil investors and their investments, the state security agents give counter attack to the pirates, thereby leading to the constant violence and attacks in the West African waterways. It is in view of all these maritime challenges that affect national security and unity that the paper calls for capacity building of the maritime sectors and sophistication of maritime security equipment in order to avert the negative hurdles often experienced in the Nigerian seaways. To do this effectively, there is need for the Nigeria leaders to reeducate their minds in keeping with the reality on ground, creating of job opportunities and rebuilding of the rejected and detested refineries, as they will help to checkmate illegal oil bunkery activities in the nation. When this method of thinking or maritime ideologies is prioritized, the bottle necked situation or issues of ocean-based terrorism, oil theft and sea piracy in Nigeria will be addressed. Hence, research has shown that the superlatives above mostly

occur or surface due to unemployment and government insensitivity to the yearning of the populace.

This paper is divided into four major sections. The first section handles the issue of maritime insecurity in Nigeria. Here, the concept of insecurity or what maritime insecurity is all about will be disclosed. Under this sphere, the very meaning of security will be established, as a guide to understanding in detail, what insecurity is and what it is not. In the second section, the root causes of insecurity or the 'why' behind piracy in the maritime sector will be enumerated, in view of abrogating or mitigating against its further occurrence. Thirdly, we will bring to bear the differences between maritime security and maritime safety. Having a clearer knowledge on the difference between the two will help the maritime defense sector to know when preventive and responsive measures are required in protecting and safeguarding the maritime domain against threats and untold attacks. The fourth section deals with the issue of implementation of appropriate legal and normative actions/ frameworks. This particular section x-rayed on how the normative and legal actions can be complemented and implemented, as a guiding principle or an ethical code and legislative sanction to secure the maritime environment. In all, we shall demonstrate using conversational method of philosophy on how the issues or ugly tides of sea piracy, oil theft and ocean related terrorism in Nigeria can be addressed through complementation, good governance, poverty alleviation, creation of employment opportunities, engagement of modernized technological security equipment and provision of proportioned logistics to security agencies.

Maritime Insecurity in Nigeria

To understand the concept of insecurity or what maritime insecurity stands for, it is of great germane to x-tray, first and foremost, what security

is all about. As it will be very difficult if not impossible to holistically delve and have a full knowledge of insecurity without the idea of what security depicts. Different scholars from different backgrounds have different meanings and definitions of security. According to Ewetan and Ese (2014), security is the existence of peace and the absence of anxiety for national development. In other words, security is absence of war or presence of order and unity for the growth and development of the society. Anything that is not in consonance with the above can practically result to insecurity and terrorism. It is in line with this that Big-Alabo and Ezugwu (2022) saw security as a “dynamic situation that helps in guarding against threats to its deep rooted values and interests”. Any attempt or practice to avert threat (s) that is capable of affecting values of individual is referred to security. This paper, following the position of Derian (2002) refers to security as a condition of being unharmed, free from danger, internal and external attacks. This is not the case in the Nigeria maritime sector, where sea piracy, kidnapping, oil bunkery and other acts of violence is predominant. To support this claim, Husseini (2022) observed that “today, in Nigeria and the world at large, there is so much violence. Every day, we hear about killing, kidnapping, terrorist attack and war. This attitude to life has in no minimal way dealt or reduced the productivity of the nation. It has stopped the intending investors from coming into the country to invest, and have also created tension around the nation. The economy which ought to be boosted has been redundant due to the incessant terror initiated by the pirates and kidnappers.

Having said this, therefore, maritime insecurity has to do with the threats or attacks experienced within the maritime sector or environment. Though, there are various security challenges in Nigeria, maritime insecurity can be said to be the most dreadful one, as it has to do with the

source of wealth and the economy of the nation. Nevertheless, it is important to state here that maritime insecurity is basically the hand work of those at the riverine areas who often feel that they are marginalised. No wonder why Okafor (2011) held that “terrorism in Nigeria can be linked to the self-determination campaign, for greater Niger Delta autonomy led by Isaac Adaka Boro, an Ijaw nationalist”. It was in the course of this struggle for self-determination and realisation that the expatriate oil workers were abducted. “They equally blew up and damaged oil pipelines, and declared the Niger Delta, an independent republic” (Thom-Otuya, 2010). All these were to demonstrate to the world how marginalised the Niger Delta region was. Be that as it may, the outlined actions affected the maritime industry as the terrorist activities instilled fear in many workers around the maritime sector and in turn reduced the functional tempo of the maritime organisations. With this, it is obvious that kidnapping, piracy and obstructions in the waterways to a reasonable extent, are caused by government inability to provide for the populace especially those at the riverine environment, where oil and other aquatic animal are located. To address these highlighted maritime issues, this paper explored conversational method, for the complementation of two or more opposing realities without identity loss. It is in the adherent of this method that leaders/government can attend to the problems of her citizens and understand clearly that ethnic chauvinism, discrimination, unemployment and bad governance, which it is often enmeshed in, are parents of crime and resolution. When this is known, the maritime insecurity which came basically as a result of economic marginalisation, hardship, unemployment bad governance and leadership failure will be averted. This will be elaborated in the next section

Root Causes of Maritime Insecurity

It is of great importance to unveil the reasons or factors responsible for maritime insecurity in Nigeria. Hence, having the knowledge of the causes of maritime insecurity will help in providing solution to the humongous threats and attacks in the maritime environment. The root causes of maritime insecurity include but are not limited to bad governance, poverty, unemployment, the present of oil as a profit-based economy and non-prosecution of the Maritime offenders. Each of the above enumerated factors is addressed below:

- a. **Bad Governance:** Maritime insecurity is increasingly tormenting and discouraging the vitality and viability of the maritime sector, due to government's ineptitude towards the maritime demands and requirements. Ezugwu (2023) corroborated this, when he observed that “government's inability or insensitivity to the needs and demands of the populace can be said to be the genesis of insecurity in Nigeria”. Adeleja *et.al* (2018) reaffirmed the above when they stated that leaders or government ineptitude towards the request of her citizenry has done more harm than good in the society. There are many corrupt leaders who made their ways to where they occupy today through vote buying and violence, and do not care if the country is progressing or in a serious deterioration and jeopardy. These set of leaders are morally derailed and practically after what can enrich their pockets irrespective of the detrimental nature of their actions (Ezugwu *et.al.*, 2022). In all, “the issue of corruption, leadership and bad governance are obstacles to the national growth and development of the Nigerian economy”(Okpanachi, 2022). Furthermore, a lot have been gotten from the maritime sector but little or nothing is devoted to securing

the activities that are going on in the said sector. No sophisticated equipment and experts engaged in the maritime parlance to fight against piratic and terroristic activities and manage the affairs of the maritime sector for the economic growth of the nation. In all, Government inability to secure the maritime areas or territories is the reason for the criminal and piratic activities and vulnerability of the Niger Delta region. Ukeje and Wullson (2013) agree with the above submission as they asserted that “government unable to attend to maritime problems is the brain behind or the production sites or transit routes for sundry criminal activities particularly the trafficking of drugs and arms”. To curb or eradicate the staring maritime threats in Nigeria, government is obliged to map out reasonable amount in acquiring strong security equipment in support of the security agencies. This will go a long way in checkmating the outlined threats or attacks in the maritime related sectors.

- b. **Poverty:** This has made a good number of people who were conscientious or maintain certain level of integrity to be involved in piracy and ocean-based terrorism. It is not a crime to be poor, but it pains to be poor as a result of marginalisation and exclusion. In other words, when one is being deprived of benefiting from certain endowments, what comes to play is violence, as a way to express unhappiness and grievances (Bhatia and Ghanem, 2017; Kavanah, 2011). With this, it is obvious that “poverty and poor economic conditions are motivating factors for moral decadence, social unrest, insecurity and terrorism” (Aloziwu, 2014). Moreover, many who joined Boko Haram did so due to hunger and inability to attend to their various needs. The sea piracy, crude oil theft or

bunkering which have become the order of the day surfaced as a result of poverty and economic marginalisation that have long been experienced by those in riverine areas. However, the only way out of this anomaly is for the government to create jobs where those who leave from hand to mouth can be engaged. When this is achieved, a good number of people who indulge in terrorism based on poverty will definitely back out. If this becomes the case, the serenity that is gradually becoming a history will be restored for maritime management and environmental sustainability.

- c. **Unemployment:** It is a sad experience to be unemployed even when one is employable, due to corruption and mismanagement of the public funds by the ruling class. Many are involved in different atrocities and antisocial activities today as a result of unemployment and the fear of poverty. Unemployment is the very reason yohoo boys (defrauders), kidnapping, sea piracy, drug trafficking and banditry are on the increase. It is equally why moral values and norms have been eroded and neglected. Many youths who should be engaged in government works are now tricycle (keke) riders. No wonder why the price of tricycle is tripled and the environment seriously occupied that one can hardly move or drive without hold up here and there. In fact, “the reality of unemployment and poverty that comes with it makes the poor to indulge in violence and antisocial activities which threatens the security of the nation”, (Egbefo and Salihu, 2014). As over 90% of the youths are unemployed, necessarily, more than 90% of insecurity is expected (Ezugwu, 2023). The maritime security challenges can be addressed, therefore, when government provides jobs for the masses; protect and assist the poor ones in actualisation

of their dreams.

- d. **The Present of Oil as a Profit-based Economy:** A state whose survival is deeply dependent on oil is bound to have unemployment problem. This is because in such state or country, “oil production and revenue will be on the increase while traditional sectors such as agriculture (cocoa) and lumbering (wood) are jeopardised and abandoned” (Ukeje & Wullson, 2013). This is the case of Nigeria, especially in riverine areas. Many in those so called areas hardly farm or see agricultural production as a way forward to alleviating poverty. They so much rely on oil and dividends (amnesty tokens) from the federal government. This, they do, forgetting that the amnesty tokens can never solve their entire problems as individuals, communities and region. This, notwithstanding, it is important to acknowledge also that many in the said areas, do not think about or involve in agriculture as a result of environmental degradation caused by incessant gas flaring, climate change, emission and non-biodegradable elements in their various lands. Be that as it may, over concentration in oil has in no minimal way contributed to the unemployment which in turn has led to sea piracy, illegal bunkering and ocean-based terrorist activities in the Nigeria maritime sectors.

Non-prosecution of the Maritime Offenders: Insecurity is the order of the day in the Nigeria maritime sector due to the fact that the perpetrators or sponsors are not being sanctioned accordingly. Ezugwu (2023) supported this view as he observed that inability of the government to duly arrest or punish or prosecute maritime offenders following the legal stipulations or injunctions of the Nigerian constitution is the reason for many anti-social activities in

the maritime sector. The offender who has a godfather is forgiven irrespective of the offence (s) committed. We are in a nation where what determines the degree of punishment when an offence is committed is wholly dependent on connection and party involvement of the offender. If the offender belongs to the ruling party or knows someone who belongs to the said party, the offender instead of receiving punishment receives an appointment, sometimes, in the same sector. This and many other reasons, bring about criminal and piratical activities that have truncated the expected results of the maritime industries.

Maritime Security and Maritime Safety: Preventive and Responsive Measures for Maritime Sustainability

In delving into the issue of maritime security, prominent scholars like Feldt, et al (2013) and Klein (2022) saw it as that that appears to be a large and sometimes hazy term. However, they argued that maritime security should be distinguished from maritime safety. As maritime security deals with the combination of preventive and responsive measures to protect the maritime domain against threats and international unlawful acts; maritime safety on the other hand, is the combination of preventive and responsive measures intended to protect the maritime domain against the accidental or natural disasters and damage to environment, risks or loss. More so, the security of maritime domain has been a major concern to coastal States. Maritime security threats have manifested in the use of force (by non-state actors) against the territorial integrity of a state. These security threats include: acts of terrorism against shipping operations, offshore installations, piracy and sea robbery. Others include: smuggling of migrants, narcotic drugs and arms, illegal fishing, pollution of marine environment (Bueger, 2014). With this, it is obvious that the huge

expenditure on security has not translated into peace and harmony of the Nigerian citizenry. Therefore, there is an urgent need to re-examine the approach to peace and security in the country as this may promote social political development (Ejovi and Ebie, 2013). Hence, any environment enshrined with crime and insecurity is always accompanied with tensions and anxiety.

Furthermore, the elimination of these threats and insurgency that create fear and underdevelopment should be the paramount target of the governments in Nigeria. “This will give rise to human development and a habitable environment for us all” (Odalonu, 2016). From the foregoing, what is clear is that continuing our pattern of life especially when it has to do with our environment and biodiversity could further boost insecurity in the Niger Delta region and breeds unemployment for the entire nation. With this in mind, Nigerian government should partner with the international community to invest more and expand the legitimate oil sector. As this would provide more opportunities for the local community which could benefit from their regions rich oil resources without resorting to theft. Legitimizing and improving many of the illegal oil refineries by bringing them under the management of oil companies could also be a viable option. When all the suggestions made so far are properly taken into account, the sea piracy, crude oil theft and ocean- based terrorism, which we face today will be taken care of. Internalising the suggestions will equally restore the sanity and peace which have been lost, due to the ceaseless terroristic activities in the Nigerian waterways. More deliberation on how sanity can be restored will be made in the next section, where legal actions will be advised to be taken and ethical coded actions maintained as ways of eradicating sea piracy, oil theft and terrorism.

Implementing Appropriate Legal and Normative Actions/ Frameworks

It is obvious that there is gap in legislation and policy on maritime security. To fill in the gap, there is need to update existing legal instruments or create new and integrated legal regimes in line with international best practices. In Nigeria, there is weak legal framework that discourages effective maritime security management. Apart from this, is the “ineptitude and corruption at the high levels of government which allow convoluted neo-patrimonial networks to easily emerge and coalesce around criminals with little official disruption to their activities” (Ukeje and Wullson, 2013). This can be substantiated following the way and manner the criminals and maritime offenders are being treated when they found guilty of any maritime related offence. This is not to say that those who had found wanting were not arrested or detained, but to say that the criminals who are meant to be sanctioned accordingly are being given minimal penalties. Their sanctions or penalties ought to be based on the level of the offence committed. It is due to the fact that they are being handled without any intensive punishment that the maritime challenges continued to thrive. This kind of attitude towards the offenders encourages those who are already involved to continue, and those who are longing to join, to do so, without fear, hence, the expected punishment is something bearable and trivial. Outside this, the maritime insecurity keeps increasing due to the ethical codes and moral values that have been detested and rejected in our society. As a result of hardship and unemployment in the nation, many youths have resorted to carrying out criminal activities to survive. In trying to surmount the pressure of poverty and bankruptcy, they involve themselves in a lot of things that are contrary to the norms and values of the society. Today, social vices such sea piracy, kidnapping, child trafficking,

bunkering, terrorism have taken the place of morality, ingenuity, hard work, creativity, integrity, etc.

To address the highlighted vices above the paper calls for complementation of legislative and normative actions, as semi-dialogic frameworks that can help in sanctioning and building of systems that will not allow injustices in dealing with the opposed variables or traitors who often threaten maritime environment and lives of the inhabitants. When this happens, the societal moral values which are treated with levity and hardly remembered nowadays will be appreciated. It is only in this mode and mood of appreciation that those who are initially after what can help them actualise their dreams or at least, take care of their daily needs, irrespective of the cost, can be readjusted. If this becomes the case, the needed moral codes will be reinjected to rejuvenate the lost values in the maritime sector, and retrain the minds of government and leaders on the needs to create jobs and assist in making sure that the legal actions are taken when the need arises and moral values are codified in the minds of all. Further discussion on how the legislative and normative actions can be harmonised as frameworks to eradicate the maritime insecurity in Nigeria will be made in the next section using conversational philosophy.

Conversational Philosophy as a Strategy for Complementation and Aversion of Maritime Insecurity in Nigeria

This paper employs conversational thinking/philosophy to bear on the discourse on sea piracy, oil theft and ocean-based terrorism. Conversational method of philosophy otherwise known as conversational thinking or conversationalism was founded on an unexplored African notion of relationship or communion or mutual dependence or complementarity. By relationship, Chimakonam (2017) refers to “a willful, creative and critical epistemic experience which two agents known as *nwa-*

nsa (proponent) and *nwa-nju* (opponent) share with the intention to create new concepts and open up new vistas for thought”. This idea championed by Chimakonam was to see how two opposing variables can complement each other without losing their identities. This thinking is premised on the assumption that every conversational relationship comes to a meeting point of agreement, even though the parties involved in the conversational relationship do not disintegrate into each other. Be that as it may, conversational philosophy is a philosophy of inclusiveness and complementarity. When conversational philosophy/thinking is adopted the disparity between government and the governed or the have and have not, which in most cases triggers insecurity in the maritime sector will be addressed. Hence, both parties will be reeducated to understand that to be is to be with others and not to be alone. It is in view of this reality that the government will be sensitised to create jobs and furnish the maritime security agencies with the required security infrastructures and experts that can help in piloting the affairs of the maritime industry in Nigeria. Again, it is in that mood and relationship that the maritime issues, most of which occur due to government insensitivity and nonchalance attitude towards the welfare of her citizenry can be dealt with.

For the fact that conversational philosophy “prioritises relationships of complementarity and holds that progress of individuals in any social protection programme depends to a large extent on how healthy the relationships of variables involved are” (Chimakonam, 2019: 155), it is therefore, pertinent that both leaders and the led are attune to the doctrine of conversational thinking which gives room for complementation and interaction between *nwa nju* (opponent) and *nwa nsa* (proponent) and the rich and the poor in resolving the societal problems. Conversational thinking has many principles but we are going to adopt only two for our

discussion on the issues of sea piracy, oil theft and ocean-based terrorism namely; ontological thesis and principle of complementarity. By its ontological thesis, conversational thinking arranges variables in different categories to show that development is of three dimensions, social, political and economic which necessarily have to be in relationships with one another. Following its principle of complementarity, “conversational thinking devices means on how to manage the three dimensions of development in a way to usher in a complementary relationship amongst them as it does with the individuals involved” (Chimakonam 2019: 156). To ensure progress, conversational thinking holds that the relationship between the three dimensional elements of development are cardinal and must, as a matter of fact, complement one another at all times. It is in line with this that this paper advocates for harmonisation of legislative and normative actions, government and the governed or leaders and the led and the rich and the poor, in dealing with the maritime insecurity in Nigeria. When this is properly actualised, that is, when the factors and actors are complemented in keeping with their job duties, the maritime insecurity which has thwarted and checkmated various employment opportunities and caused economic quagmire in the nation will be put to rest.

The application of conversational philosophy in handling the maritime insecurity in Nigeria will go a long way in making the federal government or leaders who often feel that there is no need for inclusivity and complementarity to have a rethink. It will inculcate in them the spirit of togetherness which has a way of unification of praxis in understanding the common aphorism 'I am because you are, you are therefore I am'. When this becomes the case, government will provide jobs and a good number of people who are involved in terroristic activities due to lack of job opportunities and recognition in the country will turn over a new leave, and

canvass for peace and progress of the society. It is only in this mode of life that recognises the existence of different people and their different traditions and background for the benefit of humanity (Chimakonam 2017: 119), that the security challenges which we battle with today can be eradicated. More so, as conversational thinking provides enabling conditions for the attainment of sustainable- inclusive development going by the words of (Enyimba, 2019:12); it is a system of thinking that is capable of bringing together the required legislative and normative frameworks which are lacking in managing the affairs of the national maritime industry.

Conversational thinking, if prioritised, will serve as both responsive and preventive measures. Hence, its system formation is capable of assisting the government in providing sophisticated equipment and care in eradicating the ill-will activities in the marine environment. In other words, the piratic activities which we suffer today can be addressed following the dictates or principles of conversational philosophy, which include but are not limited to ontological thesis and principle of complementarity. It is the inability of the government to apply the above principles in the leadership of the nation, or harmonise the various existing variables that often push many people to illegal oil bunkery or oil theft, ocean-based terrorism, smuggling and sea piracy that have defaced the maritime industry in Nigeria. To enthrone peace in the maritime industry, the above mentioned principles of conversational philosophy/thinking ought to be applied by both leaders and followers in harnessing of variables and complementation of realities.

Conclusion

The maritime security challenges facing Nigeria and indeed Africa are rooted in bad governance. It is bad governance and unemployment that

trigger sea piracy, illegal oil bunkery, kidnapping and crude oil theft. In spite of the fact that most of the states in the Gulf of Guinea are richly blessed with energy resources, they are still engulfed in poverty, unemployment and economic marginalization. However, to restore sanity in the Nigerian maritime sector, the paper recommends thus: the need to prosecute maritime offenders accordingly or based on the offence(s) they committed, without fear or favor. Secondly, is the need to adhere to the preventive and responsive measures in handling maritime threats and attacks. When these measures are followed, the maritime security agencies will be guided in keeping with the appropriate requirements in fighting sea pirates and other related maritime terroristic gangs. It is in keeping with this reality that we maintained in the abstract that employment or engagement of Government Oweizide Ekpemupolo is not enough. As there is need to also understand both preventive and responsive measures and acquire sophisticated security equipment in dealing with the issue of maritime problems in Nigeria. Thirdly, is the need for strengthening of the legal and normative frameworks to retain the legislative and societal norms and values for honorable and permissible actions. These can be achieved through the method of conversationalism, a conversational order that yearns for interrelationship and interdependency between and among realities.

Sticking to the conversational method of thinking will provide enabling environment for capacity building and help the Nigeria leaders to undergo a pedagogical training in understanding the need to attend to the problems of the populace. Hence, to be is to be with others and not to be alone. The complementary relationship which conversationalism professes will create political and cultural linkages between Nigeria and other countries of the world. It will also boost and improve daily earning in

crude oil and other related maritime transactions. When all these are achieved, modern infrastructural security support provided and good governance enthroned or seen as being essential to accomplishing sustainable maritime security and economic growth in Nigeria, the numerous criminal or piratic activities in the maritime areas will be curbed and possibly eradicated.

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