MARITIME PIRACY AND SOCIO-ECONOMIC LIFE OF THE PEOPLE IN BOSASO, PUNTLAND, SOMALIA

BY

MOHAMUD ABDIRAHAMAN JAMA

REG NO: MIR/40043/131/DF

A THESIS REPORT PRESENTED TO THE COLLEGE OF HIGHER DEGREES AND RESEARCH IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR THE AWARD OF A MASTERS DEGREE IN INTERNATIONAL RELATIONS AND DIPLOMATIC STUDIES OF KAMPALA INTERNATIONAL UNIVERSITY

JULY, 2015
DECLARATION

I Mohamud Abdirahaman Jama declare that this thesis report is my personal work, and has never been submitted to any other institution of higher learning for the award of any qualification.

Sign: ..............................................................

Mohamud Abdirahaman Jama

Date: 06/11/2015
APPROVAL

This thesis report has been done under my supervision for the award of a Masters’ of International Relations.

Name: Dr. Ongodia A. Ekomolot

Sign: [Signature]

SUPERVISOR

Date: 24 November 2015
ACKNOWLEDGMENT

I wish to acknowledge and be grateful to Allah for enabling me to reach this point in my academic life and I am so thankful for His unconditional protection. Secondly, I wish to give thanks to my supervisor Dr. Ongodia A. Ekolot who assisted me with important guidance towards completing this report. I am also grateful to Kampala International University Hearing and Defending workshops for providing me with the conceptual means to complete this project. Thirdly, I equally express my utmost gratitude to the respondents at the various respondents who afforded to spare time to complete the questionnaire and also to sit for the interviews. Fourth acknowledgement goes to my research assistants who devoted their time and energy towards the accomplishment of this research project. The moral support that they gave me too was overwhelming and came in handy at times when I was being challenged by various issues in the field. And finally, thanks to my family, tutors and numerous friends who provided me with consolidated support vital for the success of this project.
# TABLE OF CONTENTS

DECLARATION .................................................................................................. II

APPROVAL .................................................................................................. III

TABLE OF CONTENTS ................................................................................. V

LIST OF TABLES ........................................................................................ VII

LIST OF FIGURES ......................................................................................... VIII

LIST OF ACRONYMS .................................................................................. IX

CHAPTER ONE: INTRODUCTION ..................................................................... 1

1.0 INTRODUCTION .................................................................................. 1

1.1 BACKGROUND OF THE STUDY ......................................................... 1

1.2 STATEMENT OF THE PROBLEM ....................................................... 7

1.3 PURPOSE OF THE STUDY .................................................................. 8

1.4 RESEARCH OBJECTIVES .................................................................. 8

1.5 RESEARCH QUESTIONS .................................................................. 8

1.6 HYPOTHESES .................................................................................. 9

1.7 SCOPE .............................................................................................. 9

1.8 SIGNIFICANCE OF THE STUDY ....................................................... 10

1.9 OPERATIONAL DEFINITIONS .......................................................... 10

1.10 ORGANIZATION OF THE DISSERTATION ....................................... 11

CHAPTER TWO: LITERATURE REVIEW .................................................. 12

2.0 INTRODUCTION .................................................................................. 12

2.1 THEORETICAL REVIEW ................................................................... 12

2.2 CONCEPTUAL FRAMEWORK ........................................................... 14

2.3 RELATED STUDIES .......................................................................... 14

2.4 SUMMARY OF RESEARCH GAPS ................................................... 23

CHAPTER THREE: METHODOLOGY ....................................................... 24

3.0 INTRODUCTION ................................................................................. 24

3.1 RESEARCH DESIGN ......................................................................... 24

3.2 RESEARCH POPULATION ................................................................ 24

3.3 SAMPLE SIZE ................................................................................ 24
# List of Tables

<table>
<thead>
<tr>
<th>Table</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>Population and Sample Size Summary</td>
<td>25</td>
</tr>
<tr>
<td>4.1</td>
<td>Demographic Characteristics of Respondents</td>
<td>31</td>
</tr>
<tr>
<td>4.2</td>
<td>Descriptive Statistics on Subsistence Piracy</td>
<td>35</td>
</tr>
<tr>
<td>4.3</td>
<td>Descriptive Statistics on Territorial Piracy</td>
<td>36</td>
</tr>
<tr>
<td>4.4</td>
<td>Descriptive Statistics on Organized Piracy</td>
<td>37</td>
</tr>
<tr>
<td>4.5</td>
<td>Descriptive Statistics on Tourism</td>
<td>40</td>
</tr>
<tr>
<td>4.6</td>
<td>Descriptive Statistics on Business Prospects</td>
<td>41</td>
</tr>
<tr>
<td>4.7</td>
<td>Descriptive Statistics on Personal Security</td>
<td>42</td>
</tr>
<tr>
<td>4.8</td>
<td>Relationships between Construct Variables</td>
<td>44</td>
</tr>
<tr>
<td>4.9</td>
<td>Main Study Correlation Results</td>
<td>45</td>
</tr>
<tr>
<td>4.10</td>
<td>Multiple Regression Results</td>
<td>46</td>
</tr>
<tr>
<td>App. 1</td>
<td>Questions on Subsistence Piracy</td>
<td>III</td>
</tr>
<tr>
<td>App. 2</td>
<td>Questions on Territorial Piracy</td>
<td>III</td>
</tr>
<tr>
<td>App. 3</td>
<td>Questions on Organized Piracy</td>
<td>IV</td>
</tr>
<tr>
<td>App. 4</td>
<td>Questions on Tourism</td>
<td>V</td>
</tr>
<tr>
<td>App. 5</td>
<td>Questions on Business Prospects</td>
<td>V</td>
</tr>
<tr>
<td>App. 6</td>
<td>Questions on Personal Security</td>
<td>VI</td>
</tr>
<tr>
<td>App. 7</td>
<td>Time Frame (2015)</td>
<td>VIII</td>
</tr>
<tr>
<td>App. 8</td>
<td>Research Budget</td>
<td>IX</td>
</tr>
</tbody>
</table>
LIST OF FIGURES

Figure 2.1: Conceptual Framework ................................................................. 14

Figure 4.1: Gender of Respondents ............................................................... 32
Figure 4.2: Age Distribution of Respondents ............................................... 33
Figure 4.3: Educational Qualification of Respondents ................................. 33
Figure 4.4: Years of Residence in Bosaso ...................................................... 34
Figure 4.5: Ranking of Construct Variables under Maritime Piracy ............... 39
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBC</td>
<td>British Broadcasting Corporation</td>
</tr>
<tr>
<td>IMB</td>
<td>International Maritime Bureau</td>
</tr>
<tr>
<td>IUUF</td>
<td>Illegal Unreported Unregulated Fishing</td>
</tr>
<tr>
<td>NATO</td>
<td>North Atlantic Treaty Organization</td>
</tr>
<tr>
<td>TFG</td>
<td>Transitional Federal Government</td>
</tr>
<tr>
<td>UN</td>
<td>United Nations</td>
</tr>
</tbody>
</table>
ABSTRACT

This study was instigated with the intent to investigate the influence that maritime piracy had on socioeconomic life in Bosaso, Puntland, Somalia. Socioeconomic life in Bosaso had to the time been characterized with low tourism, poor business prospects and low personal security. The study was guided by three objectives 1) to assess the forms of maritime piracy in Bosaso 2) To determine the level of socioeconomic life in Bosaso, Puntland, Somalia 3) to establish a relationship between maritime piracy and socioeconomic life in Bosaso, Puntland, Somalia. The research assumed a descriptive correlational study design which involved both qualitative and quantitative approaches. Using this method, the researcher used a structured questionnaire (close ended) and an interview guide (for qualitative responses). A research population of 155 was identified and a sample size of 112 respondents was computed using the Slovene’s formula. In selecting the respondents the researcher used simple random sampling together with purposive sampling techniques. From the findings it was found that maritime piracy was high. Socioeconomic life was, however found to be low. The researcher went ahead to examine the relationships between the study variables and it was found out that there was a significant negative relationship between maritime piracy and socioeconomic life as it was computed at a Pearson correlation coefficient of -0.828. Regression analysis computed the R Squared was to be at 0.686. The researcher recommended recruitment of more security forces by the state government, disarming households of illegal weapons and civic education to the youth in Bosaso.
CHAPTER ONE: INTRODUCTION

1.0 Introduction

This introduction chapter is structured to include the background of the study, statement of the problem, the purpose of the study, the objectives of the study, the research questions, the scope of the study, the significance of the study and lastly, organization of the dissertation. In other words, it stresses out the major reasons why carrying out research on the impact of piracy on the socio-economic life of the people in Puntland.

1.1 Background of the Study

For ease of presentation, this section contains four interrelated perspectives. These perspectives are historical, theoretical, conceptual and contextual perspectives.

1.1.1 Historical Perspective

The first recorded incidence of piracy dates back to as early as the 14th century BC when Sea Peoples threatened the Aegean and Mediterranean voyages. In Classical Antiquity (starting in 8th century BC), the Illyrians, Tyrrhenians, Greeks, Romans, as well as the Phoenicians had been involved in acts of piracies. In the 3rd century BC, Illyrians were most popular pirates who were constantly raiding the Adriatic Sea, and thus conflicting with the mighty Roman Republic. Their threat was finally crushed after the Romans conquered Illyria in 168 BC.

During the 1st century BC, pirates set up a large nation in Cilicia (now in Turkey) along the Anatolian Coast, threatening the trade of the Roman Empire in the Mediterranean. The great Roman emperor Julius Caesar is said to be captured by Cilician pirates on a voyage across the Aegean Sea in 75 BC. He was released only after the payment of huge ransom amounting to fifty talents of gold. It’s said that after his release, he raised a fleet, captured the pirates and put them to death.
In the middle ages up to 19th century, Vikings, which translates to sea raiders, were the most popular pirates during the medieval age. Considered as very brave and strong pirates, Vikings were active in a wide area from Western Europe to Eastern Europe to coasts of North Africa. They were mainly active during 8th to 12th century AD. Moor pirates were also active in this period along the Mediterranean coast. The Novgorodian pirates looted the cities on the Volga and Kama Rivers in the 14th century AD. During the period of 258-264 AD, the Gothic pirates looted the towns along the Black Sea coast and Aegean coast, and reached to Cyprus and Crete. In 286 AD, Romans appointed a military commander to eliminate the Frankish and Saxon pirates. The Irish pirates captured and enslaved the famous Irish saint St. Patrick around 450 AD.

Other famous pirates during the middle ages were the Arab pirates, privateers, and the Barbary corsairs. They later sailed to the West Indies and became members of buccaneers pirates who looted ships along the Caribbean Sea. Buccaneers are considered the most powerful pirates who flourished during the golden period of piracy between 1620 and 1720. In the early 19th century, the Chinese pirates emerged on the scene. They were active in the waters of strait of Malacca, the Philippines, Singapore and Malaysia. Their threat was eliminated by the joint forces of the US Navy and Royal Navy during 1860-70 AD.

The problem of piracy didn’t end with the demise of the golden age of piracy. It existed in one form or another somewhere in the world. But it grew rapidly during the last decade of the 20th century, and became a major problem for international commerce in the first decade of the 21st century. Today, there are several hot spots for modern piracy including the Gulf of Aden, off the Somali and Nigerian coasts, Strait of Malacca, and the Indian Ocean.

The history of piracy in the Indian Ocean is quite long. Ever since the dawn of maritime navigation, piracy has always been a constant since it is only the extension of the act of taking another’s possessions by force. The discovery of a route to what was called at the time, “the Indies” by Vasco da Gama in 1497 and a few years before the discovery
of the Americas by Christopher Columbus in 1492 only amplified the phenomenon and attracted much interest. It must be said that Vasco da Gama himself committed some barbarous acts during his expedition, among those acts of piracy against unarmed Arab merchant ships and the firing of his cannons on the cities of Mozambique.

Ever since the dawn of maritime navigation, piracy has always been a constant since it is only the extension of the act of taking another’s possessions by force. The discovery of a route to what was called at the time, “the Indies” by Vasco da Gama in 1497 and a few years before the discovery of the Americas by Christopher Columbus in 1492 only amplified the phenomenon and attracted much interest. It must be said that Vasco da Gama himself committed some barbarous acts during his expedition, among those acts of piracy against unarmed Arab merchant ships and the firing of his cannons on the cities of Mozambique.

1.1.2 Theoretical Perspective

This study will be guided by the theory liberal theory of international relations as was advanced by Slaughter (1995). Liberalism is a perspective on international politics which views the state as the unit of analysis, but also includes international law, international organizations and nongovernmental organizations as increasingly important factors in world politics. Liberal theorists reject the Realist presumption that international relations are a zero-sum game, but instead view them as a system of interactions holding the potential for mutual gain. Cooperative and peaceful international behaviors are therefore both possible and desirable. Many Liberals also hold that republican government and democratic capitalism tend toward increasingly harmonious interstate relations, or propound the “democratic peace theory” that liberal democracies are inherently disinclined to make war against each other. Maritime piracy is an international relations issue and requires to be examined through the lens of an appropriate theory such as the one at hand. The theory was selected to guide this study because it has specific relevance to international political issues.
1.1.3 Conceptual Perspective

Maritime Piracy consists of any criminal acts of violence, detention, rape, or depredation committed for private ends by the crew or the passengers of a private ship or aircraft that is directed on the high seas against another ship, aircraft, or against persons or property on board a ship or aircraft (Mbekeani & Ncube, 2011). Piracy can also be committed against a ship, aircraft, persons, or property in a place outside the jurisdiction of any state; in fact piracy has been the first example of universal jurisdiction. Maritime Piracy is typically an act of robbery or criminal violence at sea. (Goode, 13 April) The term can include acts committed on land, in the air, or in other major bodies of water or on a shore. It does not normally include crimes committed against people traveling on the same vessel as the perpetrator (e.g. one passenger stealing from others on the same vessel). Piracy or pirating is the name of a specific crime under customary international law and also the name of a number of crimes under the municipal law of a number of states. It is distinguished from privateering, which is authorized by national authorities and therefore a legitimate form of war-like activity by non-state actors (Böhme, 2001). In this study piracy will be constituted by subsistence piracy, organized piracy and territorial piracy.

Socio-economics life is also known as Socioeconomics or social economics is the social science that studies how economic activity affects and is shaped by social processes. In general it analyzes how societies progress, stagnate, or regress because of their local or regional economy, or the global economy (FAO Report, 2011). When placing a family or individual into one of these categories, any or all of the three variables (income, education, and occupation) can be assessed. Socioeconomic life is commonly conceptualized as the social standing or class of an individual or group. It is often measured as a combination of education, income and occupation (Werner, Malaspina, & Rabinowitz, 2007). In this study, socioeconomic life will be indicated by three aspects which are the level tourism, business prospects and personal security.
1.1.4 Contextual Perspective

Piracy is a growing menace off the coast of Somalia. It has been and remains a threat to international shipping, costing the global community up to $8.3 billion a year, a figure that could reach between $13 billion to $15 billion by 2015 (Abdulahi, 2010). In the case of Somalia, analysts say one of the largest drivers of piracy is the lack of an efficient governing authority in the country. Somali pirates, by far the greatest global piracy threat, have increasingly pushed farther off the Somali coast. They have moved deeper into the Indian Ocean, off Seychelles and the Maldives, and further south along the East African coast, off Kenya, Madagascar, and Mozambique, the IMB’s 2011 report says.

Somali piracy emerged as a potent force shortly after the regime of longtime Somali dictator Major General Mohamed Siad Barre collapsed in 1991 (Ricardo, 2011). With the absence of any central governing authority, commercial fishing fleets began to exploit the country's coastline. Local fishermen responded by arming themselves, boarding illegal trawlers, and charging a fine of a few thousand dollars. "But the fishermen soon realized that the fishing fine was more lucrative than the fish. Over time, payment of ransom by the foreign trawlers to the poor fishermen of Somalia encouraged the escalation of pirate attacks to current levels (Ralph, 2010). The fishermen-turned-pirates then targeted unarmed commercial vessels, inhumanly taking hostages for ransom and disrupting international maritime trade routes. In addition to human suffering of the hostages, piracy activities in the region have impacted the cost of goods, as freight and insurance premiums increased, thereby adversely impacting local economies in Puntland, Somalia.

Puntland is a semi-autonomous state in modern day Somalia. It was established by local constituencies in 1998, at a Grand Constitutional Conference. Puntland people decided to be part of Somalia under a Federal Constitution, which addresses the fundamental principles of federalism (Abdulahi, 2010). The Transitional Federal Charter, upon which today’s Transitional Federal Government (TFG) is based on, later
sanctioned federalism for Somalia in 2004. The money from ransoms, which garnered a record $135m in 2001, has helped set up dozens of trucking companies that have reduced transport costs of staples such as rice. The social-economic life of the people in Puntland state has been uplifted due to the benefits from the activity.

In Bosaso, almost every household has an AK47 rifle, a weapon very useful during their piracy activities; although other heavy guns have also found their way into the hands of pirates over the years (UNDP, 2014). This has made the piracy operations in Puntland entirely very sophisticated. The pirates in Bosaso pose as very wealthy people owning very beautiful mansions and expensive cars. The life they live is so admirable that it has, over the years led to the recruitment of a considerable number of youths into the piracy ranks. According to the piracy report by Aboud (2014), pirates received an estimated $70m (£46m) in ransom payments - more than five times the official budget of the semi-autonomous Puntland region where most pirates are based and almost double total cattle exports from the whole of Somalia. Due to the insecurity that comes as result of this, tourism is rapidly falling.

The report above also adds that about 30% of a ransom payment goes to pirates, 10% to their shore-based helpers, 10% in gifts and bribes to the local community and 50% to financiers and sponsors, who are generally based abroad. Africa on UNDP (2014) reported that the number of pirates could double by 2016, increasing by 400 each year. This is being fuelled by attractive financial incentives, with Somali pirates earning up to US dollar 79,000/year; equating to almost 150 times their country's national average wage (Abdulahi, 2010). This activity has created a section of rich people in the country of Somalia who have for years been benefitting from the ransoms asked in exchange of the captives. However from larger scale, business prospects in the piracy regions have been poor. This is probably due to the instability that piracy brings about in the said region. In order to curb piracy, Puntland state has devoted most of its security forces to this mission. On the other hand it has led to less security to the people in the region, as they are left with few security forces in the street.
Piracy along the coast of Somalia has created international situations like the famous Captain Phillips saga. In addition it has disrupted international trade. The maritime piracy attacks that transpire off the Horn of Africa are severely disrupting international trade (Mbekeani & Ncube, 2011). The Far East-Europe route is one of the world’s most active transcontinental maritime routes, as it receives nearly 20 percent of all global trading activities and more than 80 percent of trade moves through the Gulf of Aden. More specifically, more than 20,000 ships carrying most of the world’s affordable clothing, crude oil, and dry commodities pass through this route annually. However, on this route, there is an important barrier by the Puntland area in northeast Somalia. As self-ruling clans and warlords govern that unstable region, the adjacent Gulf of Aden harbors copious amounts of Somali pirates. Their main goals are to hijack ships and seize the transported goods, holding them until companies pay the ransom in order to retrieve their cargo and crewmembers. Consequently, this route adequately reflects the significant impacts of maritime piracy on global shipping and world development.

1.2 Statement of the Problem

The socioeconomic life of the people of Bosaso, Puntland state of Somalia is deteriorating with time (UNDP, 2014). The kind of life that residents enjoyed a few years ago is no longer the same. Examining the trend, Abdullahi (2010) categorically states that it is quite difficult to make out where or what exactly went wrong. The region used to be receiving lots of tourists in the past years but this is hardly the case right now. From the tens of thousands of tourists that flocked the region in years before 1990, now there is hardly any tourist who desires to set foot in Bosaso (Ministry of Tourism, 2013). Businesses which are the main sources of income for the people in this region are also in utter state of losses. The businesses are forced to sell their merchandise at marginal profits due to the poor state of affairs. For this reason the field of entrepreneurship is not enticing at all to new entrants. Another issue of concern in the social lives of Bosaso dwellers is the poor state of personal security. Currently, almost all households in the region have guns and ammunition (UNHCR Report, 2014). These weapons are said to be kept for defensive purposes only but with the increasing
rates of piracy, this is hardly the case. It is not safe to walk the streets of Bosaso due to this very reason (Aboud, 2014). Despite reasonable evidence that Bosaso and environs are hideouts for pirates, no particular study has been established to examine its effects on the socioeconomic lives of the people living therein. This study was, therefore, geared towards investigating the effect of maritime piracy on socioeconomic lives of people of Bosaso, Puntland, Somalia.

1.3 Purpose of the Study

The purpose of this research study was to establish the relationship that existed between piracy and the social-economic life of the people in Puntland (the case study being Bosaso, Somalia).

1.4 Research objectives

1.4.1 General objective

This research study determined the impact that maritime piracy has on the socioeconomic life of the people in Bosaso, Puntland, Somalia.

1.4.2 Specific objectives

1. To determine the forms of piracy practiced off the Coast of Somalia in Bosaso, Puntland, Somalia
2. To assess the level of socio-economic life of the people of Bosaso, Puntland, Somalia
3. To establish whether there is a significant relationships between maritime piracy and socio-economic life

1.5 Research Questions

1. What are the forms of maritime piracy practiced off the Coast of Somalia in Bosaso, Puntland, Somalia
2. What is the level of socio-economic life of the people of Bosaso, Puntland, Somalia
3. Is there a significant relationships between maritime piracy and socio-economic life

1.6 Hypotheses

The hypothesis of this study was that there is no significant relationship between maritime piracy and socio-economic life of the people in Bosaso, Puntland, Somalia.

1.7 Scope

1.7.1 Geographical Scope

The research study was conducted in one of the districts of Somalia called Bosaso which is a city in the northeastern Bari region of Somalia. Located on the southern coast of the Gulf of Aden, it serves as the province's commercial capital and is a major seaport within the autonomous Puntland state.

1.7.2 Time Scope

This study had a time scope of 1 year which extended from January 2015 up to December 2015.

1.7.3 Content Scope

This study was conducted to establish the effect of maritime piracy on the socio-economic life of the people in Bosaso, Puntland, Somalia. In terms of maritime piracy, three forms were considered and these were subsistence, organized and territorial maritime piracy. The socio economic life of people was in terms of the level of tourism, business prospects and personal security.
1.7.4 Theoretical Scope

The study was underpinned by the international liberal theory as it was propounded by Slaughter (1995). The theory postulates that a state should make its internal political philosophy the goal of its foreign policy.

1.8 Significance of the Study

This research study is very significant to the public, policymaker, the researcher, and also for the purpose of academics, because it unveils the impact of piracy on the socio-economic life of the people in Puntland. (Case study Bosaso, Puntland, Somalia) in the following ways:-

To the public, the research study is expected to unveil the causes of piracy in Bosaso, Puntland, Somalia, the effects of piracy on the social-economic life of the people in Bosaso, Puntland, Somalia and the measures which have been put in place to address the piracy problem in Bosaso, Puntland, Somalia. This information in the hands of the public will help them to take individual actions to control the piracy problem and also give support to the other policy makers in combating the problem.

To the policy-makers, it is hoped that this research study will identify measures to help in combating and controlling piracy activities in Bosaso, Somalia, so as to help them in the formulation of good laws and in the awarding penalties to those who commit any piracy acts in the country hence being of significance. Students and future researchers: This research study will help students of international relations in finding out some of the factors like piracy that affect international relations and also help in devising ways how this problem can be controlled. This research study will also help to identify the research gaps that can be used for further research in the future.

1.9 Operational Definitions

Maritime Piracy is the crime of robbery, or other act of violence for private ends, on the high seas or in the air above the seas, committed by the captain or crew of a ship
or aircraft outside the normal jurisdiction of any nation, and without authority from any government.

**Socio-Economic** is the way people carry out their day to day activities. They include their social way of life and how they carry out trade and commerce in their communities.

### 1.10 Organization of the Dissertation

This dissertation is organized into five chapters. The first chapter deliberates on introducing the study concept. Chapter two reviews the literature relevant to the study. The third chapter deals with the research methodology. This is where discussions on how the study will be conducted are made. The fourth chapter deals with data presentation, interpretation and analysis. The fifth chapter is devoted to discussion of findings, conclusions, recommendations and references.
CHAPTER TWO: LITERATURE REVIEW

2.0 Introduction

In this second chapter, review of the literature is undertaken on the topic of study. For this purpose, the chapter includes theoretical review, conceptual framework, related studies and summary of research gaps.

2.1 Theoretical Review

Contemporary Liberal scholars of international relations typically pursue research on economic and political interdependence and non-military sources of power (e.g., economic power and "soft power"), as well as such subjects as minority rights and free trade issues. Although Liberalism has long argued that economic and political integration produce peace, some scholars have called for offensive military actions against illiberal regimes. Samuel Huntington sees Liberalism as a uniquely European phenomenon and predicts conflict with other civilizations, while Francis Fukuyama has argued that Liberalism represents the final stage in human political evolution.

The democratic peace theory argues that liberal democracies have never (or almost never) made war on one another and have fewer conflicts among themselves. This is seen as contradicting especially the realist theories and this empirical claim is now one of the great disputes in political science. Numerous explanations have been proposed for the democratic peace. It has also been argued, as in the book Never at War, that democracies conduct diplomacy in general very differently from non-democracies. (Neo)realists disagree with Liberals over the theory, often citing structural reasons for the peace, as opposed to the state's government.

Sebastian Rosato, a critic of democratic peace theory, points to America's behavior towards left-leaning democracies in Latin America during the Cold War to challenge democratic peace. One argument is that economic interdependence makes war between trading partners less likely. In contrast realists claim that economic interdependence increases rather than decreases the likelihood of conflict.
Raidt and Smith (2010) argue that when states cooperate to manage matters such as transnational contract arbitration, money laundering, private aircraft, multinational firms, emissions trading, or the behavior of international officials, for example, or when they assist refugees; establish institutions within failed states; or combat terrorism, criminality, or piracy; recognize nationalist movements; or grant rights of participation or representation to private actors in international deliberations, they directly influence domestic and transnational non-state actors such as corporations, nongovernmental organizations (NGOs), private individuals, political movements, international organizations, and criminal and terrorist organizations.
2.2 Conceptual Framework

Figure 2.1: Conceptual Framework

Source: Researcher, 2015

2.3 Related Studies

2.3.1 Maritime Piracy

Maritime piracy has reached unprecedented levels where it threatens most important maritime routes in the world which may be the primary trade route between countries because it may the shortest and most economical trade route (Hemedi, 2012). Hence leading to increased costs in transport due to the fact that traders will be compelled to choose other means of transport or incur other costs for installing preventative
measures and protection on board, employing private security personnel, as well as ransom payments.

Maritime piracy increases the negative impact of on the cost shipping for merchandise trade and oil shipping related activities such as port and transshipment activities, tourism and fishing. By hijacking large tankers, seizing their cargoes and delaying or preventing their delivery in the process of pirating them, it poses additional risks and costs which affects trade (Steve, 2010). In turn of economic impact it discourages potential overseas business partners and investors, reduces port revenues and funds available for investment in port and related transport infrastructure, reduces incomes of communities dependent on port revenues, and reduces customs revenues for local and central governments. The continued maritime piracy threatens the delivery of vital humanitarian aid in the country due to the fact that much of humanitarian aid arrives by sea. The maritime piracy is a great threat to peace and security to the people around and the neighboring countries.

Ralph (2010) also examined direct impact on shipping companies, such as, delays due to escaping maneuvers, damage to the ship and cargo, loss of safe and cash money, loss of cargo, loss of hire, loss of operation during the attack, investigation procedures, loss of the whole ship as a cause of hijacking, cost of ransom, negotiating and delivering the money for ship and seafarers release, investigation costs, and contractual penalties due to delayed or damaged delivery. The findings from the study indicate that maritime piracy is an evil that needs to be dealt away with.

### 2.3.1.1 Subsistence Piracy

Subsistence pirates are often local fishers or traders who turn to piracy activity to supplement their income. They engage in small-scale, localized attacks, targeting fishers at sea, robbing vessels at port, and/or providing territorial protection in their local areas. Subsistence pirates often come from isolated coastal communities, where there are dire economic hardships and limited prospects.
Liss (2011) writes on the impact of subsistence piracy on socioeconomic life in Malacca. Subsistence pirates in the Straits of Malacca typically engage in small-scale, hit-and-run robberies, often targeting other fishing vessels or cargo vessels near the coastline or in port due to the navigational challenges of this area. However, subsistence pirates have not been successful in the South China Sea. Fishers entering the exclusive economic zones of neighboring countries to illegally fish are also vulnerable to attack, as they are unable to call upon local authorities for help.

However, despite the high risk of attack, many fishers are often unable to avoid these zones, as overfishing has narrowed the areas in which they can operate. Majority of these attacks occur at night and involve the theft of cargo, equipment, or the vessel itself, although they often “vary in nature and character according to local conditions” (Liss, 2011). These piracy attacks are thus comparable to the routine crime and petty theft experienced on shore in any population center. The study concludes by stating that continues to languish in utter states of poverty compared to the other states of Malaysia.

### 2.3.1.2 Organized and Territorial Piracy

Organized pirates rely on a higher level of sophistication, ambition, resources and frequently rely on violence (Ralph, 2010). Their attacks extend beyond small-scale robbery, involving hijackings, kidnappings, cargo theft, or holding cargo, vessels and crew for ransom. Organized pirates often have links to organized crime groups that are involved in larger drug trafficking, arms smuggling, money laundering, and human trafficking, which facilitate the movement of their goods into the regional and global black markets.

Territorial Piracy refers to those who have mastered a greater level of technical and navigational sophistication than subsistence pirates but which do not yet reach the level of organized piracy. Good examples of territorial pirates are those operating in Southeast Asia. They incorporate a higher level of organisation, sophistication and
violence (Cherry, 2005), and typically target medium-size vessels, including container ships, bulk carriers, and fishing trawlers.

Long-term seizures, in which transiting vessels are attacked and their crew held hostage for a period of time, have been used to either unload the vessel's cargo in a safe location or extort ransom payments. Local fishers have also been the target of these attacks, to the point that they “have in recent years increasingly been forced to make up-front payments to pirate gangs in order to fish safely in certain areas”. Finally, permanent seizures, in which vessels are hijacked, the crew killed or left on life rafts, and the cargo sold or discarded, have been used to turn these vessels into phantom ships (Atallah, 2011). In this fashion, piracy has become part of the larger ring of organized crime, drug trafficking, arms smuggling, money laundering, and human trafficking prevalent across Southeast Asia.

2.3.2 Impact on Socio-Economic Life

2.3.2.1 Tourism

Mbekeani and Ncube (2011) relate that for many third world countries, tourism forms an important contribution to their GDP. This is especially true for countries such as the Seychelles, Mauritius and many of the Caribbean islands. The cruise industry is responsible for a growing and important part of the number of tourists visiting these islands. However, the threat of piracy in the Gulf of Aden has led to reduced numbers of cruise ships in the region. Mauritius, the Seychelles and Kenya have seen a drop in cruise ship visits, which has caused a loss in jobs and revenue. In most of the African countries analyzed the cruise industry has never been well developed. The fact that the maritime tourist industry in Africa remains largely untapped seems to be a major impact of piracy in relation to tourism; however, for many African states the overall lack of infrastructure prior to piracy must also be considered (Mbekeani & Ncube, 2011).

Abdullahi (2010) writes that maritime piracy leads to poverty, lack of employment, environmental hardship, pitifully low incomes. He attributes this to, amongst other
factors, reduction of local tourists in the country and maritime resources due to drought and illegal fishing and a volatile security and political situation all contribute to the rise and continuance of piracy. Maritime piracy increases the negative impact of on the cost shipping for merchandise trade and oil shipping related activities such as port and transshipment activities, tourism and fishing. By hijacking large tankers, seizing their cargoes and delaying or preventing their delivery in the process of pirating them, it gives an impression that the security of the people is not well regulated hence chasing away current and prospective tourists (Abdulahi, 2010).

It is reported in Liss (2011) that in 2007, a Chinese tourist was killed by the pirates because the ship's owners failed to meet their ransom demand On 5 October 2008, the United Nations Security Council adopted resolution 1838 calling on nations with vessels in the area to apply military force to repress the acts of piracy. This had significant effect on local tourism as most of the tourists who were around the country that time opted to leaving. The few who remained behind limited their movements and therefore their spending.

2.3.2.2 Business Prospects

Surprisingly, not many studies have been conducted on the effect of piracy on local business prosperity. A study by Cherry (2005) posits that maritime piracy negatively affects both commercial and humanitarian shipping commodities and their prices. The income from commercial activities is undermined as a result of maritime piracy and humanitarian aid deliveries are being delayed and their costs are increasing. Apart from this factor, the regions that are prone to piracy are said to be quite expensive areas to live in due to the few people who can manage to dwell there. When pirates hijack a ship that carries merchandise, it leads to an artificial shortage of the supply of such commodities that also leads to hiked prices. It is the business people that benefit from this even though they also stand to lose in case this shortage extends over a long period of time (Cherry, 2005).
2.3.2.3 Personal Security

Wellington (2013) reports on the indirect impacts on shipping companies, such as security costs incurred in the fight against piracy, insurance costs due to the Gulf of Aden considered being a high risk area, and change in Trade Routes. The increase of piracy attacks leads to off coast of in the country, has led to an unprecedented multinational naval deployment, such as the European Union's military operation (Wellington, 2013). He reiterates that there is no simple solution to the problem of pirates' attacks against ships off and requires international efforts from maritime organizations, maritime industry, and shore organization, to work hand on hand to combat and control Somali piracy, those efforts must be on the national, regional, and international level.

Ralph argues that due to lack of proper security, the situation has led to a fundamental re-evaluation of the importance of maritime security for the African continent, and indeed there is a strong international consensus to act and support regional actors to tackle maritime security challenges. In this sense, piracy has opened a window of opportunity to re-organize maritime security governance and build sustainable institutions (Ralph, 2010). He, however, laments that, with the decline of Somali piracy there is also the risk that the 'momentum' could get lost soon and that the window of opportunity closes.

It is well documented in Hemedi (2012) that Somali pirates have attacked hundreds of vessels in the Arabian Sea and Indian Ocean region, though most attacks do not result in a successful hijacking. In 2008, there were 111 attacks which included 42 successful hijackings. However, this is only a fraction of the up to 30,000 merchant vessels which pass through that area. The rate of attacks in January and February 2009 was about 10 times higher than during the same period in 2008 and "there have been almost daily attacks in March", with 79 attacks, 21 successful, by mid-April (Hemedi, 2012). Most of these attacks occurred in the Gulf of Aden but subsequently the pirates increased their range and started attacking ships as far south as off the coast of Kenya in the Indian
Ocean. Below are some notable pirate events which have garnered significant media coverage since 2007.

Piracy develops in a larger context of maritime insecurity. If coast lines, exclusive economic zones or the international sea are weakly governed, host a broad range of illegal activities, maritime violence is naturalized or sea transport militarized, threats such as piracy are more likely to occur. Different illegal activities re-enforce and trigger each other. Maritime threats should hence been seen as interdependent and the goal has to be to address the full spectrum of maritime insecurities.

2.3.3 Relationships between Piracy and Socioeconomic Life

Various studies have been conducted to this effect. There are, therefore, many studies that have proved that piracy has positive benefits while others found that the activity brings harm to the society more than it brings good.

According to an interview with one Somali pirate currently serving time in prison, he left his job as a coast guard in Somaliland, with an income of $45 a month, to pursue the financial gains offered through piracy, estimated to be $6,000 per attack (Edwin, 2012). Money gained from piracy does not only provide a social mobility opportunity, but it also some greater security for families. If a pirate dies during an attack – an estimated seven percent of Somali pirates drown or are killed at sea annually (Ocean Beyond Piracy, 2010) – the family of the victim will reportedly receive approximately $15,000 in compensation. Furthermore, there are rumors that the first pirate to successfully board the ship will also receive a hefty reward, which could be considered a “social security benefit”.

The economic benefits of piracy for communities are in dispute. A report by Oceans Beyond Piracy suggests that the rise of local pirate economies has also been accompanied by considerable inflation in the prices of basic goods, petrol, and housing; although they acknowledge that it is difficult to disaggregate the specific impact of piracy from Somalia’s other afflictions (Ocean Beyond Piracy, 2010). In contrast, a study
by Chatham House shows that the rice prices in regional markets in Somalia have, if anything, fallen as a result of piracy. This report instead suggests that the benefits of piracy have been mostly felt in provincial capitals and other urban centers, where the sponsors of these attacks are believed to be located, as opposed to the coastal communities complicit in these activities (Edwin, 2012). Using satellite imagery to track the developmental growth of different communities, it suggests that piracy-related investment in urban centers "is on a completely different scale from that in the coastal areas" (Ricardo, 2011).

One impact of piracy attacks on fishers in all regions is the relatively high number of deaths among fishers as a result of piracy attacks. For example in Guyana pirates have murdered an estimated 18 fishers at sea in 2008 and 2009 (Trent, 2013). The Nigerian fishing industry recorded over 15 deaths from 2006 to 2009 and in January 2011 pirates had killed two fishers in Nigeria (Adenibigbi, 2012). However, fishers are not only being killed by the pirates. In 2009, an attempt to free a fishing vessel by Indian navy resulted in the death of 9 crewmembers of the fishing vessel (Mozambique News Agency, 2012). In another incident two Yemeni fishers were killed in the Red Sea by an international warship and two Indian fishers were killed in 2012 by armed guards on an Italian tanker. In all piracy related incidents where fishers die the families suffer a tragic loss. This is often not only an emotional loss, but will likely also lead to a substantial economic loss, as a source of family income is taken away. Additionally, mistakes have been made by those attempting to address piracy, in particular navies. A suspected pirate vessel that was destroyed by the Indian navy near Somalia on November 18, 2008, was actually a Thai fishing trawler that had been hijacked by pirates, a maritime official said today (Cobbs, 2011).

These piracy attacks have led many fishers to abandon their livelihoods. In some cases this is due to fear of being attacked and in other cases the cost of replacing stolen engines or boats is more than they can afford (FAO Report, 2011). The same has happened in the Gulf of Guinea to the fishing trawlers. The loss of vessels, equipment and fish was estimated at over US$18 million by the NITOA for the period 2006 – 2009.
As a result companies and fishers have left the industry. According to NITOA up till year 2004 there were over 200 fishing trawlers operating in Nigeria and in 2011 there were less than 120 (Aderibigbi, 2012). The crew of the fishing trawlers even went on strike in 2008 out of fear for the high number of piracy attacks (Raidt & Smith, 2010). Similar trends have been witnessed in the Gulf of Aden, where fishing has decreased due to piracy and this has resulted in the rebound of fish stocks off the coast.

Jack Lang, the UN’s Special Adviser on Legal Issues related to Piracy off the Coast of Somalia, estimates that 200 to 300 pirates have not returned from their expeditions since the emergence of this phenomenon in 2005 (Edwin, 2012). Based on the estimated 2,000 Somalis actively involved in piracy, the Oceans Beyond Piracy report thus projects the annual rate of pirates killed at sea to be approximately seven percent. However, this projection may be higher than estimated, as there is limited reporting of piracy-related deaths within Somalia, and no consistent documentation on those killed by naval forces operating in the region (Ocean Beyond Piracy, 2010). Indeed, in discussion with Somali elders, it was observed that villages have lost hundreds to piracy, to the point that “the loss of these young men, who represent the backbone of its work force, will dramatically impact these areas over time”. Regardless of the actual number killed, piracy is undoubtedly a risky activity for all those involved.

Even the financiers of piracy encounter losses. In contrast to the considerable danger of death, injury, or imprisonment faced by pirates, the financiers and sponsors of these attacks face comparatively few risks. In exchange for providing the ‘seed money’ for pirate gangs to function, as well as resources and equipment, these financiers can retain upwards of 50 percent of the proceeds of piracy, as has been documented in Somalia (Atallah, 2011). These individuals have thus generated considerable profit without the risk of going to sea, as opposed to the foot soldiers of pirate gangs at the frontline of attacks.
2.4 Summary of Research Gaps

The studies that have been reviewed helped the researcher to develop an important criticism in evaluating the topic under investigation. The literature that is available lacks in various ways. First and foremost, some studies that were reviewed were old dated and need to be validated by a new study. Secondly, the research instruments by some of these studies were not clear. Instrumentation has a high effect on validity and reliability of research findings and therefore clarity needs to be made in that regard. A variety of instruments is always preferred in order to have valid research findings. The studies from Somalia did not dwell much on the prominence of piracy in Bosaso. Some of them touched on Puntland but there was no mention of Bosaso city which is the case study in this research. These gaps contributed to the motivation in the researcher to conduct this study in order to cover the gaps stated and implied.
CHAPTER THREE: METHODOLOGY

3.0 Introduction

This chapter described the methodology used to generate data to answer the research questions. It includes research design, population and sampling, data collection methods, data processing and analysis, ethical considerations and the limitations of the study.

3.1 Research Design

This research study employed the descriptive survey design. A descriptive study is a non-experimental research that describe the characteristics of a particular individual, or of a group and it deals with the relationship between variables, testing of hypothesis and development generalization (Kothari, 2004). Therefore, this descriptive correlation design enabled the researcher to determine the relationship between maritime piracy and the social-economic life of the people in Puntland.

3.2 Research Population

The population considered in this study consisted of only those individuals that were well versed with issues relating to piracy and socio economic life in Bosaso. The population was estimated to be at 155 (Ministry of Internal Affairs, 2014). They were drawn from various sources including government offices and community leadership. As such, the categories of respondents were four and these were government officers, community elders, politicians and coast guard officers.

3.3 Sample size

The sample size consisted of 112 respondents. This figure was arrived at after computations by use of the Slovene’s formula as is illustrated below
\[ n = \frac{N}{1 + Ne^2} \]

**Equation App. 1: Slovene's Formula**

\[ n = \frac{155}{1 + 155(0.05)^2} = 111.71 \approx 112 \text{ respondents} \]

Where;

\[ n = \text{sample size} \]

\[ N = \text{the population size} \]

\[ e = \text{level of significance, fixed at 0.05} \]

Table 3.1: Population and Sample Size Summary

<table>
<thead>
<tr>
<th>Category</th>
<th>Population</th>
<th>Sample size</th>
<th>Sampling Procedure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coast guard officers</td>
<td>77</td>
<td>55</td>
<td>Simple Random</td>
</tr>
<tr>
<td>Community elders</td>
<td>42</td>
<td>30</td>
<td>Simple Random</td>
</tr>
<tr>
<td>Government Officers</td>
<td>25</td>
<td>18</td>
<td>Purposive</td>
</tr>
<tr>
<td>Politicians</td>
<td>11</td>
<td>8</td>
<td>Purposive</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>155</strong></td>
<td><strong>112</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 3.4 Sampling Procedure

The following sampling procedures were used by the researcher to select the sample while in the field.

**Simple Random Sampling.** This method was used on two respondents groups which were coast guards and community elders. Simple random sampling method is a sampling technique which gives all respondents a fair and unbiased chance at being selected for the study. Simple random sampling is normally used when members in the
sample size are many where a list will have to be compiled and the researcher goes selecting respondents randomly.

Purposive Sampling. In this method, the researcher targeted a specific group of respondents who were government officers and politicians. This method was used to complement the simple random sampling technique. This was because if simple random sampling is used solely, there is risk that some of the important people with information may not be reached. Because the two groups were thought to have reliable information concerning the effect of piracy and socioeconomic life of people in Bosaso the method was used on them.

### 3.5 Research Methods

#### 3.5.1 Questionnaires

Questionnaires were developed and designed in the most understandable way by the respondents with simple language, simple questions that could be easily answered without consuming the time of the respondents. These were used mainly to gather primary data where respondents were expected to react usually in writing and return them with filled answers for analysis and making of conclusions by the researcher.

Questionnaires used because they are reliable and from the targeted respondents. They are easy to interpret and easily edited for the purpose of making final decisions. They also raise relevant information to the study since the respondents will be basically guided by the questionnaires.

They were designed in such a way that makes them look easy and understandable not to consume most of the respondents' time. The answering options on a Likert's scale, ranged from 1 = strongly disagree to 5 = strongly agree were used to make the questionnaires easy to fill. This instrument was used on coast guard officers and community elders.
3.5.2 Interviews
The interview method was used to collect key information about the study from key respondents like Directors of the supermarkets that did not have time of filling questionnaires. The respondents were asked questions included to their elicit opinions on the subject matter. This was aimed at collecting information that couldn't be put down in writing.

3.5.3 Documentary Review
This method involved reviewing data provided in books, journals, newspapers which majorly provide secondary information. This was used by the researcher to gain a proper understanding of how far other researchers and authors had gone in terms of addressing the issue at hand.

3.6 Validity and Reliability of the research Instrument

3.6.1 Validity
Validity of the instrument was ensured through expert judgment and the researcher will make sure the coefficient of validity (Content Validity Index – CVI) is at least 70%. The researcher will consult her supervisor for expert knowledge on questionnaire construction. After the assessment of the questionnaire, the necessary adjustments will be made bearing in mind of the objectives of the study. The formula that will be used to determine the validity of the instrument will be;

\[
CVI = \frac{\text{no of items declared valid}}{\text{total no of items}}
\]

Equation 3. 1: CVI Equation

\[
CVI = \frac{24}{28} = 0.857
\]

According to Amin (2005) if this index is equal to or above 0.7 (70%), the instrument is declared valid. Since the CVI was computed to be at 0.857, the instrument was therefore declared valid.
3.6.1 Reliability
Reliability is a measure of the degree to which a research instrument yields consistent results or data after repeated trials (Muganda & Mugenda, 2003). Reliability of the instrument was established through a test-retest technique. The researcher conducted a pre-test of the instrument on group of subjects and waited for a week then administered the same test to the same subjects a second time. Cronbach's alpha was used to determine the reliability of the instruments. A Cronbach's alpha value of 0.70 and above was considered to be the criteria for demonstrating internal consistency of new scale and established scales respectively (Amin, 2005).

<table>
<thead>
<tr>
<th>Variables</th>
<th>Alpha</th>
<th>Number of Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsistence Piracy</td>
<td>0.84</td>
<td>5</td>
</tr>
<tr>
<td>Organized Piracy</td>
<td>0.74</td>
<td>5</td>
</tr>
<tr>
<td>Territorial Piracy</td>
<td>0.92</td>
<td>5</td>
</tr>
<tr>
<td>Tourism</td>
<td>0.85</td>
<td>5</td>
</tr>
<tr>
<td>Business Prospects</td>
<td>0.75</td>
<td>5</td>
</tr>
<tr>
<td>Personal Security</td>
<td>0.81</td>
<td>5</td>
</tr>
</tbody>
</table>

**Mean Alpha and Total Number of Questions** | **0.818** | **30**

Since the mean alpha was computed at 0.818, the instrument was deemed to have internal consistencies and was declared reliable.

3.7 Data Gathering Procedures

3.7.1 Before the administration of the questionnaires
An introduction letter was obtained from the College of Higher Degrees and Research (CHDR) for the researcher to solicit approval to conduct the study from respective offices in Bosaso, Somalia. When approved, the researcher secured a list of the qualified respondents from the in charge and select through purposive sampling from this list to arrive at the minimum sample size. The respondents was explained to about the study and requested to sign the Informed Consent Form. The researcher then produced over 120 copies of the questionnaire and trained the research assistants.
3.7.2 During the administration of the questionnaires
Specifically, the researcher and the assistants requested the respondents the following: (1) to sign the informed consent; (2) to answer completely all questions and not to leave any item of the questionnaires unanswered; (3) to avoid biases and to be objective in answering the questionnaires. Some respondents might have to be guided on what to do by data collectors and as such, some questionnaires were retrieved on spot, while others were retrieved after some days or weeks.

3.7.3 After the administration of the questionnaires
On their return, the researcher edited and entered the questionnaire responses into the SPSS software, for further processing and analysis. Finally, a report was prepared and after approval from the supervisor, the final copy was submitted to CHDR for final examination.

3.8 Data Analysis
SPSS was mainly used by the researcher to analyze the data collected from the research area. The demographic characteristics were analyzed by use of frequency tables, percentages and charts. The rest of the analysis was done objective by objective.

Objective one and two
These two objectives were treated in the same way during analysis. The two were analyzed using means, standard deviation, t statistics and ranks.

Objective Three
This objective was analyzed by use of correlation and regression methods. In correlation analysis, the defining statistic to be considered is the Pearson Linear Correlation Coefficient while on regression analysis the R Squared was mostly considered.
Qualitative data was analyzed alongside the objectives identified above by use of content and context analysis.

3.9 Ethical Considerations

When carrying out research studies, ethical considerations are the values which must be considered during data collection, organizing and data analysis. During the research study, the researcher paid attention to these considerations. Data was handled ethically with full protection of the researcher. The major ethical consideration of this study was the privacy and the confidentiality of the respondents. The researcher actually made sure that the respondents who used the questionnaires did not include their names on the questionnaires.

3.10 Limitation of the Study

1. Financial constraints. The study was quite costly to the researcher because it was carried out in Somalia.
2. Delay in response. Some respondents took longer periods to respond to the questionnaires. This necessitated the researcher to monitor the respondents.
3. Time. The research was limited in time because of the many things that had to be done and they affected the other activities.
4. Another limitation was lack of in-depth knowledge on anti-piracy control measures especially by some respondents, that is, the fishermen and traders.
5. The study was affected by the hostility and un-cooperation of some respondents and it affected the manner in which they responded to the questions.
CHAPTER FOUR: FINDINGS PRESENTATION AND ANALYSIS

4.0 Introduction

This section presents and analyses the findings from the data obtained in the field. It is organized into five sections and these are demographic characteristics of respondents, maritime piracy in Bosaso, socioeconomic life in Bosaso, relationships and summary of findings. The questionnaire return rate was superb because out of the 120 questionnaires issued out, 112 were redeemed and were considered for analysis.

4.1 Demographic Characteristics of Respondents

This section was analyzed by use of frequency, percentages and presented in the form of tables and charts. The following table provides a summary of the profile of respondents in terms of gender, educational qualification, age, and their time of residence in Bosaso.

Table 4.1: Demographic Characteristics of Respondents

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Category</th>
<th>Frequency</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gender</td>
<td>Male</td>
<td>66</td>
<td>59.4%</td>
</tr>
<tr>
<td></td>
<td>Female</td>
<td>46</td>
<td>40.6%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>112</td>
<td>100.0%</td>
</tr>
<tr>
<td>Age</td>
<td>Below 25</td>
<td>2</td>
<td>1.9%</td>
</tr>
<tr>
<td></td>
<td>26-39</td>
<td>44</td>
<td>39.4%</td>
</tr>
<tr>
<td></td>
<td>40-54</td>
<td>50</td>
<td>44.5%</td>
</tr>
<tr>
<td></td>
<td>55 and above</td>
<td>16</td>
<td>14.2%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>112</td>
<td>100.0%</td>
</tr>
<tr>
<td>Level of Education</td>
<td>Secondary</td>
<td>14</td>
<td>12.9%</td>
</tr>
<tr>
<td></td>
<td>Certificate</td>
<td>22</td>
<td>20.0%</td>
</tr>
<tr>
<td></td>
<td>Diploma</td>
<td>40</td>
<td>35.5%</td>
</tr>
<tr>
<td></td>
<td>Degree</td>
<td>30</td>
<td>27.1%</td>
</tr>
<tr>
<td></td>
<td>Master</td>
<td>5</td>
<td>4.5%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>112</td>
<td>100%</td>
</tr>
<tr>
<td>Year of Residence</td>
<td>Below 1 Year</td>
<td>9</td>
<td>7.7%</td>
</tr>
<tr>
<td></td>
<td>1-5 years</td>
<td>27</td>
<td>24.5%</td>
</tr>
<tr>
<td></td>
<td>6-10 Years</td>
<td>27</td>
<td>24.5%</td>
</tr>
<tr>
<td></td>
<td>11-15 Years</td>
<td>34</td>
<td>30.3%</td>
</tr>
<tr>
<td></td>
<td>16 and Above</td>
<td>14</td>
<td>12.9%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>112</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015
The first parameter considered in analysis was gender of the respondents. Most of them were female who constituted 59.4% of the total number of 112 respondents. The females were left with the rest of the composition at 40.6%. These findings are plausible since most of the respondents were coast guard officers and community elders. Since these are essentially male dominated professions, the findings seem to be accurate.

**Figure 4.1: Gender of Respondents**

Source: Primary Data, 2015

The second parameter to be analyzed under demographic characteristics of respondents was age distribution. It was established that most populated age group was that of below 25 years of age. This group had 42% composition. It was followed by those between ages 26 and 39 with 27.7%. The third category in terms of composition was between 40 and 54 years as it claimed 18.8% composition. Finally, those above 55 years constituted the least dominated class of respondents by age as they were 11.6% of the 112 respondents.
In terms of educational qualification of respondents, most of them were found to have a secondary school certificate as their highest qualification. This accounted for 49.1% of the respondents. The second category was that of those with certificates who had 20.0%, followed by those with degrees at 15.2%, then by those with diplomas at 10.7%, and finally by master degree holders at 5.4%. The findings indicate that most of the population investigated had low education. This trend may be attributed to the fact that majority of the respondents had occupations that did not require high levels of education to undertake i.e. coast guards and community elders.
Finally, the parameter that was considered for analysis under demographic characteristics of respondents was the length of time the respondents had as residence of Bosaso. In this case, most of them were found to have stayed in Bosaso between 11 and 15 years accounting for 30.3% of the population. This category was followed by two categories that tied at position two; those who had residence of between 6 and 10 years and those with between 1 and 5 years of residence both standing at 24.5%. The fourth category was found to be those with residence of above 16 years at 12.9% while those with below one year residence constituted 7.7% of the 112 respondents involved in the study.

Figure 4.4: Years of Residence in Bosaso

<table>
<thead>
<tr>
<th>Residence</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 1 Year</td>
<td>7.7%</td>
</tr>
<tr>
<td>1-5 Years</td>
<td>24.5%</td>
</tr>
<tr>
<td>6-10 Years</td>
<td>24.5%</td>
</tr>
<tr>
<td>11-15 Years</td>
<td>30.3%</td>
</tr>
<tr>
<td>16 and Above</td>
<td>12.9%</td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

4.2 Objective One: Forms of Piracy in Bosaso

The first objective of the study was to determine the forms of piracy in practice off the Somali coast in Bosaso, Puntland, Somalia. This objective was analyzed in terms of means, standard deviation, t statistics and ranks. It is presented in terms of tables and charts. The following tables represent the summary obtained from the data collected. The general mean for the variable was 2.83 which was interpreted as high. This shows that maritime piracy in Bosaso was highly practiced. The various forms of maritime piracy were analyzed one by one.
4.2.1 Subsistence Piracy

This form of piracy was found to exist in Bosaso and therefore warranted to be analyzed. The table below represents the summary of the responses given during the data collection phase.

**Table 4.2: Descriptive Statistics on Subsistence Piracy**

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many subsistence pirates in Bosaso</td>
<td>3.22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of subsistence pirates is on the increase in Bosaso</td>
<td>3.15</td>
<td>2.93</td>
<td>0.35</td>
<td>8.41</td>
<td>High</td>
</tr>
<tr>
<td>The society is less concerned of subsistence pirates</td>
<td>2.34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of subsistence piracy</td>
<td>2.99</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Source: Primary Data, 2015*

From the results shown on table 4.2, it is given that the mean for the responses was 2.93. This mean is interpreted as high and implies that subsistence piracy is a common practice in Bosaso. The standard deviation of 0.35 and t statistic of 8.41 suggests that the responses were not that divided. The highest rated statement was "There are many subsistence pirates in Bosaso" as it scored a mean of 3.22 and interpreted as high. The lowest rated statement was "The society is less concerned of subsistence pirates" which scored a mean of 2.34 and interpreted as low. This means that the society is not as concerned as they should be about the high number of subsistence pirates in Bosaso.

The following information was obtained from the interviews conducted and was found to be relevant to subsistence piracy.
"There are lots of small scale pirates, some of them are even teenagers...this is where they start....the subsistence pirates are normally trainees who may graduate to other levels. Those who remain to be at that level are those that failed or have no interest furthering their course...they create a menace for us because they know no law and always seek to find their way into criminal situations...”

4.2.2 Territorial Piracy

Table 4.3 summarizes the data collected from the fields regarding the extent to which territorial piracy is practiced in Bosaso.

Table 4.3: Descriptive Statistics on Territorial Piracy

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many territorial pirates in Bosaso</td>
<td>3.16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of territorial pirates is on the increase in Bosaso</td>
<td>3.59</td>
<td>2.84</td>
<td>0.76</td>
<td>3.73</td>
<td>High</td>
</tr>
<tr>
<td>The society is less concerned of territorial pirates</td>
<td>1.57</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of territorial piracy</td>
<td>3.04</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

It is notable from Table 4.3 that the level of territorial piracy is high. This fact is evidenced by the mean score obtained from the questions asked to the respondents. The mean which stood at 2.84 means that territorial piracy was highly practiced in the area. The standard deviation of 0.76 and t statistic of 3.73 suggests that the responses were a bit divided. The highest evaluated statement was “The number of territorial pirates is on the increase in Bosaso”, as it scored a mean of 3.59 and therefore interpreted as very high. The lowest evaluated statement was “The society is less
concerned of territorial pirates" which obtained a mean score of 1.57 and was interpreted as very low. These findings indicate that as the number of territorial pirates keeps rising, the society becomes more concerned about the implication of such criminal activities in Bosaso.

"Yes I attest to the fact that territorial piracy exists around Bosaso...I am living proof myself I used to be one of them though not for very long before I became a coast guard...There is no form of piracy that does not happen in Bosaso...we always cry foul when it happens but it is us who encourage these individuals in these undertakings...They demarcate territories to suggest that they consider this criminal activity an enterprise which is wrong”

4.2.3 Organized Piracy

Table 4.4 shows the summary of the responses obtained from the field with regards to the level of organized piracy in Bosaso.

**Table 4.4: Descriptive Statistics on Organized Piracy**

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many organized pirates in Bosaso</td>
<td>2.53</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of organized pirates is on the increase in Bosaso</td>
<td>3.33</td>
<td>2.83</td>
<td>0.55</td>
<td>5.12</td>
<td>High</td>
</tr>
<tr>
<td>The society is less concerned of organized pirates</td>
<td>2.07</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of organized piracy</td>
<td>3.38</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Findings from the table indicate that the mean score obtained for this construct variable was high as it stood at 2.83. It gives the impression that organized piracy may not be at
its peak but it is a prominent form of piracy in the region. The standard deviation of 0.55 and t statistic of 5.12 shows that the responses were averagely dispersed from the mean. The highest evaluated statement was “Environmental conditions support growth of organized piracy” as it scored a mean of 3.38. The lowest evaluated statement was that “The society is less concerned of organized pirates” which obtained a mean score of 2.07 and was thus interpreted as low. The indication from these findings is that there was an ample environment for the development of piracy camps in Bosaso and it was a concern for the community in Bosaso. The following statements were recorded from the interviews conducted.

“We are known for the lengths we would go to hijack ships...the movie you watch on Captain Phillips is based on a real life story...Bosaso is home to organized piracy and it is such a pity that some people don’t see it that way...we have a lot to do if we are to succeed in reducing the rates of organized piracy...it is the lucrative returns that attract these people to this form of piracy”

4.2.4 Ranking of Construct Variables
Ranking of the construct variables under maritime piracy gives the figure below. The figure indicates that the highest form of piracy was territorial piracy which scored a mean of 2.84. The two other forms of piracy – organized and subsistence – tied at second position with a mean score of 2.83.
Objective Two: Socioeconomic Life in Bosaso

The second objective of the study required analysis of the socioeconomic life as it was in Bosaso. This objective was also analyzed in terms of means, standard deviation, t statistics and ranks. It is presented in terms of tables and charts. The tables to follow represent the summary obtained from the data collected. The general mean for the variable was 1.77 which was interpreted as low. This shows that maritime piracy in Bosaso was highly practiced. The various aspects of socioeconomic life were analyzed one by one.

4.3.1 Tourism

The first parameter to be investigated under socioeconomic life of Bosaso was tourism. Table 4.5 summarizes the responses obtained from the questionnaires.
Table 4.5: Descriptive Statistics on Tourism

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is a high number of tourists visiting Bosaso</td>
<td>1.35</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is a reasonable growth of tourist arrivals in</td>
<td>1.24</td>
<td>1.65</td>
<td>0.51</td>
<td>3.25</td>
<td>Very Low</td>
</tr>
<tr>
<td>Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are several tourist attraction features in</td>
<td>2.51</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tourism is a major income earner for most people in</td>
<td>1.48</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The mean that tourism obtained as a construct variable was 1.65 which was interpreted as very low. The standard deviation of 0.51 and t statistic of 3.25 show that the responses were averagely dispersed. The highest rated statement was “There are several tourist attraction features in Bosaso”, as it obtained a mean score of 2.51 and was therefore interpreted as high. The lowest rated statement was “There is a reasonable growth of tourist arrivals in Bosaso” which obtained a mean score of 1.24. The findings established that the level of tourism in Bosaso is low and is only getting worse. This is happening even though there are a significant number of tourist attraction sites within the region. Responses from the interviews were very critical of the level of tourism in Bosaso.

“How can we attract tourists? Leave alone those from other countries, even domestic tourism is dying...the reason for low levels of tourist arrivals is insecurity...Piracy groups usually resort to kidnappings in their low seasons and no tourist would risk touring such a region like ours...for the ones who still come around now and then we really do appreciate...we are working towards ensuring that our forces...”

40
4.3.2 Business Prospects

This construct sought to establish the level of business activities in Bosaso and whether it was affected by maritime piracy. Table 4.6 summarizes the results.

Table 4.6: Descriptive Statistics on Business Prospects

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many businesses running in Bosaso city</td>
<td>2.73</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entrepreneurship is attractive even to new and prospective investors</td>
<td>1.48</td>
<td>2.13</td>
<td>0.67</td>
<td>3.16</td>
<td>Low</td>
</tr>
<tr>
<td>Most of the businesses in Bosaso make substantial profits</td>
<td>2.88</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The environmental conditions support business dealings</td>
<td>1.44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

The information presented in the table 4.6 show that the mean score obtained by business prospects as a construct variable under socioeconomic life was low. The mean score of 2.13 indicated this. The standard deviation of 0.67 and t statistic of 3.6 show that the responses were a bit divided. The highest rated statement was “Most of the businesses in Bosaso make substantial profits” which scored a mean of 2.88 and was thus interpreted as high. The lowest evaluated statement was “The environmental conditions support business dealings”; which obtained a mean score of 1.44 and was therefore interpreted as very low. The implication of these findings is that despite the environment of Bosaso not being conducive for business to thrive in, the businesses were making profits nevertheless.

"In Bosaso business is booming...all sectors are well endowed with entrepreneurs who take their occupations seriously...you can’t lack something to do around here if you are an entrepreneur...The only
problem we have is that we can’t attract foreign investors due to our insecurity issues... I believe that if we solve this, much is yet to be reaped from the business sector"

4.3.3 Personal Security

The final construct to be analyzed under the second objective was personal security of the people of Bosaso. The following table illustrates a summary of the responses obtained from the questionnaires.

Table 4. 7: Descriptive Statistics on Personal Security

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Mean</th>
<th>Construct Mean</th>
<th>Std Dev</th>
<th>T statistic</th>
<th>Interpretation</th>
</tr>
</thead>
<tbody>
<tr>
<td>It is safe to walk the streets of Bosaso</td>
<td>1.71</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The security forces of Bosaso are very alert</td>
<td>1.28</td>
<td>1.54</td>
<td>0.24</td>
<td>6.34</td>
<td>Very Low</td>
</tr>
<tr>
<td>Community policing is well adopted in Bosaso</td>
<td>1.33</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Those found to default the laws are well punished</td>
<td>1.85</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

The table above suggests that the mean of personal security was computed to be 1.54 and was therefore interpreted as very low. The standard deviation of 0.24 and t statistic of 6.34 indicates that the responses were not that divided. The highest rated statement was “Those found to default the laws are well punished”, as it obtained a mean score of 1.54 and was interpreted as very low. The lowest evaluated statement was “The security forces of Bosaso are very alert” which obtained a mean score of 1.28 to suggest that it was very low. The general implication was that the security of the people of Bosaso was in jeopardy.

"Almost everyone you ask this question will tell you that there is utterly low personal security in Bosaso... homesteads have arms to guard themselves from attacks... some youths are training as militias as they
hope to later on be absorbed into the piracy industry and when this fails to happen they become criminals in the streets...”

4.3.4 Ranking Construct Variables under Socioeconomic Life
Ranking of the construct variables under socioeconomic life indicate that the highest construct was business prospects which scored a mean of 2.13 followed by tourism at 1.65 and finally personal security at 1.54.

Figure 4.6: Ranking of Construct Variables under Socioeconomic Life

Source: Primary Data, 2015

4.4 Objective Three: Relationships between Maritime Piracy and Socioeconomic Life
The third objective of the study was to establish the relationship between maritime piracy and socioeconomic life. This objective was analyzed by use of correlation and regression techniques and it formed the basis of organizing this section.
4.4.1 Correlation
In order to establish the generic relationship between study variables, the researcher opted to perform this on two levels. The first level analyzed the relationships on the construct variables and second level entailed establishing the relationships between the main study variables.

4.4.1.1 Relationships between Construct Variables
The table below shows the relationships that were found to exist between the construct variables of the study.

Table 4.8: Relationships between Construct Variables

<table>
<thead>
<tr>
<th></th>
<th>Statistics</th>
<th>Personal Security</th>
<th>Business Prospects</th>
<th>Tourism</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subsistence Piracy</strong></td>
<td>Pearson R</td>
<td>-0.77</td>
<td>-0.72</td>
<td>-0.75</td>
</tr>
<tr>
<td></td>
<td>Significance</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Territorial Piracy</strong></td>
<td>Pearson R</td>
<td>-0.45</td>
<td>-0.71</td>
<td>-0.86</td>
</tr>
<tr>
<td></td>
<td>Significance</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Organized Piracy</strong></td>
<td>Pearson R</td>
<td>-0.92</td>
<td>-0.73</td>
<td>-0.65</td>
</tr>
<tr>
<td></td>
<td>Significance</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
</tbody>
</table>

**Source: Primary Data, 2015**

The results suggest that all relationships were negative in nature and all of them were above 0.5. Secondly, it is observed that all relationships were significant as they all had a significance level of below 0.05 which marks the threshold of significance of tests performed at 95% confidence levels. From the table above it can be noted that organized piracy and personal security pair had the highest correlation coefficient which stood at -0.92. This was interpreted as very strong and negative relationship. The
Weakest relationship was registered between the variables pair of territorial piracy and personal security which scored a Pearson Correlation Coefficient of -0.45 and was interpreted as a weak negative relationship.

4.4.1.2 Main Study Correlations

There was need to have an understanding on the relationship that existed between the main study variables and thus this test was performed. The test was performed between two variables namely maritime piracy and socioeconomic life. The following table details the results obtained from this correlation test.

Table 4.9: Main Study Correlation Results

<table>
<thead>
<tr>
<th>Statistics</th>
<th>Maritime Piracy</th>
<th>Socioeconomic Life</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Maritime Piracy</strong></td>
<td>Pearson R</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Significance p</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Socioeconomic Life</strong></td>
<td>Pearson R</td>
<td>-0.828</td>
</tr>
<tr>
<td></td>
<td>Significance p</td>
<td>0.000</td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

The results offered in the table above indicate that there was a significant relationship between the maritime piracy and socioeconomic life. This is deduced from the significance level which was obtained from the test as it obtained 0.000 which is lower than the threshold of 0.05. This means that the two variables were significantly correlated. In terms of strength and direction of the relationship, it was found that the two variables had a very strong relationship as they scored a Pearson Correlation Coefficient of -0.828. This was interpreted as very high and negative relationship. It is from these findings that the researcher was obliged to reject the null hypothesis adopted throughout the study and consequently adopt the alternative hypothesis which
suggests a significant relationship between the two variables of the study (maritime piracy and socioeconomic life).

4.4.2 Regression

A multiple regression test was carried which regressed the independent variable constructs against the dependent variable of socioeconomic life. This was important in order to establish the causal effect that the independent variables belonging to maritime had on the dependent variable of socioeconomic life. The following table was obtained as a result.

Table 4.10: Multiple Regression Results

<table>
<thead>
<tr>
<th>Model</th>
<th>Coefficients</th>
<th>Sig.</th>
<th>R Squared</th>
<th>F Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>β</td>
<td>Std. Error</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Constant</td>
<td>2.413</td>
<td>1.13</td>
<td>.021</td>
<td></td>
</tr>
<tr>
<td>Subsistence Piracy</td>
<td>-0.444</td>
<td>.003</td>
<td>.000</td>
<td>0.686</td>
</tr>
<tr>
<td>Territorial Piracy</td>
<td>-0.273</td>
<td>.040</td>
<td>.000</td>
<td></td>
</tr>
<tr>
<td>Organized Piracy</td>
<td>-0.528</td>
<td>.075</td>
<td>.000</td>
<td></td>
</tr>
</tbody>
</table>

Source: Primary Data, 2015

The table above shows the results obtained from the test performed on the variables stated above. The results suggest that maritime piracy variables (subsistence piracy, territorial piracy and organized piracy) had a significant impact on the socioeconomic life of the people in Bosaso because of the R Squared value which was computed to be at 0.686. This was held since the value was found to be above 0.50. This figure means that the construct variables selected influenced 68.6% of the change in socioeconomic life of the people in Bosaso. The rest of the influence came from other factors that are beyond the scope of this study.

Individually, the independent variables had varying magnitudes of the effect they each exerted on socioeconomic life. Organized piracy was found to be the form of piracy that
had the highest negative effect on socioeconomic life as it had a coefficient of -0.528. The lowest effect was established to come from territorial piracy as it had a coefficient of -0.273. The following equation was derived to show this relationship;

\[ y = 2.413 - 0.444 \beta 1 - 0.273 \beta 2 - 0.528 \beta 3 \]

**Equation 4. 1: Study Regression Equation**

Where

\[ y \quad = \quad \text{Socioeconomic Life} \]
\[ \beta 1 \quad = \quad \text{Subsistence Piracy} \]
\[ \beta 2 \quad = \quad \text{Territorial Piracy} \]
\[ \beta 3 \quad = \quad \text{Organized Piracy} \]

### 4.5 Summary of Findings

The analysis made in this section revealed volumes of information which can be summarized as follows. There were more male than female respondents amongst the respondents and most of these were elderly people. The respondents were poorly educated. In terms of maritime piracy, this was high to be low within the dimensions of subsistence, territorial and organized maritime piracy. The mean for this was established at 2.83 and was interpreted as high. On the other hand, socioeconomic life in Bosaso which scored a mean of 1.77 was interpreted as low. Correlation tests between the main variables of the study gave a coefficient of -0.828 which was interpreted as a strong and negative relationship. The null hypothesis of non-relationship was rejected and the alternative hypothesis adopted. Maritime piracy variables were finally found to have a significant negative impact on socioeconomic life to the people of Bosaso as it was calculated at 0.686.
CHAPTER FIVE: DISCUSSION OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

5.0 Introduction
This chapter deals with the discussion of the findings which have been adequately presented and analyzed in the previous chapter. Conclusions follow the discussion and then the recommendations and suggested areas for further studies conclude the chapter.

5.1 Discussion of Findings
This section is organized into three sections which are in fact the objectives of the study. These sections are maritime piracy, socioeconomic life and relationships between these two variables.

5.1.1 Maritime Piracy
From the findings, it is clear that maritime piracy is quite high in Bosaso. The coast of Somalia which is the largest in the region has attracted these unscrupulous dealings which are abhorred by the community as indicated in the previous chapter. These findings are supported by some scholars who intimate that the rate at which ships are hijacked in the region is high. Aboud (2014) writes that piracy in Puntland began with fishermen who were tired of foreign fishing fleets taking advantage of the instability in the country, dumping toxic waste and illegally fishing in the Somali waters. These activities hampered the economic, environmental and health of the country and its people (Waldo, 2009). So the underlying factor that contributed highly to piracy was the absence of regulatory authority in the region. This seems to be the case up to today but since now there is a government; it is possible that the levels of piracy have significantly reduced too.

Subsistence piracy which translates to small scale piracy is said to be high in Somalia waters specifically in Bosaso. UNDP report (2014) and several news sources have suggested that the subsistence piracy off the coast of Somalia is in high practice in
Bosaso. According to the UNDP Report (2014), the dumping of toxic waste in Somali waters by foreign vessels also severely constrained the ability of local fishermen to earn a living. In response, the fishermen began forming armed groups to stop the foreign ships. They eventually turned to hijacking commercial vessels for ransom as an alternate source of income. A survey by Abdullahi (2010) found that approximately 70 percent of the local coastal communities at the time "strongly support subsistence piracy as it did less harm to others. This might have been the reason that led to the high levels of this form of maritime piracy as indicated in this study - due to community endorsement.

Territorial piracy was also practiced in high levels. This form of piracy entails pirates demarcating the regions in which they operate in and may not be interfered by other pirates. Having such high levels of this form of piracy as indicated in this study is quite a huge problem. As Trent (2013) suggests, this form of piracy is attractive to those who decide to make piracy their lifetime venture. He also states that it is dangerous because once they decide to take the business seriously; they devise ways and means to make themselves stronger to resist interference from regulatory bodies local and international. According to Hemedi (2012) there are several of these bases in Bosaso and Puntland at large. He also finds that about 20% of the residents depend on such establishments to make a living directly and indirectly. This revelation effectively explains the level of this form of piracy as found out by the study in focus.

Organized piracy was also investigated in this study and was found to be high in its practice around Bosaso. This form of piracy tends to be well orchestrated by masterminds who do not necessarily intend to repeat the act in future. This form of piracy is usually complex and is based on intelligence about a particular ship and its itinerary. This information empowers the criminals to stage their attack in a professional manner. Aderibigbi (2012) advises that in such cases there is the need for closer coordination between the traditional AML/CFT competent authorities and the maritime industry, including shippers, vessel owners and their management companies, maritime insurance companies, reinsurers, and the private negotiators and cash couriers, the
maritime industry employs to handle negotiations and subsequent ransom payments. It is, however, good that the people of Bosaso made it clear that they abhor organized piracy as it brings hope to the safety of voyage across this region.

5.1.2 Socioeconomic Life
The socioeconomic life of the people in Bosaso was found to be extremely low. This is consistent with the study conducted by Atallah (2011). He claimed that in general the out that 18.5% of the entire population of Bosaso, in Pastoral and urban societies have resorted to different health facilities for various complaints, in 2003. The disaggregating of these into urban and pastoral categories illustrates that 13% of the above were urban dwellers, while only 5.5% of the entire pastoral communities had access to health services. On the hand, modern service delivery system provided service to 15.8% of the population, compared to 2.7% that have approached to traditional healers. This shows that it is not only in terms of the aspects encompassed by this study but also Bosaso still fails in other aspects of socioeconomic life.

In terms of tourism, there were very few tourists who visit the region for the purpose of recreation. This happens despite the area being endowed with natural sites that could potentially act as tourist attraction centers. Ministry of Tourism (2013) wrote that Somalia's modest tourist industry has declined since the civil war began in 1991. Every person entering Somalia is required to have a valid passport and a proper visa. An official certificate showing immunization against yellow fever is necessary if traveling from an infected area. Before the war, Somalia offered lovely beaches, excellent diving, and numerous species of East African wildlife. However after the collapse of the government in 1991 most of the tourism sector died. This should explain the low levels of tourism that there are in Bosaso.

On another level, the business prospects of Bosaso were found to be quite high. The businesses there were successful and the sector attracted several entrepreneurs. As Aboud (2014) reports, in December 2011, a new commercial market opened in Bosaso's northern Dayaha ("Star") neighborhood, near the port. Approximately half a kilometer
in size, it was designed to ensure easy vehicle access. The market is the result of careful planning between Puntland government officials and civil society representatives. This is an indication that business is a lucrative venture in the city.

### 5.1.3 Relationships between Maritime Piracy and Socioeconomic Life

Findings established in this study show that there is a significant relationship between maritime piracy and socioeconomic life of the people of Bosaso. The relationship was also found to be causal in nature. This means that maritime piracy influenced the socioeconomic life of the people in Bosaso. Earlier studies affirm this position even though they are from different contexts. Raidt and Smith (2010) opine that whenever maritime piracy is prominent in any location, the region is segregated by the international community leading to sanctions which ultimately result into poor state of life in such regions. The study which was conducted in Cuba made an inference that these findings have a universal application. This study has provided evidence that the claims by Raidt and Smith (2010) hold. The findings in this study also validate those made by Mbekeani and Ncube (2011) who made it clear that piracy is an enemy to the wellbeing of any state. Just like the statements made in this study, they also claim that piracy poses high security threats to the community and discourages stable growth and development of a region.

### 5.2 Conclusions

The study set out to establish the effect of maritime piracy on the socioeconomic life of people in Bosaso. It was a success since all the three objectives were effectively fulfilled. The first objective showed that there were three forms of piracy in Bosaso and these were organized, territorial and subsistence. Even though the environment provided the opportunities for these forms of piracy to exist, to a large extent, the community in Bosaso was not supportive of these activities. The second objective was on the socioeconomic life in the city. The study made it abundantly clear that the general socioeconomic conditions in Bosaso are poor. Except for business prospects, the other aspects which are personal security and tourism were quite low. The
community claimed to be making initiatives to avert this situation but time might have
to elapse for any realistic change can be achieved.

5.3 **Recommendations**

There are three main recommendations in this study which the researcher feels if they are implemented; the level of socioeconomic life in Bosaso should be lifted.

1. Recruitment of more security forces by the state government: currently there are very few security forces in Bosaso. It is the duty of the state government to protect its people. Apart from devoting all their security assets to manning deterring piracy activities, they should also consider having more security forces in the streets of Bosaso to help the local people with their security woes.

2. Disarm households of illegal weapons: Availability of arms in the public domain is the main reason behind the empowerment of pirates. The pirates cannot do without these weapons. A way laid out operation should be initiated by the state government to find and redeem lethal weaponry from the members of the public.

3. Civic education to the youth: The youth are the main source of manpower for the pirates. They are the ones who are sent to board ships while the masters watch from screens several miles away. The youths should be explained to about the disadvantages of the criminal activity that they might be persuaded to partake in. this move will reduce the influx of youth into the piracy industry and in that way dismantle it.

5.4 **Areas for Further Research**

The following areas need to be researched more to provide information on studies such as the one in focus.

1. International Intervention and Maritime Piracy in Somalia
2. The domestic effects of Maritime Piracy in Somalia
3. Factors Contributing to Increased Piracy Incidents in Somalia
REFERENCES


APPENDICES

Appendix I: RESPONDENT CONSENT FORM

I am by names Mohamud Abdirahaman Jama of Kampala International University carrying out a research study on the “Piracy and the social-economic life of the people of Bosaso, Somalia” The respondents for this research are supposed to be living or working in Bosaso District and above 18years old.

Respondents will be expected to answer all the questions given to them. All answers given will be important to the researcher.

However, the respondents should note that there is no direct benefit to them by doing so; the results will be used to devise ways how the piracy activity can be reduced in Bosaso, Putland Somalia.

NB: There is no risk attached and high level of confidentiality will be observed. The respondent has a right to refuse or withdraw at any time during the research.

No.................................................. Sign..................................................

Date...................................................

Thank you for participating
Appendix II: Research Instruments

Section A: Profile of Respondents
I am Mohamud Abdirahaman Jama, a postgraduate student of Kampala International University conducting a research titled “MARITIME PIRACY AND SOCIOECONOMIC LIFE IN BOSASO, PUNTLAND, SOMALIA”. You have been chosen to participate in this research by providing your views. Information provided will be treated confidentially and so you do not need to write any of your identity on the questionnaire. The information will be used only for academic purposes. Follow the instructions while filling in this questionnaire.

Profile of Respondents

1. Gender
   Male ☐ Female ☐

2. Highest academic education attained
   O-Level ☐ A-Level ☐ Diploma ☐ Degree ☐ Masters ☐
   Others, specify.................................................

3. Age in Years
   <30 ☐ 31-40 ☐
   41-50 ☐ >50 ☐

4. For how long have you been in Bosaso?
   <10yrs ☐ 11-20yrs ☐
   21-30yrs ☐ >30yrs ☐
Section B: Questionnaire to Determine Maritime Piracy

Respond to the following statements by selecting the option which best describes how best you assess the statement

KEY

1: Strongly Disagree 2: Disagree 3: Neutral 4: Agree 5: Strongly Disagree

Subsistence Piracy

Table App. 1: Questions on Subsistence Piracy

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many subsistence pirates in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of subsistence pirates is on the increase in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The society is less concerned of subsistence pirates</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of subsistence piracy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Territorial Piracy

Table App. 2: Questions on Territorial Piracy

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many territorial pirates in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of territorial pirates is on the increase in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The society is less concerned of territorial pirates</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of territorial piracy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Organized Piracy

Table App. 3: Questions on Organized Piracy

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many organized pirates in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The number of organized pirates is on the increase in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The society is less concerned of organized pirates</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental conditions support growth of organized piracy</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section C: Questionnaire to Determine Socioeconomic Life

Respond to the following statements by selecting the option which best describes how best you assess the statement.

KEY

1: Strongly Disagree 2: Disagree 3: Neutral 4: Agree 5: Strongly Disagree

Tourism

Table App. 4: Questions on Tourism

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>There is a high number of tourists visiting Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There is a reasonable growth of tourist arrivals in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>There are several tourist attraction features in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tourism is a major income earner for most people in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Business Prospects

Table App. 5: Questions on Business Prospects

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>There are many business running in Bosaso city</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Entrepreneurship is attractive even to new and prospective investors</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Most of the businesses in Bosaso make substantial profits</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The environmental conditions support business dealings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Personal Security

Table App. 6: Questions on Personal Security

<table>
<thead>
<tr>
<th>Question</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
</tr>
</thead>
<tbody>
<tr>
<td>It is safe to walk the streets of Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The security forces of Bosaso are very alert</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community policing is well adopted in Bosaso</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Those found to default the laws are well punished</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Section D: Interview Guide

1. Briefly talk about maritime piracy in terms of subsistence, territorial and organized piracy
2. Account for the socioeconomic situation in Bosaso
3. What are the major challenges faced while trying maritime piracy in Bosaso?
4. Which ways can be used to ensure that the socioeconomic welfare of Bosaso people is guaranteed?
5. Within the context of this study how do you think the community may help in reducing maritime piracy and promoting socioeconomic welfare in Bosaso?
Appendix III: The Time Frame of the Study
Table App. 7: Time Frame (2015)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Jan</th>
<th>Feb</th>
<th>Mar</th>
<th>Apr</th>
<th>May</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Conceptual Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 2-3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Dissertation Proposal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposal Hearing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 4-5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dissemination Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Viva Voce</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revision</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Book Bound</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clearance</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expected Graduation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix IV: Budget of the Study
Table App. 8: Research Budget

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount in Uganda shillings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typing &amp; printing</td>
<td>200,000</td>
</tr>
<tr>
<td>Air time</td>
<td>100,000</td>
</tr>
<tr>
<td>Transportation</td>
<td>270,000</td>
</tr>
<tr>
<td>Stationery</td>
<td>100,000</td>
</tr>
<tr>
<td>Accommodation and Food</td>
<td>240,000</td>
</tr>
<tr>
<td>Literature Collection</td>
<td>50,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,060,000</strong></td>
</tr>
</tbody>
</table>