

Piratical Challenges in the Nigeria Ocean Space: Implication for National Security

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Abstract: Piracy is an international crime, committed for pirate ends on the high seas or aircrafts. Recently, it has taken alarming dimensions in Africa – in Gulfs of Guinea and Eden. Within the Nigerian Ocean Space in the Gulf of Guinea, activities of pirates have worsened with serious threats on national security. Against this backdrop, this paper therefore investigates piratical challenges in the Nigeria ocean space: implication for national security. It specifically examined the extent of piracy related deaths in Nigeria per year and determined the extent of deaths resulting from violence or maritime piracy per coastal state in Nigeria. The study also explored extant literature on the nature of piracy in Nigeria; Piratical Challenges in Nigeria; Piratical Challenges: Nigeria - African experience and Piracy as Challenge to National Security. It argues as well as contends that cases of piracy are more prevalent in certain places of the world and in recent times, Nigeria has assumed a status of one of the dangerous areas in the world for sea piracy attacks. In the African contest, from 2007 onwards, the number of pirate attacks in Africa surpassed those in Asian waters. Attacks have been largely concentrated in waters off the coast of Somalia, Nigeria and Benin, but are not limited to those areas. The paper revealed that increased sea pirate attacks and illegal activities on Nigerian waters can be traced to underdevelopment and poverty in the Niger Delta area, underfunded law enforcement, legal and jurisdictional weakness, lack of legitimate employment, and in particular the observed corruption and dirty deals within the security apparatus. It is therefore imperative to strengthen national capacity to prevent and address maritime piracy and armed robbery against ships to sustain the reduced occurrence or the eradication of these crimes. Effort of coastal States should be supported by the regional and the international community to be effective on a global basis.

Keywords: Piracy, Maritime, Security, Ocean Space.

I. INTRODUCTION

Piracy has been described by Kerchove (1961) as robbery, murder, or forcible depredation on the high sea, without lawful authority, in the spirit and intention of universal hostility. He adds that piracy are done without authority from any sovereign state and under condition which make it unfair to hold any state responsible for their commission. The United Nations Convention on the Law of the Sea (UNCLOS) defines “piracy” as of any of the following acts: “(a) Any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed: (i) On the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft; (ii) Against a ship, aircraft, persons or property in a place outside the jurisdiction of any

State; (b) Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft; (c) Any act inciting or of intentionally facilitating an act described in subparagraph (a) or (b)” (Orji, 2013). The International Maritime Bureau (IMB) defines piracy and armed robbery against ship as “an act of boarding or attempting to board any ship with the apparent intent to commit theft or any other crime and with the apparent intent or capability to use force in the furtherance of that act”. The above definition according to Madsen (2013) involves actual or attempted attacks whether the ship is in port, at anchorage, or in the high sea. It was noted that the act of robbery at sea is the same in the process of the crime whether committed outside or inside the 12 nautical miles zone of a nations territorial waters, the exclusive economic zone and the internal waters, there exists important legal distinctions. Robbery at sea committed inside these waters is considered armed robbery against ship while only attacks committed outside of the territorial waters and outside the jurisdiction of a coastal state, i.e. in the high sea is considered piracy. It further defines piracy as any act of inciting or of intentionally facilitating an act aimed at forcefully boarding a ship with apparent intent to commit illegal acts of violence or detention, or any act of depression, committed for purposes of private ends by the crew or passengers of a pirate boat or aircraft in the high seas. The above definitions hold distinction between piracy and armed robbery at sea, particularly when considering the legal structure governing the crime itself and the institutions implicated in response to such crime in varied geographical locations (Madsen, 2013). Dogarawa (2013) posits that piracy involves attacks leading to loss of valuables, killing, injury and disappearance of the ship and/or crew. It is a universal hostility because the act generally affects ships of nations other than where the attacks take place. It is also a universal hostility because the cargoes involved usually belongs to different nations or businesses of different countries and crews of different nationalities. However, cases of piracy are more prevalent in certain places of the world and in recent times, Nigeria has assumed a status of one of the dangerous areas in the world for piracy attacks.

Statement of the Problem

This study was necessitated by the rising piratical challenges and security concern within the Nigeria Ocean Space. The apparent growing importance of West African piracy is distorted by an overall decrease in universal piracy. Fattah (undated) noted that on the other side Piracy in the Gulf of

Aden has broken down since a peak of 237 incidents in 2011, to just 15 attacks in 2014 and only 3 attacks in 2015 also 3 attacks in the first half of 2016, that represent the lowest percent of attacks globally which ensured that the piracy moved actually from east to west of Africa (IMB, 2016). Therefore, there have been greater mitigations of Somali piracy, prompting numbers relating to Somalia piracy to decrease. This has been due to the use of vessel protection detachments, as well as foreign naval forces intervention. However, as the focus has been on Somali piracy, there has been an increase in Gulf of Guinea piracy, escalating from armed robberies to violent hijackings, causing alarm to maritime stakeholders (Ofosu-Boateng, 2017; Onuoha, 2012). The persistent reoccurrence of piratical attacks have created a deep seated concern about the level commitment of both the international and regional forces in fighting piracy in the area. Moreover, there is only moderate information regarding the causes, particularly in relation to economic origin. For example, maritime transport costs have been significantly influenced by piracy. Moreover, the relationship between modern maritime piracy and maritime transport costs could be impactful to the global economy, which is evident through the increased trade costs that have occurred between Asia and Europe. Prior to the end of 2010, over 18 nations were directly influenced by piracy, due to hostage situations of 600 mariners and international piracy with total cost between USD 7 to 12 billion annually (Ofosu-Boateng, 2017; Onuoha, 2012). This has consequently made piracy in the Gulf of Guinea a global concern.

Mansaray (2017) stated that piracy in the Gulf of Guinea has disrupted shipping lanes, affected international trade, and endangered the lives of seafarers. Pirates have threatened the activities of fishermen, the oil trade, mineral exploration, and the shipment of goods. They have also intensified their activities and networks beyond the borders of the continent. The effect of their illicit trade or activities on any one country resonates across other countries in the region, thus the impact of their illegal acts of violence, detention, or any act of voluntary participation in the operation of a ship on the maritime security in the region could be ascertained, coupled with the perceived low capacity and negligence on the part of security apparatus in the region to combat piracy in the region. These therefore create a literature gap to be filled and thus warrant an empirical probe to examine piratical challenges in the Nigeria ocean space: implication for national security. With the foregoing in mind, the following research questions have been posed, aimed at guiding the research:

- i. What is the extent of piracy related deaths in Nigeria per year?
- ii. What is the extent of deaths resulting from violence or maritime piracy per coastal state in Nigeria?

Objectives of the Study

The broad objective of this study is to examine piratical challenges in the Nigeria ocean space: implication for national security. The specific objectives are:

- i. To ascertain the extent of piracy related deaths in Nigeria per year?
- ii. To determine the extent of deaths resulting from violence or maritime piracy per coastal state in Nigeria?

Significance of the Study

The study has both theoretical and empirical significance. Theoretically, the study will make a critical contribution to the volume of existing literature in the area of piratical challenges in the Nigeria ocean space. It will make contributions in the area of national security, in particular, and maritime policy in general Nigeria. Again, the study will contribute academically in area of sea piracy and its challenges particularly in the Nigerian territorial waters, Africa and the world, in general. Academics, scholars and researchers in the above mentioned areas will find the work useful.

Policy wise, the study will be of immense benefits to Federal Government of Nigeria and Nigerian Navy on how to check sea piracy in the Nigerian territorial waters and enable Nigeria to enjoy the benefits of enormous mineral and marine resources such as oil, diamond, gold, fishes and others available within her territorial waters. Moreover, the study will be of empirical significance to the coastal communities in the Niger-Delta Region of Nigeria.

Scope of the Study

The scope of the study is broadly the Gulf of Guinea. However, the focus of the study is to examine the piratical challenges in the Nigeria ocean space. It will specifically ascertain the extent of piracy related deaths in Nigeria per year and also determine the extent of deaths resulting from violence or maritime piracy per coastal state in Nigeria. Activities of sea pirates have constituted serious challenges in Nigeria territorial waters and had affected her economically, politically and otherwise. Offering suggestions that may lead to enduring solutions is, within the purview of this study.

Limitations of the Study

The present research effort was not without some constraints. The study was limited to the Nigeria territorial waters. There are other standpoints and varying literary perspectives to study area but the focus of this study is to examine the challenges in the Nigeria ocean space: implication for national security. Some of the problems encountered include the challenges of data collection. This is because there is inconsistency in the reports of various agencies and researchers as it affects the activities of pirates in Nigeria. Other challenges include transportation challenges from commercial commuters as a result of moving from one maritime agency (in Lagos, Warri and Port-Harcourt) to the other in an effort to obtain the needed and necessary information for the study. Another challenge is the poor documentation of the number of piratical attacks in the Nigeria Ocean Space and difficulty in availing the researcher

with needed documents by officials of some the maritime agencies, which would have improved the quality of the work. In spite of the identified limitations, the researcher finally obtained the information that aided the completion of the study.

II. THEORETICAL REVIEW

Piratical Challenges in Nigeria

Extant literature is replete with litany of piratical challenges in the global ocean space of which Nigeria is part of. According to Randrianantenaina (2013), in the actual globalized world, the security of the oceans is paramount for the humanity. Indeed, oceans are not the only platform on which piracy is performed, but it is significant because of the role it plays in the transportation of goods. The transport of 90% of goods that sustains the world economy is carried out on oceans and they provide resources of various sorts (Living and non-living) that supports the livelihood of people on land today and for the future generation. Several activities that guarantee life on land are performed at sea. Hence, order and security at sea, considered as indirect wealth generator and enabler is one of the core pillars for oceans sustainable wealth generation (Baillet, Crickard & Herbert, 1999). Unfortunately, order and security at sea have been threatened by illegal and criminal activities among which have belonged to for century's maritime piracy and armed robbery against ships. In fact, maritime piracy and armed robbery against ships can be considered as a plague that has affected the maritime domain since seaborne trade occurred in the history of mankind. Their occurrence has been up and down in switchback depending on the era and the region (Baillet, Crickard & Herbert, 1999). Maritime piracy and armed robbery against ships have thrived and regained its status as amongst the number one threats and contemporary challenges of the international community and coastal States since few decades. Their occurrence varies slightly from a region to another but their impacts are national, regional and global. At some stage, each and everyone bears the consequences of their outbreak in a close or remote manner if they are not prevented or combated. According to Hirs (2012), 'pirates are not fish; they don't live in the sea, they live in the cities. This statement seems to indicate that maritime piracy and armed robbery against ships problems are primarily a land problem and should be solved on land before solving it at sea. Being a land problem, it should be then solved firstly by the State to which the land and the perpetrators belong to. In other words, it is first and foremost a national problem before being an international one. Therefore it is important to strengthen national capacity to prevent and address maritime piracy and armed robbery against ships to sustain the reduced occurrence or the eradication of these crimes. Nevertheless, the effort of coastal States should be supported by the regional and the international community to be effective on a global basis. Stressing on prevention and capacity building on a national level will diminish the regional and the international

community forefront active role which should be the last resort when things go wrong and are out of hand at State level.

Dogarawa (2013) and Mitchell (2004) opined that piracy worldwide is declining, but it is not likely to be totally eradicated. Conversely, piracy in Nigeria is on the increase partly because the matter has been politicised through the support of some international communities that benefits from the crime. This has made the challenges of piracy in Nigeria to require both short and long term measures to address them. Some of the challenges are as follows:

- 1) Losses due to piracy are very difficult to assess in monetary terms; some of the losses, such as the death of an experienced master mariner as a result of successful piracy attack, can only be replaced after a very long time.
- 2) Difficulties in distinguishing fishermen who carry out genuine trade on the high seas and criminals who stay afloat to monitor ships' movements in order to gauge best time to attack.
- 3) How to reduce the losses by ship owners as a result of piracy attacks especially when it involves cargo theft in the face of globalisation by which the business of government is supposedly limited to facilitate shipping activities through regulatory framework and not to distort market forces through the provision subsidy.
- 4) There is the task of rehabilitating youths who have been recruited into criminal cartels and have been exposed to getting their income through violent means. Most of the youths were drop-out from schools whose parents may be poor and had grown up in society without moral parental background. Pirates readily accepted outcasts from traditional societies, perhaps easily recognizing kindred spirits, and they were known to welcome them into the pirate fold. Such practices within a pirate crew were tenuous, however, and did little to mitigate the brutality of the pirate's way of life.
- 5) There is again the problem of correcting perceived neglect of the Niger Delta region by the federal government. People in the area hardly asked their leaders questions on what they do with the money they received through monthly federal allocation. The federal government alleges that Niger Delta leaders divert monies meant for development purpose and then set the people against it. Indeed, people in the region believed that other Nigerians are mere parasites who reap where they did not sow; referring to the oil income that goes into the federation account that is shared between the three tiers of governments in the country.
- 6) Another challenge is how to stop illegal oil bunkering in the Niger delta area. Activities of the pirates have already drawn illegal oil buyers and armed traders to the Gulf of Guinea coast off Nigeria which avails crude from pipelines of multinationals.

- 7) Although riverine communities are generally into fishing, boat construction and boat operation businesses, some of the people are also into crop and other forms of farming. However, farming is increasing becoming difficult because of oil pollution in the area which even makes potable water for drinking and domestic use scarcer.

Furthermore, the piratical challenges in Nigeria is becoming more traumatic and constricting because of the perceived weakness of the government in tackling the conundrum. Previous study has established the relative weakness of government to address the causes of violence in Nigeria (Jimoh 2013). This is on account of factors such as corruption, underfunded law enforcement, legal and jurisdictional weakness, lack of legitimate employment, and weak security apparatus. Extensive studies have also been conducted to analyse IMB data on maritime piracy showing the nature of violent attacks, including killings; however, the problem of definition has had an overarching effect on the results (Murphy 2008; Jimoh 2013). Gasu (2011) noted that at the onset of the 21st Century, barely a decade after a wave of violent conflicts swept across the West Africa, offshore discoveries of petrochemical resources along the Gulf of Guinea have added a new twist to the sub-regions' security concerns. West Africa states have traditionally been defined as weak states and security complexes, mainly as a result of the heterogeneity of their people and the attendant ethnocentrism, perennial political instabilities, underdevelopment and poverty, as well as their susceptibility to land-based internal sources of threats. Security in the sub-region is thus, conceptualized principally in land-centred terms. Contemporary deteriorating maritime security conditions along the Gulf of Guinea have engendered a paradigmatic shift in the conceptualisation of threats to the sub-region that is gaining a great (geo) strategic and political economic interest. According to Gasu (2011), an array of maritime threats such as piracy and sea-based armed robbery, arms trafficking, human and trafficking, illegal fishing, and dumping of toxic wastes and pollution of the sea, as well as, emerging maritime terrorism threaten to undermine maritime livelihood, travel, trade, and exploitation of resources of the region. The phenomena and dynamics of these maritime threats bring to the fore the currency that non-state actors and organised crime have gained in today's world of globalization, and international political economy, especially in terms of transnational security threats.

The maritime security threat and the Maritime Piracy has been a centuries old profession that has posed challenges for mariners as long as ships have gone to sea. This menace was a security challenge which confronted most European Sea faring Nations. At the turn of the 18th Century, the Royal Navy was primarily responsible for using force to suppress piracy. British naval and cruising areas gradually covered the shipping zones of the world and made possible the Pax Britanica (International Maritime Bureau, 2009; Gasu, 2011). Given these successes against piracy, some thought that piracy

had been destroyed for good. By the 20th Century piracy had been outlawed by the world community. However, piracy never entirely disappeared; it persisted at a low intensity level. From the last quarter of the 20th century to date, the piracy menace has turned out far worse than even the most pessimistic observer could have predicted. Throughout the 1990s and especially after the end of the Cold War, piracy attacks increased spectacularly. Reports of piracy attacks increased dramatically during the period 1991 – 2001. 335 cases were reported in 2001 alone with a majority of about ninety percent of the cases occurring in Asia (Swift, 2009).

In recent years, from 2007 onwards, the number of pirate attacks in Africa surpassed those in Asian waters. Attacks have been largely concentrated in waters off the coast of Somalia, Nigeria and Benin, but are not limited to those areas. The Gulf of Guinea especially water's between Nigeria and Ghana are becoming notorious seaways of growing maritime insecurity. On 24th September, 2011 pirates attacked and attempted to divert a tanker MT NEW RANGER off the coast of Nigeria to Cotonou (Benin). On the 26th September, 2011 another pirate attack was reported off the coast of Togo on Merchant Vessel MT MATTEOS I. The vessel was later released and arrived at Tema Port on 27th September, 2011. Between September and October 2011, the rate of pirate attacks reported in the waters between Nigeria and Ghana was very alarming. The potential economic and social consequences of the piracy threats to the Gulf of Guinea could reverse the gains the sub-region has chalked if the threats persist or are allowed to worsen. They could ultimately undermine the political stability and economic development of the region. Piracy against ships presents a serious threat to the lives of seafarers, the safety of navigation, the maritime environment, the security of coastal states, and the right of innocent passage in areas under the sovereignty of a coastal state. In this regard, increased insurance cost of shipping or even outright boycott of some West African ports by shipping lines cannot be ruled out (Gasu, 2011). This scenario is already envisaged in the Niger Delta where as a result of insecurity, the cost of development projects are almost double of what obtains for projects of similar quality internationally. It is reported that, Gulf of Guinea countries are estimated to lose 55 Million Barrels of Oil worth over US\$1 Billion annually to smuggling. Maritime insecurity is therefore a great concern in West Africa, especially in Nigeria (Gasu, 2011).

Piratical Challenges: Nigeria - African experience

The upsurge of pirate's activities and attacks on African waters is now a subject of serious concern to member states and indeed the international community at large. According to Frank (2014), piracy on African water ways revolve round three main regions; thus, the Somali coast/the Gulf of Aden along the East African Coast; Nigeria's territorial waters in West Africa; and the Mozambique Channel/Cape sea route in Southern Africa. However, emphasis is on the Nigeria territorial waters. 75,000-ton tanker, Kerala vessel vanished off the coast of Angola. A

sophisticated pirate gang hijacked the Greek-owned vessel, disabling its identifications system and communication equipment, and painting over its identifying markers. More than a week later and 1,300 miles away, the hijackers released Kerala off the coast of Nigeria, after offloading 12,270 tons of its diesel cargo to other ships. The Kerala hijacking marks the southernmost expansion of Nigeria's pirate gangs, but represents only one subset of piracy in the Gulf of Guinea. These Nigeria-based criminal enterprise is highly organized and intelligence driven, allegedly with the involvement of high-powered political, business, and military syndicates (Frank, 2014; Brigder (2014). As Brigder (2014) noted that a suspected hijacker captured near Lagos coast stated thus: We do not work in isolation. We have a network of ministry workers. What they do is to give us information on the location and content of the vessels to be hijacked. Once we complete the assignment, we would inform the point men who thereafter, contact the cabal that takes charge of the hijacked vessels. We usually meet at a designated point on the high sea, from where they would offload the contents from the hijacked vessels and thereafter, deposit them in various oil facilities for distribution by oil marketers.

The geographic scope and nature of this particular crime underscores the expansive multinational network and the activities of informants in relations to other pirate syndicates. Nigeria produces about 2 million barrels of oil per day, but has the capacity to refine less than 50% of her crude. Hence, crude oil is exported to foreign refineries and then returns back into Nigeria and sold at government subsidized rates, a process that provides ample opportunity for corruption, theft, and piracy of all sorts. The pirate's hunting ground are the dense backlog of tankers waiting at anchorage across the region territorial waters; products are of a peculiar market, thus the pervasive acceptance of black market petroleum from illegal refineries onshore/ offshore, or illicit ship-to-ship transfers enables stolen cargos to be quickly flipped (Frank, 2014; Brigder (2014).

Similarly, according to Ocean Beyond Piracy OBP reports (2013) a Singaporean-flagged oil tanker, Abu Dhabi Star, was hijacked off the coast of Lagos, Nigeria September 13, 2012. They broke glass windows to access a bridge into the 183m (600-ft) long vessel. The pirates fled as soon as they realized a Nigerian naval ship was approaching. It is suspected that although the pirates fled, they may have attempted to siphon off the gas from the ship. In October 15, 2012; A Luxembourgish-flagged anchor handling vessel named Bourbon Liberty 249, was hijacked off the coast of Nigeria. In December 23, 2012; an Italian-registered ship was hijacked by seven Nigerian pirates, off the coast of the state of Bayelsa. A Panamanian-flagged vessel, owned by the Ivory Coast Company, Koda Maritime was hijacked while transferring 5,000 tons of oil near Abidjan. February 3, 2013: A Luxembourg-flagged oil tanker, Gascogne owned by France was hijacked approximately 70 nautical miles south of the port city of Abidjan. February 4, 2013: A Marshall Islands-flagged chemical tanker, Pyxis Delta owned by the

United Arab Emirates (UAE), was hijacked off the coast of Nigeria. A UK-flagged cargo ship, Ester C, owned by the Isle of Wight-based Carisbrooke Shipping was hijacked by pirates between the Cameroonian port of Douala and the port of Malabo in Equatorial Guinea. April 16, 2013: A Greek-flagged crude oil carrier, Cap Theodora, was attacked by pirates, 36 nautical miles off the coast of Principe Island, Gulf of Guinea.

The ship thwarted the attack by increasing its speed and performing evasive manoeuvres. April 25, 2013 A Liberian-flagged container ship, Hansa Marburg, owned by Hamburg-based shipping firm Leonhard and Blumberg was hijacked 130 nautical miles off the coast of Equatorial Guinea; May, 13 2013. The Nigerian-flagged oil products tanker, Matrix, was hijacked approximately nautical mile off the coast of Bayelsa, these attacks had been aimed at oil tankers, cargo vessels, fishing trawlers, and speed boats conveying passengers from one destination to another. On July 24, an Italian-owned tanker with 108,958 weight, and 23 crew members on board was hijacked by sea pirates off the coast of Benin, just outside the Nigerian waters. In the first week of November 2013, gunmen boarded MT Halifax, an oil tanker, which anchored off the coast of Port Harcourt. The pirates hijacked the ship and sailed off into the waters of the Gulf of Guinea with the crew until the crude oil in the ship was offloaded (Frank, 2014; Brigder (2014). Thus, sea pirates are responsible for drug/human trafficking, arms smuggling, dumping of toxic waste, illegal bunkering, illegal fishing and terrorism (Fisher, 2014). Fisher (2014) further asserted that: Unless it is tackled quickly and effectively, piracy could do serious damage to Nigeria's oil and gas industry, slowing development for years to come. Mr Westland said At about 1am, I was awoken by banging, crashing and shouting. I was very scared. I locked my door and hid in the en suite toilet. Moments later, I heard loud crashing on my cabin door and then I saw sledgehammers coming through the toilet door. I wanted to avoid injury so I opened the door and was confronted by six pirates with masks, machine-guns and shotguns. Mr Westland was forced to lie flat in one of the motorboats as the pirates ransacked the vessel, stealing televisions, phones, laptops, music players, food and drinks. The attackers failed to scramble aboard the second vessel so instead headed towards the Lady Swathin, where again they seized money, mobile phones and laptops. Shots were fired during the raids, but no one was injured.

Piracy as Challenge to National Security

The inclusion of the Nigerian maritime environment in the piracy hotlist has attracted the interest of researchers, security stakeholders and policy makers into the impact of maritime piracy on the nation's security (Udensi, Etu & Chieke, 2014). As cited by Udensi, Etu & Chieke (2014), maritime piracy has been identified by the international security bodies as one of the major threats, not only to Nigeria national security, but to the international peace (IMB, 2009). For a long time, pirates operating in different parts of the

globe have held the world shipping community hostage, threatened the economies of many countries, and relegate efforts to protect lives and citizens by many countries fruitless. This resulted to the International Maritime Bureau (IMB), raising alarm to all maritime nations to take drastic actions against the menace. It was one call that the world responded to, including Nigeria and the rest of West African states which early this year were classified as dangerous as Somalia where pirates have made sailing unsafe for ship owners and crew on board (Onuoha, 2012). Corruption constitutes a threat to national security when the actions and/or inactions of certain individuals or organizations, particularly security personnel, are oriented towards the satisfaction of personal gains in a way that subverts or undermines the integrity and effectiveness of persons, institutions or authorities charged with the responsibilities of protecting lives, property or assets within or belonging to the country (Onuoha, 2012). Hence, for effective administration of security expectations in Nigerian waterways; security policies and administration must not be compromised.

The security gap explains that when the security agencies aids criminal activities by either providing them with weapons or giving them access to security and intelligence information, it leads to crime considering maritime piracy. Thus, the security of the nation is jeopardized. Marc-Antoine (1998) and Udensi, Etu and Chieke (2014) also reported that it is on record that the navy is extremely corrupt. It got involved in the illegal drug trade as soon as the 1980s, first in India, then in Freeport of Monrovia when the Nigerian army led the ECOMOG in the war-torn Liberia in the 1990s. Ten years later, the navy was very active in bunkering. Its implication was so visible that in 2004, the Nigeria government had to dismiss two rear admirals who were involved in the disappearance from navy custody in Warri of a Russian tanker full of stolen crude oil. Today, insiders in the navy, customs and port Authorities still inform pirates and militants on the location of boats and the value of their cargo. Thus, if concerted efforts are not directed at curbing corruption, it will eat deep into the fabrics and rubrics of the nation's institutions and systems, subjecting its security to such a porosity (that tiny don't describe), allowing piracy in our waterways, a free-flow such that the Nigerian maritime will not only be in the list of IMB's hotspot, become a "no pass", but also threatens lives and property thereby negating what national security constitutes (Udensi, Etu & Chieke, 2014). Security for a nation is its ability to feel secured against threats that could undermine its stability or threaten its survival (Iheme, 2007; Gilpin, 2007). It is the basic requirement for survival as an independent nation-state in international politics. During the nuclear age, security policies focused on the physical survival of the state (Groove, 1990). It was assumed that security policies were anchored in rational assessments by knowledgeable analysts and that clearly defined threats could be identified and appropriate strategies developed to counter them. In conventional security thinking, a state's military power is measured against the power of other nation-states.

The net assessment helps to determine the minimum military power a nation-state needs to deter a hostile attack, or at least to defend itself (second strike capability). Nation-states with enough resources focus on measures to attain a military balance of power with their rivals (Iheme, 2007). Presently, there is growing concern that the vast resources and potential in the Gulf of Guinea subregion are undermined by multifaceted domestic, sub-regional and international threats and vulnerabilities. It appears that rather than contributing to member states' stability and economic prosperity, the resources are almost a curse (Iheme, 2007; Gilpin, 2007).

Resource abundant economies have not had appreciable growth rate, but rather the reverse. None of the sub-region countries has experienced rapid economic growth since oil and other resources were discovered. Analysts attribute this to political and socioeconomic problems including bad governance, corruption, lack of economic diversity, militants youth activities, piracy, poaching and terrorism. The pervasive insecurity tends to make the sub-region look like an investor unfriendly environment, which in turn leads to huge financial losses. Experts believe this contributes significantly to the sub-region's constrained investment and economic prospects (Ghosh, 2004). Piracy is a universal hostility that leads to loss of valuables including the lives of crew members, ships, monies, supplies and cargoes. Piracy is an international crime without universally acceptable ways to control it. Piracy and armed robbery at sea increase and decrease in opposite directions when there is more or less government control measures respectively (Dogarawa, 2013). According to Dogarawa (2013), the challenge of piracy in Nigeria includes ensuring that all ships within the country's territorial waters are duly registered and the rehabilitation of youths that were abandoned political touts who turned into piracy as a means of livelihood and the provision of adequate resources for constant sea patrol. Sustainable administration of piracy in Nigeria can be achieved through moral suasion, encouragement of piracy control volunteers, continuous safety and security training for crew and port officials as well as the introduction of check-points for all ships within the nation territorial waters.

III. METHODOLOGY

This section presents the methodology used in this study under the following subheadings: research design, area of the study, data collection, data collection instrument, validation of instrument, and reliability of the instrument, and method of data analysis.

Research Design

This study adopts a longitudinal survey design. Longitudinal design falls within the larger Research Design. It is a research that is repeated with the same sample over two or more time intervals. Studies using panels of participants are longitudinal study. The purpose of a longitudinal study is to identify and measure change in subject's responses. (Mc

Nabb, 2008). In longitudinal research, data are collected on the same phenomenon at different points in time.

Applied to the study, piratical challenges in the Nigeria ocean space: implication for national security is being investigated. Collection of data for a study that spans over a period of about 16 years will be done at different points in time. Moreover, a single phenomenon, piratical challenges, as affects maritime security is being studied for a period that spans about 16 years and for an area Nigeria, covering a number of states. The questions asked are to elicit responses that will answer the research questions and address the objectives of the research. This study aims to examine the piratical challenges in the Nigeria ocean space: implication for national security.

Area of Study

The area of this study is Nigeria. Nigeria is a country in West Africa. Nigeria shares land borders with the Republic of Benin in the west, Chad and Cameroon in the east, and Niger in the north. Its coast lies on the Gulf of Guinea in the south and it borders Lake Chad to the northeast. Noted geographical features in Nigeria include the Adamawa highlands, Mambilla Plateau, Jos Plateau, Obudu Plateau, the Niger River, River Benue and Niger Delta. Nigeria is found in the Tropics, where the climate is seasonally damp and very humid. Nigeria is affected by four climate types; these climate types are distinguishable, as one moves from the southern part of Nigeria to the northern part of Nigeria through Nigeria's middle belt (Wikimedia, 2019). Nigeria, located on the coastline corridors of the Gulf of Guinea and the Bight of Benin, is blessed with a natural maritime endowment base comprising a coastline of over 850kms, an exclusive economic zone of over 200 nautical miles, a vast inland waterways resource estimated at nearly 4,000kms, capable of supporting a vibrant intra-regional trade. With Nigeria's total annual freight cost, estimated at between \$5 billion and \$6 billion annually, there is no doubt that shipping is of great importance to the Nigerian economy (NIMASA, 2018).

Data Collection

The researcher explored mainly the secondary sources of data. The secondary data were obtained from relevant institutions and journal articles, internet sources and government gazettes.

Method of Data Analysis

Data collected were analyzed using descriptive statistics (Frequency tables).

IV. DATA PRESENTATION AND ANALYSIS

Piracy Related Deaths in Nigeria per Year

Maritime piracy is a serious issue, attracting a wide range of concerns and clarifications (Murphy 2008; Pérouse de Montclos 2012; Jimoh 2013; Okoronkwo, Okpara & Onyinyechi 2014). In the past decade, researchers, policy makers, and the media have shown more interest in the

economic, political, and security implications of the phenomenon than in the fatalities associated with it. For example, the Nigeria Watch (NW) dataset recorded 18,009 fatalities caused by violence in Nigeria's coastal states from 2006 to 2014. During the same period, the International Maritime Bureau (IMB) dataset reported less than 20 deaths resulting directly from piracy attacks; however, the IMB does not record all fatal incidents at sea, near the shore, and in the creeks of the Niger Delta, such as gun attacks on oil offshore services and facilities, clashes among youth cult groups, and militant engagements with naval forces (Jimoh, 2015). According to Jimoh (2015), there is indeed a link between onshore and offshore violence. The spatial distribution of fatalities confirms it. Hence coastal local governments in Lagos State—namely, Apapa, Badagry, and Eti-Osa—accounted for the highest number of offshore deaths, according to Nigeria Watch (NW), among coastal states in Nigeria during the period 2006–2014. As for the International Maritime Bureau (IMB) data, it also shows that most piracy attacks occurred in locations around Lagos, especially at Apapa Port.

Factors responsible for piratical challenges in Nigeria was collaborated by Orji (2013). He noted that a major factor that is responsible for increased pirate attacks and illegal activities on Nigerian waters can be traced to underdevelopment and poverty in the Niger Delta area. The failure of successive regimes to timely address underdevelopment, poverty and environmental degradation in the Niger Delta enabled the emergence of several ethnic militant groups as self help mechanisms for environmental and political agitation and also for more a equitable distribution of Nigeria's oil revenues in favour of the oil producing areas. However, to a great extent, the objectives of these militant groups have been eroded by corruption and greed. Militant groups now engage in organized criminal activities that cause maritime insecurity such as pirate attacks, armed robbery, hostage taking, armed extortion of vessels, oil bunkering and oil theft (Inuwa, 2010). These groups easily recruit youths due to massive unemployment and the poor social economic situation in Nigeria. It is noted that these militant groups are usually backed by powerful politicians, government officials and members of the armed forces to engage in the theft of crude oil (Courson, 200). Consequently, the government appears to lack the political will to tackle acts of maritime insecurity where such will affect the vested interests of these organized criminal groups. Another major factor that is responsible for piracy and illegal activities on Nigerian waters is that the Nigerian Navy lacks the capacity to provide an effective and credible deterrent for such acts. It is noted that this lack of capacity is linked to lack of planned and preventive maintenance, lack of equipments and spare parts, lack of adequate training (such as coxswain and seamanship skills), lack of fuel, poor maintenance of weapon systems and poor supply of ammunition (Nodland, 2010). This state of affairs has also been linked to the overwhelming neglect of maritime security forces in terms of funding and personnel strength

when compared to land-based forces. For example, a research published in 2010 revealed that the Nigerian Army has about 62,000 soldiers, while the Nigerian Navy has about 8,000 soldiers (Mugridge, 2010). Another notable factor is that the law enforcement and justice systems are very weak in Nigeria as there has not been any remarkable effort to investigate or prosecute individuals suspected of taking part in or sponsoring acts of piracy and other illegal activities on Nigerian waters. This appears to have encouraged organized criminal groups to continue their activities with impunity. Jimoh (2015) documented and compared the reports of NW and the IMB datasets on the Number of piracy deaths per year in Nigeria resulting from violence or maritime piracy per coastal state in Nigeria from 2006 –2014.

Table 1: Number of piracy deaths per year in Nigeria: a comparison between the NW and the IMB datasets

Year	Total number of Piracy deaths Offshore (NW)	Total Number of Piracy Deaths Offshore (IMB)
2006	7	1
2007	30	1
2008	7	0
2009	4	0
2010	4	0
2011	0	0
2012	5	4
2013	12	1
2014	3	0

As shown in table 1, violence caused 18,009 deaths in Nigerian coastal states from 1 June 2006 to 30 May 2014. Maritime piracy accounted for 187 deaths (1 per cent of the total). The IMB dataset reported less than 20 deaths resulting from maritime piracy during the same period. Jimoh (2015) posited that NIMASA published no statistics. In fact, it relies on the IMB data for safety planning and analysis. However, using such statistics underestimates the seriousness of lethal violence in the maritime domain.

Deaths Resulting from Violence or Maritime Piracy per Coastal State in Nigeria

Table 2: Number of deaths resulting from violence or maritime piracy per coastal state in Nigeria according to NW (2006–2014)

Year	Total Number of Deaths (All causes of violence)	
Akwa Ibom	597	13
Bayelsa	1161	60
Cross River	1062	21
Delta	3314	25
Lagos	6152	25
Ogun	1857	2

Ondo	902	1
Rivers	2964	40
Total	18,009	187

Table 2 shows that the most populated state in Nigeria- Lagos, records the highest number of fatalities, followed by Delta and Rivers states respectively. But when only piracy deaths are considered, Bayelsa State tops the list, followed by Rivers.

V. CONCLUSION

In the final analysis, it is evident that increased pirate attacks and illegal activities on Nigerian waters can be traced to underdevelopment and poverty in the Niger Delta area, corruption, underfunded law enforcement, legal and jurisdictional weakness, lack of legitimate employment, and weak security apparatus. A major setback in the fight against piracy is the observed corruption and dirty deals within the security apparatus. Jimoh (2015) and (Onuoha 2012) posits that the security personnel that are supposed to protect the vessels expose vessels to attacks and render onboard guards ineffective through a deliberate laxity in naval surveillance and sometimes direct involvement of security personnel in violent crime. The Nigeria military, in particular, has a record of shady deals with militants to share the booty. Nonetheless, officers who sold weapons to the MEND were released and even promoted, according to a leaked Military Intelligence Investigation Report (MIIR) of November 2007 (Sahara Reporters 2010). Jimoh (2015) stated that although pirates are always armed during operations, they may not see the need to kill victims if the pirates cooperate with the security agents who are supposed to deter them. Aware that they may not get compensation and legal remedy, shipping companies and oil multinationals prefer to pay ransoms to pirates, without much resistance. This is also why the threat remains prevalent. It is therefore imperative that to strengthen national capacity to prevent and address maritime piracy and armed robbery against ships to sustain the reduced occurrence or the eradication of these crimes. Effort of coastal States should be supported by the regional and the international community to be effective on a global basis.

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