

**PIRACY ALONG SOMALIA COAST: AN EXAMINATION OF ITS  
IMPACT ON INTERNATIONAL TRADE AND SECURITY**

**By**

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**A THESIS SUBMITTED TO THE COLLEGE OF HIGHER DEGREES  
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### **DECLARATION A**

This thesis proposal is my original work and has not been presented for a Degree or any other Academic Award in any University or Institution of Learning.

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*Name and signature of the candidate*

*12/11/2014*

*Date:*

### **APPROVAL**

*"I confirm that the work reported in this thesis proposal is carried out by the candidate under my supervision."*

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*Name and signature of the supervisor*

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*Date*

## **DEDICATION**

I dedicate this work to my mother, brothers and sisters and whole family for their encouragement during my academic struggle and support to successfully come to a completion of this report.

## **ACKNOWLEDGEMENT**

This study would not have been possible without the support of many people. First and foremost I wish to express my gratitude to Allah for making me come this far and I am so grateful for His unconditional protection.

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## **ABBREVIATIONS AND ACRONYMS**

<b>BBC</b>	British Broadcasting
<b>CHDR</b>	College of Higher Degree and Researcher
<b>EU</b>	European Union
<b>EU NAVFOR</b>	European Union Naval Force
<b>GoA</b>	Gulf of Aden
<b>MSPA</b>	Maritime Security Patrol Area
<b>SPSS</b>	Statistical Package for Social Sciences Software Package
<b>U.S.</b>	United States
<b>UN</b>	United Nations



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### **ABSTRACT**

This study carried out an investigation of piracy along Somalia coast, and its impact on international trade and security. The objectives of the study were 1) To establish the extent of piracy along Somalia coast 2) to examine the level of international trade and security 3) To establish a relationship between the extent of piracy along the Somali coast and the level of international trade and security. The study employed descriptive correlation study design which involved a quantitative approach. With regards to this method, the researcher used structured questionnaires and an interview guide. Out of a target population of 245, 160 respondents were identified as the sample size by use of the Slovene's formula. Systematic random sampling was used to identify the respondents to take part in the study. Analysis entailed frequencies, percentages, means, and standard deviation. Findings suggested that piracy along Somalia coast were high. The effect of piracy along Somalia coast on international trade was also high. The effect of piracy along Somali coast on international security was also high. It was also established that there was indeed a relationship between the piracy along Somalia and international trade which stood up (0.58). It was also established that there was indeed a relationship between the piracy along Somalia and international security, which again stood at (-0.68) and on the Pearson Correlation scale which was interpreted as negative and fairly strong relationship. Conclusively, there is still much hope for better prospects of voyage along the coast as appropriate measures are being taken by the transitional federal government to ensure safety and also more community participation is slowly picking up pace. The study recommends community policing, civic education, solving the problem of unemployment and offering more formal education especially to the youth.

## **CHAPTER ONE**

### **1.0 Introduction**

This chapter provides the background information about research area to the readers, background of the study, statement of the problem, purpose, and objectives of the study, significance of the study, scope, hypothesis and definition of terms.

### **1.1 Background of the Study**

#### **1.1.1 Historical perspective**

Pirates are sea robbers who prey on other ships and rob them of their goods and sometimes capture the ship itself for their own purposes. Piracy began over 2000 years ago in Ancient Greece, when sea robbers threatened the trading routes of Ancient Greece. Since then, this threat has continued amongst seafaring nations ever since, until the birth of regular navies. Roman ships were attacked by pirates who seized their cargoes of grain, and olive oil. The Vikings (which means sea-raider) were renowned for attacking shipping and coastal settlements. However, piracy really flourished between 1620 and 1720, and this period is known as the golden age of piracy. Between the sixteenth and nineteenth centuries, there have been different types of pirates, these being, privateers, buccaneers, and corsairs.

The modern term piracy first emerged in the 15th century; it was primarily applied to stateless individuals who availed themselves of the goods carried by state or state-backed company vessels on the high seas (Clayton, 2005). Although it may seem that current use of the term is sufficiently distinct to warrant complete separation from its maritime sense, there are several threads from this earlier use that remain relevant today. The older concept of maritime piracy was in part a construct developed and promoted by powerful private firms, who sought the legal protection of the state to legitimate their own material interests and commercial monopolies (Crippa, 2012).



While piracy off the Horn of Africa has recently gained significant press. Thus, it is not a new phenomenon. From the beginning of the Common Era, travelers have consistently warned of the dangers of pirates in the region. Recent political unrest and a demographic explosion in Somalia have breathed new life into this long history of maritime piracy (Ghose, 2010). Although the tales of Golden Age of Piracy are still fresh in our minds, full of swashbuckling captains, treasure ships and fierce naval battles, the modern age still has one area of the world where pirates rule the sea Somalia (Jason, 2011).

Piracy off the coast of Somalia has been a threat to international shipping since the second phase of the Somali Civil War in the early 21st century. Since 2005, many international organizations, including the International Maritime Organization and the World Food Program, have expressed concern over the rise in acts of piracy. Piracy has impeded the delivery of shipments and increased shipping expenses, costing an estimated \$6.6 to \$6.9 billion a year in global trade according to Oceans Beyond Piracy (OBP). According to the German Institute for Economic Research (DIW), a veritable industry of profiteers has also risen around the piracy. Insurance companies, in particular, have profited from the pirate attacks, as insurance premiums have increased significantly.

Somali pirates, through their enterprises, now have several larger vessels in their possession and are able to snare larger and better-guarded prey farther away from the Somali coastland. Oil tankers and ships with cargo worth hundreds of millions are priority targets as the cargo and crews of these vessels can be held at ransom by Somalia at exuberant prices (Sarah, 2011). Clearly, piracy along Somalia coast has grown to the point where it can no longer be ignored

### **1.1.2 Theoretical perspective**

Regional Security Complex Theory (RSCT) is a theory of regional security advanced by Barry Buzan and Ole Waever in their 2003 work. The concept of regional security complexes covers how security is clustered in geographically shaped regions. Security

concerns do not travel well over distances and threats are therefore most likely to occur in the region. The security of each actor in a region interacts with the security of the other actors. There is often intense security interdependence within a region, but not between regions, which is what defines a region and what makes regional security an interesting area of study. Buffer states sometimes isolate regions. Therefore, since study carrying on the effect of piracy along Somalia coast in international trade and security, the in security of Somalia which cause the active growing actions of piracy results in security of regions and even globally, whereby the the international community cannot avoid to ignore the insecurity of Somalia which cause the most action of the piracy

### **1.1.3 Conceptual perspective**

Piracy is a practice of organized looting or maritime banditry, probably as old as the same navigation, it consists of a private boat or a State a motioned attacks to another in international waters, or in places not subject to the jurisdiction of any State, with the purpose of stealing your cargo, demanding ransom for the passengers, turning them into slaves and often take possession of the same ship. In this study piracy is any illegal action that take place within the seas, such robbery, crimes against humanity.

International trade is the trade of assets, merchandise, and services across international borders or territories. Piracy put a lot risk in international trade by committing crimes of robbery of ships or boats on the oceans. However, Accusation, trial and punishment of pirates may be under international agreement applicable anywhere, or under the laws of the particular nation where the accused has been captured.

International security is the safety of a state or organization against criminal activity such as terrorism, theft, or espionage. International security consists of the measures



taken by nations and international organizations, such as the United Nations, to ensure mutual survival and safety. These measures include military action and diplomatic agreements such as treaties and conventions. International and national security is invariably linked. International security is national security or state security in the global arena. It is clear that the piracies along Somalia coast are targeting the oil tankers in the hopes of earning more ransom per ship. This growing trend poses a severe threat to international security (Potgieter, 2009).

#### **1.1.4 Contextual perspective**

Due to its strategic location, covering some parts of gulf Aden located in the Arabian Sea between Yemen, the Arabian Peninsula on the South Coast, the country connects with the Red Sea through the Bab-el-Mandeb strait, which is about 20 miles wide (Dagne, 2009). The waterway is part of the important Suez Canal shipping route between the Mediterranean Sea and the Arabian Sea in the Indian Ocean with 21,000 ships crossing the gulf annually. This make simpler that Somalia pirates can get easily thousand ships that are passing Somalia coast (Dagne, 2009).

In 1991, Somali president Muhamed Siad Barre was removed from office and his regime disposed of, leaving a power vacuum in Somalia as warlords and gangs within the state took up arms against one another in a bid to gain control of the country. Furthermore, the vacuum of power within Somalia proved too tempting for various European and Asian powers who took advantage of Somalia's lack of maritime forces to engage in illegal activities in Somalia's unguarded waters during the 1990s.

In the aftermath of the 2004 Tsunami which swept across the region, the United Nations called for an environmental investigation of affected regions to determine the levels of damage. The findings in Somalia were shocking, hazardous materials such as uranium radioactive waste, mercury, lead, along with hospital, chemical and other toxic waste had been pushed by the Tsunami from the coastal waters onto the shore where

it seeped into the groundwater with the result of causing severe health problems for the surrounding populations (Eichstaedt, 2010).

In addition to the disposal of toxic waste into Somalia's waters, various Asian, European, and Yemenis fishermen also took advantage of Somalia's lack of maritime forces to engage in illegal fishing within Somali waters in the Gulf of Aden, causing the fisheries there to dwindle from overfishing. Some Somali fishermen claimed that they retrieved as little as a sixth of what they originally caught following the collapse of the Siad Barre regime (Eichstaedt, 2010).

Ismail Abdullahi Ibrihim, one of the first Somalis to engage in piracy, told his story to journalist Rage Omar who traveled to Somalia in the hopes of unraveling the mystery surrounding Somali piracy. "The foreigners collected our animals from the seas," Ismail stated. "When we tried to fish, we didn't get anything. We became very angry, so we decided to attack the Yemenis." Ismail explains that while he and his friends hoped to scare away the trespassers, nothing worked, so they eventually decided to take a German fishing trawler and emptied it of her cargo before releasing the ship (Eichstaedt, 2010).

Overall, other Somali fishermen, having been inspired by Ismail and those like him, confronted foreign vessels as they entered their territory and held them for ransom, demanding payment for use of their waters. Over time, the confrontations proved lucrative. Now, Somali piracy has grown into a monumental international problem as the Somali pirates continue to branch out and now hold great influence within the Indian Sea. Unchecked, the situation in Somalia has worsened over the decades (Eichstaedt, 2010).

regarding the context perspective of this study, it conclude that the current level of piracy along Somalia Coast in puntland state and Gal-mudug state is high, whereby the effort to combat piracy are not yet finished; the effects it posses to the international trade and security is also high, in a position of effecting world dially consuming and harming world security.



## **1.2 Problem statement**

Piracy along Somalia left in the ground of problems such as stealing, killing innocent people, robbery and looting their properties and even their ships. In also Piracy along Somalia coast participate world cost and inflation problems; pirate attacks in 2009, worldwide were recorded to have increased 10%, and the cost to the world market was between \$7 billion and \$12 billion dollars, much of these attacks occurred near the coast of Somalia. Piracy along Somalia coast are participate the world security problems, support local militia and terrorism organization, on the other hand According to the International Maritime Bureau, 53 hijackings were recorded during the year 2010, with 49 of those occurring off Somalia's coastline (Sarah, 2011). In addition to that Since the Gulf of Aden is a prominent waterway for international trade, particularly for oil, and whoever controls the waters between Yemen and Somalia essentially controls all of the trade that flows into the Indian Ocean.

Therefore this study intends to add on more literature on the threats of piracy along Somalia coast caused to the regional and international trade and security so that both international and regional efforts can be stepped up to combat the worrying challenges caused by piracy along the Somalia

## **1.3 Objectives of the Study**

### **1.3.1 General Objective**

The purpose of this study is to assess the impact of piracy along Somalia coast on international trade and security.

### **1.3.2 Specific Objectives of the Study**

- (i) To establish the extent of piracy along the Somali coast
- (ii) To examine the effect of piracy along Somalia coast on international trade and security

- (iii) To establish the relationship between the level of piracy along Somali coast and the international trade and security.

### **1.3.3 Research questions**

- (i) What is the extent of piracy along Somali coast?
- (ii) What is the effect of piracy along Somalia coast on international trade and security?
- (iii) What is the relationship between the extent of piracy along Somali coast and the level of international trade and security?

## **1.4 Research Hypothesis**

Both international trades and security is a significant predictor of piracy along the Somalia coast

## **1.5 Scope of the Study**

### **1.5.1 Content Scope**

Concerning the content scope of this study, the study established the current level of piracy along Somalia Coast; the effect that the piracy poses on to the international trade and security; and lastly established the relationship between piracy along Somalia and international trade and security.

### **1.5.2 Geographical Scope**

As a geographical scope, this study was carried out in Somalia coasts. Thus, data collection for this study was done in the two coastal areas in Somalia and these were Puntland State of Somalia, which is situated in north east Somalia in more specifically the area was collected from ( Eyl coast) and Gal-mudug state, which locates in central Somalia, in more specifically the area was collected from (Hobyocaost) which are the two main coastal areas that pirates use to attack the international shipping.

## **1.6 Significance of the Study**

This study will be significant in the following ways:

The study will be significant to the Government of Somalia and it will provide needed information on the level of Somalia coastal piracy threats and the risks it poses to the international shipping hence enabling necessary plans and strategies for risk reduction programs, and solve this serious problem.

The study will also help the international shipper's and will promote free navigation of the Somalia coasts since better strategies to combat the manacle of pirates along the coast of Somalia, thus reducing threats to the sailing of sea transport.

The research findings in the case of Somalia Coastal Piracy and the risk of international Shipping along Somalia Coast will contribute to the existing literature on the level of current piracy threats and international shipping risks. This means that the study will act as a source of reference for other future researchers.

The results of the study will be beneficial to the researcher in such way that he will acquired sufficient skills to undertake similar studies in future. This will enable him to build competence in the areas of data collection processes, analysis and interpretation.

Furthermore, this study will also be useful to the researcher in sense that it will also be in partially fulfillment of the academic requirements for the award of Master degree in International Relations and Diplomacy of Kampala International University.

Concerning the content scope of this study, the study will determine the current level of piracy threat on Somalia Coast; the level of Somalia international relations; and lastly establish the relationship between Somalia coastal piracy threats and international relations along Somalia coast.



## **1.7 Operational Definition of Key Terms**

**Somalia:** Somalia is country situated in the Horn of Africa. It is bordered by Ethiopia to the west, Djibouti to the northwest, the Gulf of Aden to the north, the Indian Ocean to the east and Kenya to the southwest.

**Coast:** the part of the land near the sea; the edge of the land.

**Piracy Threats:** involves robbery and criminal violence committed at sea. The term can include acts committed on major bodies of water or coastal areas of Somalia. It includes crimes committed against persons traveling on another vessel as the perpetrator e.g. one passenger stealing from others from the other vessel.

**International trade:** International trade is the exchange of capital, goods, and services across international borders or territories.

**International security:** is national security or state security in the global arena.

**United nation Security Council (UNSC):** is one of the six principal organs of the United Nations and is charged with the maintenance of international peace and security.



## **CHAPTER TWO**

### **LITERATURE REVIEW**

#### **2.0 Introduction**

This chapter reviews literature relevant to the study. The literature is cited from various scholarly works, journals, periodicals and quarterly publications, and is organized according to the variables of the study. The theoretical review, conceptual frameworks and related studies form this section.

#### **2.1 Theoretical Review**

Regional Security Complex Theory (RSCT) is a theory of regional security advanced by Barry Buzan and Ole Waever in their 2003 work. The concept of regional security complexes covers how security is clustered in geographically shaped regions. Security concerns do not travel well over distances and threats are therefore most likely to occur in the region. The security of each actor in a region interacts with the security of the other actors. There is often intense security interdependence within a region, but not between regions, which is what defines a region and what makes regional security an interesting area of study. Buffer states sometimes isolate regions, such as Afghanistan's location between the Middle East and South Asia. Regions should be regarded as mini systems where all other IR theories can be applied, such as Balance of Power, polarity, interdependence, alliance systems, etc.

Security is taken to be about the pursuit of freedom from threat and the ability of states and societies to maintain their independent identity and their functional integrity against forces of change, which they see as hostile. The bottom line of security is survival, but it also reasonably includes a substantial range of concerns about the conditions of existence. Quite where this range of concerns ceases to merit the urgency of the security label (which identifies threats as significant enough to warrant emergency action and exceptional measures including the use of force) and becomes part of everyday uncertainties of life is one of the difficulties of the concept

Barry Buzan points out that the concept of security was too narrowly founded<sup>3</sup>, his goal was to, therefore, offer a broader framework of security<sup>4</sup> incorporating concepts that were not previously considered to be part of the security puzzle such as regional security, or the societal and environmental sectors of security. Buzan's approach is more holistic; and while he primes his analysis with neorealist beliefs such as anarchy, the depth of his analysis is constructivist in that he does not accept the given, but rather explores each element of what he considers to be the security package one by one in order to arrive at a more informed conclusion.

Barry also discussed about Societal security is possibly the most intriguing of the five to consider. While it is difficult to separate it from the political sector, societal threats are about identity and the balance (or lack there of) that can be found within any given state. Weak states are often ill-equipped to deal with differences in identity and culture. For example the weak federal government results a lot of causalties such as the piracy, since the insecurity in Somalia have significantly effect the regions such Kenya, where the piracy along Somalia is hickjing some of their tourist in milindi area, therefore, the theory relates to my study.

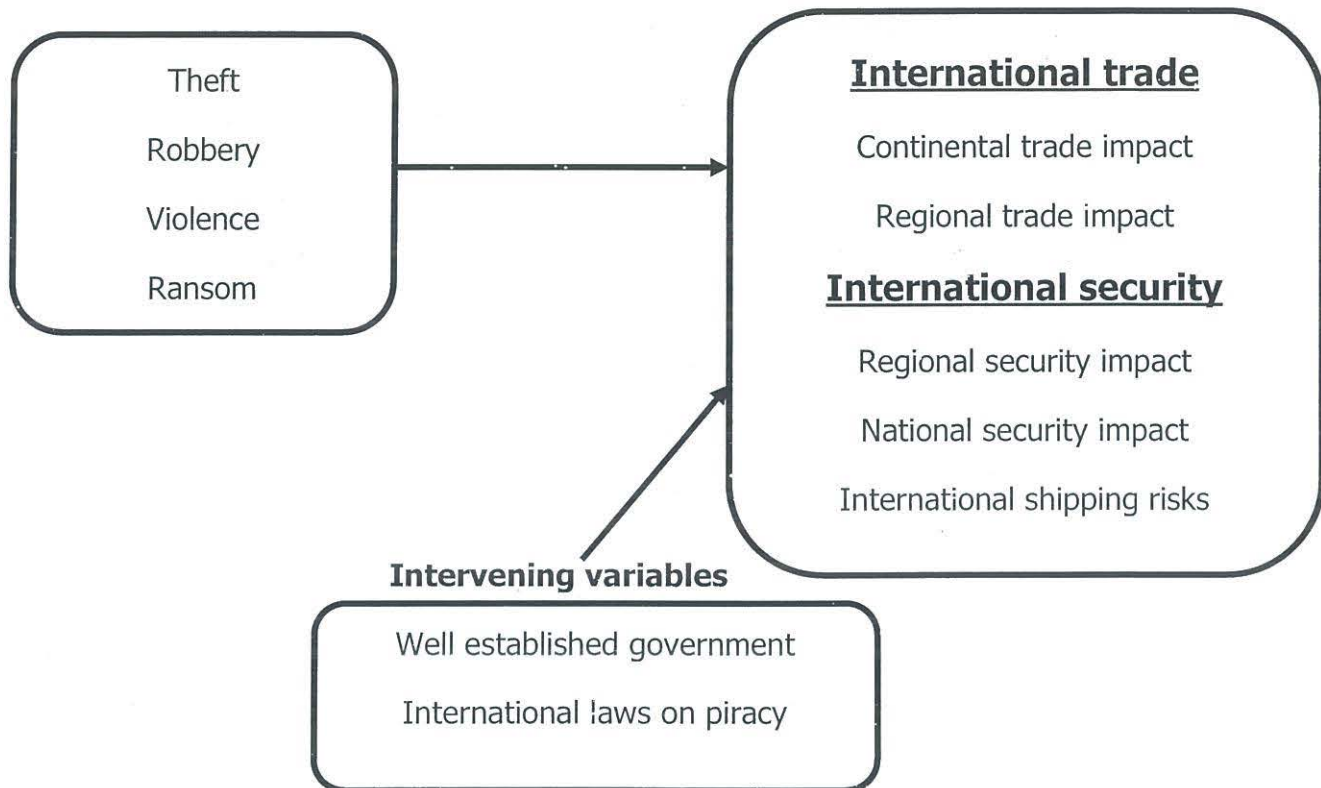
## 2.2 Conceptual Framework

### Independent Variable

#### Piracy

### Dependent Variable

#### International Trade and Security



**Figure 2. 1: Diagram Showing the Conceptual Framework for the study**

**Source: Researcher, 2014**

The frame work above presents the hypothetical relationships between piracy and international trade and security along the Somali coast. It is hypothesized that the independent variable of piracy along the Somali coast impacts the international trade and their constructs. Intervening variables inhibit, promote and compete with the independent variables to influence the dependent variable of international trade and security.



**Independent variable:** pirates along Somalia coast rob merchants of ships or boats and causes violence at sea

**Dependent variables:** international trade and security can be assess using indicators such as resource continental trade impact, regional trade impact, robbery of ships or boats, whereby the security can measure, regional security impact, national security impact, and international shipping risks .

**Intervening variables:** help the piracy along Somalia coast to improve the performance. Intervening variables includes lack of well established government and weak international laws of piracy.

### 2.3 Piracy

The pirate voice comes from the Latin *pirāta*, which in turn would come from the Greek pirates composed by *peira*, which means test in turn derives from the verb *peirao*, which means striving treat of try to fortune in the adventures (Abdiqani 2008). According Jay Bahadur (2012) defined piracy to those attacks from the Sea against ships and positions ashore to steal or win, but do so on behalf of any State, at least officially.

According to Pyeatt, (2000) Piracy is typically an act of robbery or criminal violence at sea. 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 persons traveling on the same vessel as the perpetrator e.g. one passenger stealing from others on the same vessel, the term has been used throughout history to refer to raids across land borders by non-state agents).

After the collapse of their government in 1991, fierce civil war, and the birth of the inefficient new government, the country of Somalia became birthplace of the new age

of piracy. Set on a strategic point on the Horn of Africa, Somali ex-fisherman and ex-militia begun to raid the shipping lanes in the narrow sea channel known as The Gulf of Aden. These attacks created massive economic impact, and international military fleets patrol these waters daily. Although the tales of Golden Age of Piracy are still fresh in our minds, full of swashbuckling captains, treasure ships and fierce naval battles, the modern age still has one area of the world where pirates rule the sea Somalia (Jason, 2012).

The first organized pirate attack carried on by Somali pirates started shortly after the start of the second phase of the Somali Civil War in 2005 (Mikkelsen, 2009). Due to lack of strong government, poverty and ever present crime created situation where pirates started to work for local crime lords, under the guise of serving as coast guards. Successful pirates live much better than the remainder of the country, which fuels the constant arrival of new pirates hungry for glory and wealth. According to some pools, over 70 percent of local Somali population supports their pirate fleet as one of the main protectors of the nation fishing grounds Miriri (2007).

In 2008, pressure from international commerce gave birth to the organized military defense of trade routes (Mikkelsen, 2009). The first warship that entered the waters of Gulf of Aden came from India, which was soon joined by Russian forces. The current military effort is organized into Combined Task Force 150 which guards waters around Somalia and enforces new multiyear defense plan that includes better protection of trade ships and preventive attacks on the pirate coastal strongholds. The immediate effect of international warship was clearly visible pirates soon gave up on the local



attacks near Somali coast and focused their efforts on the wider Indian Ocean, and the horrifying kidnapping of Kenya's tourist from their beaches.

the main goal of pirates remained same throughout all these years, Just in the 2010, over 1100 hostages were captured by Somali pirates, and by the fall of 2011 they captured another 300. Also, they collected various amounts of ransom for captured ships ranging from 500.000 to 2 million dollars. Even though pirates try to keep their captives alive in the hope of receiving ransom, over 60 seafarers have died in their prisons (Najad, 2008).

Piracy off the Somali coast did not begin with a group of bandits looking for money or the best way to make money off the ships that travel through the Gulf of Aden. It 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).

The activities of these illegal fishing fleets is known as Illegal, Unreported and Unregulated (IUU). It is estimated that annually between \$4-9 billion is generated from this Illegal activity with encroachment in Sub-Saharan Africans waters amounting to about \$1 billion. With no effective authority over the territorial waters of Somalia, these fishing fleets have taken control of the 3,300km coastline available to Somalia and its abundant marine. It is estimated that annually about 700 international vessels illegally poach in Somali territorial waters exploiting species of high value such as deep-water shrimps, lobsters, tuna and sharks (High Seas Task Force [HSTF], 2006)



in addition to the illegal fishing, there has also been the dumping of toxic waste into the waters by international companies. The 2005 United Nations Environmental Program (UNEP) Report acknowledged that indeed industrialized nations are reported to be dumping their hazardous waste in Somali territorial waters and the main reason for this practice is cost. In 2009, it cost a European country \$2.50 per tonne to dump its toxic waste in Somalia and \$250 per tonne to dump it safely in Europe. Thus, taking advantage of the lack of political security and non enforcement of environmental security laws, the companies are dumping waste in Somali waters. This is a practice that has been ongoing since the outbreak of the civilwar. However, evidence became available after the 2004 tsunami, which washed ashore the containers and barrels, resulting in an outbreak of diseases among the villagers (UNEP, 2006). This is how the war between the local fishermen and the foreign encroachers began in the 1990s. The fishermen in an attempt to protect their waters and livelihood from being encroached upon by the foreign vessels confronted the acts of foreigners.

There are documented cases of these fishermen being drenched with boiling water in their canoes, their nets being destroyed and those with smaller boats crushed and killed in addition to other forms of abuse. The fishermen to protect themselves began bearing arms and the trawlers began bearing more sophisticated weapons to overpower the fishermen. As a result the fishermen then up scaled their protection and the cycle continued and thus the war began and over the years it has developed into what we now call Somalia's piracy (Waldo, 2009).

Those who did not defect to other lands had to endure destitution, prolonged drought, and desertification and soil erosion. Many Somalis are nomads, who seek out their

meager livelihood from their flocks, but natural disasters have wiped out humongous portions of their livestock, leaving them stranded with no alternative income to support their families. A tiny percentage of the population who are farmers had to witness the decrease of their yield of crops due to soil erosion, lack of fertilizers and instability.

Ison (2009) states that piracy generally occurs when poverty is present coupled with a weak or non-existent government. He notes that maritime crimes in Somalia gradually soared in 2005 resulting from the deteriorating economic situation in the country and the absolute neglect by the international community. This culminated in extreme anxiety on the part of Somalis to survive. The annual income in Somalia is estimated at US \$650 whereas a single act of piracy can yield US\$10,000 or even more for an average pirate. The quest for economic survival has thus been the major propeller of some citizens into piracy in Somalia.

Punt-land was affected by a combination of drought and inflation, the latter largely driven by counterfeit currency and high world food prices. These coincided with a budgetary crisis in Punt-land in April 2008, which forced the government to withhold wages from border and security forces. These newly unemployed were likely attractive to pirate organizations because of their training and access to arms. By comparing price and wage rates over time, we establish that much of the rise in Somali piracy was probably caused by this reduced purchasing power and unemployment.

Pirates choose to take to the sea, not because they have no other option, but rather because the alternatives do not pay enough. Second, and most encouragingly, these results tell us that pirates are not trapped in a life of piracy. When pirates have an



opportunity to work in a legitimate (and less risky) business with high wages, they are more than willing to forego piracy.

Some benefits from the piracy have also been noted. In the earlier years of the phenomenon in 2008, it was reported that many local residents in pirate hubs such as Harardhere appreciated the rejuvenating effect that the pirates' on-shore spending and restocking had on their small towns, a presence which often provided jobs and opportunity when there were comparatively fewer (Sterio, 2012). Thus, entire hamlets were in the process reportedly transformed into boomtowns, with local shop owners and other residents using their gains to purchase items such as generators for uninterrupted electricity.

However, the election of a new administration in 2009 in the northeastern Puntland region saw a sharp decrease in pirate operations, as the provincial authorities launched a comprehensive anti-piracy campaign and established an official maritime police force (Hilley, 2009). Since 2010, pirates have mainly operated from the Galmudug region to the south. According to McGlone (2011), the significant infrastructural development evident in Puntland's urban centers has also mainly come from a combination of government development programs, internal investment by local residents returning to their home regions following the civil war in the south, and especially remittance funds sent by the sizable Somali diaspora. The latter contributions have been estimated at around \$1.3-\$2 billion a year, exponentially dwarfing pirate ransom proceeds, which total only a few million dollars annually and are difficult to track in terms of spending.

The impoverished fishermen in Kenya's Malindi area in the southeastern African Great Lakes region have reported their largest catches in forty years, catching hundreds of kilos of fish and earning fifty times the average daily wage as a result (McGlone, 2011). They attribute the recent abundance and variety of marine stock to the pirates scaring away predatory foreign fishing trawlers, which have for decades deprived local dhows of a livelihood. According to marine biologists, indicators are that the local fishery is recovering because of the lack of commercial scale fishing.

## **2.4 International Trade**

Transporting of goods and passengers by water was early civilizations, which arose by waterways, depended on watercraft for transport, the Egyptians were probably the first to use seagoing vessels 1500; the Phoenicians, Cretans, Greeks, and Romans also all relied on waterways, (Omar, 2008). In Asia, Chinese ships equipped with multiple masts and a rudder were making sea voyages by 200; from as early as the 4th century the Chinese relied heavily on internal waterways to transport food to their large cities. Japan, too mountainous to rely on roads for mass transport, also relied on internal and coastal waterways for shipping from early in its history (Omar, 2008).

As noted, the spice trade was a great stimulus to shipping trade. Arabians were sailing to the Spice Islands before the Christian era, and European merchant marines grew up largely because of it (Elise, 2009). The sea trade had a similar effect, as did the discovery of gold in the New World. From the 17th to the 19th century, the slave trade was a major feature of Atlantic shipping. The U.S. and England were the ascendant shipping nations in the 19th century; Germany, Norway, Japan, the Netherlands, and

France joined them in the early 20th century, with Greece dominating the industry by the century's end. Transoceanic shipping remains a vital part of the world economy. Many U.S. merchant ships are registered in a third nation to avoid heavy taxes.

#### **2.4.1 Continental Trade Impact**

Trade in Sub-Saharan Africa is slowly but surely starting to suffer the dire consequences of the stranglehold piracy has placed on the shipping lanes on the east coasts of Africa (Venetia, 2012).

While, during the recent past, most of the efforts to curb piracy were focused on the Gulf of Aden and the larger Somalia coastline, the development of piracy along Somalia coast may have serious implications for the continued economic development in Sub-Saharan Africa. The sustained escalation of incidents of piracy has the potential to strangle international trade around the African coastline, inadvertently causing significant collateral damage to developing countries and countries that have only recently emerged from long civil wars and internal strife (Venetia, 2012).

Shipping companies will have to begin considering alternative shipping routes if their assets are threatened on the east Africa which is the major point of sail. It might be more cost effective to take the longer route through the Panama Canal. It might even be safer to take the route through the Suez Canal, even if there is a threat of piracy on entering the Gulf of Aden - at least there will be an international fleet to deter some of the pirates, and this threat will only occur once. The long route around the Southern tip

of Africa increases the vulnerability of cargo and personnel on the east coasts, thus presenting a greater chance of attacks from pirates (Freiden, 2010).

Africa must urgently put efforts into the development and deployment of anti-piracy naval and air resources and technical expertise. If Africa wants to ensure that it continues to grow and prosper, this threat has to be addressed head-on. Africa must expedite its response to piracy if it would like to protect its inhabitants from the financial impact of a sustained "War on Piracy" and the associated drain on resources that should have been used to alleviate poverty in the region (Ghose, 2010).

From an economic point of view, having Africa's access to internationally developed materials such as nuclear reactors, vehicles, tractors, imported and exported food, and other materials reduced will be devastating. More worrying is the impact of a decrease in exports of natural resources from African countries. It will lead countries not to generate income to build their nations since there is no opportunity to export their scarce products to the international markets, it will cause these countries not to gain access to international funding and loan institutions, and more to the point, it will develop countries not to generate funds to pay back existing loans and agreements since they are unable to sell their resources (Dagne, 2009).

Countries with oil and gas resources might feel that they are exempt from the impact of piracy. These countries, however, have to consider that the infrastructure to harvest their natural resources was shipped in from international markets. The expertise to develop, improve and maintain these systems on a technical level, in most cases, does not reside within the countries where these products are used. A pro-active approach



against piracy is thus urgently needed to prevent its potential negative impact on much-needed imports (Ghose, 2010).

#### **2.4.2 Regional Trade Impact**

piracy along Somalia coast lead to a decrease of revenue for Egypt as fewer ships use the Suez canal estimated loss of about \$642 million, impeded trade with neighboring countries, and negatively impacted tourism and fishing in the Seychelles (Goodwin 2011). Around 50% of the world's containers passed through the Horn of Africa coastline as of 2012, the European Union Naval Force (EU NAVFOR) has a yearly budget of over 8 million Euros earmarked for patrolling the 3.2 million square miles (Gibbons 2011). A 2011 report by Oceans beyond Piracy (OBP) suggested that the indirect costs of piracy were much higher and estimate \$6.6 to \$6.9 billion, as they also included insurance, naval support, legal proceedings, re-routing of slower ships, and individual protective steps taken by ship-owners. Another report from 2011 published by the consultancy firm Geo-policy Inc. investigated the causes and consequences of international piracy, with a particular focus on such activity off the coast of Somalia. The paper asserted that what began as an attempt in the mid-1990s by Somali fishermen to protect their territorial waters has extended far beyond their seaboard and grown into an emerging market in its own right. Due to potentially substantial financial rewards, the report hypothesized that the number of new pirates could swell by 400 persons annually, that pirate ransom income could in turn rise to \$400 million per year by 2015, and that piracy costs as a whole could increase to \$15 billion over the same period (Gibbons 2011).

To conclude, Somali piracy stands as a very real and critical threat to all continental, regional and international trade. Somali pirates have expanded their operations throughout the Indian Ocean and severely hamper all trade that passes through the Gulf of Aden, with particular consequence to the movement of oil (Byman, 2000). The influence the Somali pirates now hold over the shipping lanes could potentially be used by enemy factions, such as international crime syndicates, terrorists, and rogue states to harmfully impede the global economy.

## **2.5 International Security**

Piracy along coast of Somalia has emerged over the past two decades as a legitimate threat to international security. The combination of weak governmental institutions, a natural geographic choke point in the Gulf of Aden, and a significant flow of ships through the Gulf have allowed pirates to establish safe harbors from which to attack a plethora of available targets. Successful attacks have significant consequences: hijacked ships, kidnapped crews, expensive ransom negotiations, and loss of life.

As merchant ships are attacked and trade flows disrupted, the cost of transporting goods through pirate waters increases, possibly discouraging trade through these regions, this problem has global dimensions. Annually, 12 percent of world trade is estimated to pass through the Suez Canal. For the countries in the Indian Ocean region, whose ports are in relatively close proximity to pirate waters, as much as 60 percent of their imports travel through pirate infested waters. These countries are potentially exposed to significant disruptions to their trade, and could be the victims of pirate-

induced price distortions in their traded goods, with consequent welfare implications (Fraser, 2018).

The incident of mearsk Alabama was clearly that piracy along Somalia coast has become a new virgin threat to international security. On April 8, 2009, Captain Richard Phillips of the Measrk Alabama surrendered himself as a hostage to a group of Somali pirates in return for the safety of his crew. First Mate Shane Murphy, who claimed he has witnessed pirate attacks in the past, told the press that he was alarmed to see a boat of Somali pirates dogging after the Alabama "faster than anything he had seen before," hinting at the quality of nautical equipment the Somali pirates have seized for themselves over the years (Eichstaedt, 2010).

In a desperate rescue mission, United States Navy Seals saved Phillips after snipers killed the pirates, enabling the vessel to be boarded. Though Phillips was returned safely to his family, Jamac Habeb, a veteran pirate, told the press that Somalia would not stand for the death of their men. "From now on," he told reporters, "if we capture foreign ships and their respective countries try to attack us, we will kill the hostages, The U.S. forces have become our number one enemy" (Tenety, 2011).

Two years later, four American missionaries were captured as they sailed through the Indian Ocean (Tenety, 2011). When a U.S. Navy Destroyer trailed after the hijacked yachts, the pirates fired a rocket grenade at the destroyer, and after a gunfight, U.S. forces regained control of the yachts. Unfortunately, the four Americans had already been killed, proving Habeb's claims to be true.



### **2.5.1 International shipping threats along Somalia coast**

Piracy off the coast of Somalia has been a threat to international trade since the second phase of the Somali Civil War in the early 21st century (Jason 2012). Since 2005, many international organizations, including the International Maritime Organization and the World Food Programmed, have expressed concern over the rise in acts of piracy (Elise, 2009). Piracy has impeded the delivery of shipments and increased shipping expenses, costing an estimated \$6.6 to \$6.9 billion a year in global trade per Oceans beyond Piracy (OBP). According to the German Institute for Economic Research (DIW), a veritable industry of profiteers has also risen around the piracy. Insurance companies, in particular, have profited from the pirate attacks, as insurance premiums have increased significantly.

There were 151 attacks on ships in 2011, compared to 127 in 2010, but only 25 successful hijacks compared to 47 in 2010. 10 vessels and 159 hostages were being held at February 2012. In 2011, pirates earned \$146m, an average of \$4.87m per ship. An estimated 3,000 to 5,000 pirates operated; by February 2012 1,000 had been captured and were going through legal processes in 21 countries (Sterio 2012).

By September 2012, the heyday of piracy in the Indian Ocean was reportedly over (Elise, 2009). It also noted backers were now reportedly reluctant to finance pirate expeditions due to the low rate of success, and pirates were no longer able to reimburse their creditors. According to the International Maritime Bureau, pirate attacks had by October 2012 dropped to a six-year low, with only 1 ship attacked in the third quarter compared to 36 during the same period in 2011. The study takes in to account

various agents of international shipping, such as the cost that international ships spend, the benefits of from their cost, and the casualties.

Combined Task Force 150, a multinational coalition task force, took on the role of fighting piracy off of the coast of Somalia by establishing a Maritime Security Patrol Area (MSPA) within the Gulf of Aden (Gibbons, 2009). The increasing threat posed by piracy has also caused concern in India since most of its shipping trade routes pass through the Gulf of Aden. The Indian Navy responded to these concerns by deploying a warship in the region on 23 October 2008.

Gibbons (2009) also noted that in September 2008, Russia announced that it too would join international efforts to combat piracy. Some reports have also accused certain government officials in Somalia of complicity with the pirates, with authorities from the Galmudug administration in the north-central Hobyo district reportedly attempting to use pirate gangs as a bulwark against Islamist insurgents from the nation's southern conflict zones. However, according to UN Secretary-General Ban Ki Moon, both the former and current administrations of the autonomous Puntland region in northeastern Somalia appear to be more actively involved in combating piracy.

Latter measures include on-land raids on pirate hideouts, and the construction of a new naval base in conjunction with Saracen International, a UK-based security company. By the first half of 2010, these increased policing efforts by Somali government authorities on land and international naval vessels at sea reportedly contributed to a drop in pirate attacks in the Gulf of Aden from 86 a year prior to 33, forcing pirates to shift attention to other areas such as the Somali Basin and the wider Indian Ocean Phillips (2012). By

the end of 2011, pirates managed to seize only four ships off of the coast of Somalia; 18 fewer than the 26 they had captured in each of the two previous years. They also attempted unsuccessful attacks on 52 other vessels, 16 fewer than the year prior. As of 1 May 2013, the pirates were holding 2 large ships with an estimated 54 hostages (Reilly, 2010).

### **2.5.2 Regional security impact**

Piracy is not only a threat to the security, economies, and stability of the different countries of the region. Countries such as Yemen, who controls the southern entrance of the Red Sea, and Egypt, who controls the northern entrance via the Suez Canal, might be at the forefront of this dilemma, even though Arab countries are the ones that could suffer the majority of loss (Elise 2009).

Since Arab oil coming from the Persian gulf must be transported to Europe and the US via the Suez canal, any disturbance in its routes could pose serious security and economic issues to the world (Gettleman, 2010).

The rise of piracy in 2008, where more than 90 cases were reported, has severely impacted the security of the Red Sea being a strategic water passage. With the rise in risks of navigation in the region, many countries began to use alternative routes such as the Cape of Good Hope, even though it is more costly to do so (Jason 2012). The risks that are imposed by piracy are: the weakening of the economies that benefit from the Red Sea trade routes; the potential that the Red Sea region could transform into a battle field where other countries impose themselves politically and drug dealing could



blossom under such chaotic circumstances; the transforming of the Red Sea into an international water passage, which would reap out the benefits of the benefiting regional countries; and finally fears that Israel and its allies would dominate the region under the banner of war on terror and reshape it as proposed by the Greater Middle East (James 2009).

Yemen is one of the first countries to recognize the threat imposed by piracy. As early as 1977, it held a conference for all Arab countries to discuss the security of the Red Sea region. However, due to the global political situation at the time the Cold War, and the Arab-Israeli War the agenda was put aside and received little attention. Yemen, however, continued to press on the subjects, especially after the collapse of the Somali government and the political turmoil that took place in East Africa (James 2009). Thus, with the rise in piracy by 2007, the already fragile Somali economy had suffered severe consequences (Sterio, 2012). As for Egypt, it has sustained direct repercussions as a result of piracy, which endangered Egyptian vessels and impacted negatively on shipping through the Suez Canal. Equally important, however, are the negative ramifications on Egypt's national security (Patrick 2003).

Hence the whole situation requires swift actions on the part of Egypt so as to preserve its interests. Cairo could move in cooperation with other countries or international organizations with which it shares worries over the security of the region, or it could act unilaterally if collective action proves wasteful or unworthy. Currently, safeguarding shipping through the Red Sea and nearby areas is an Egyptian top priority. Piracy could

lead to the diminishing of revenue gained by Egyptian coffers off the Suez Canal, which make up one of the largest foreign currency income sources for Egypt.

Revenues from the Suez Canal fell from \$469.6 million in September to \$467.5 million in October to \$419.8 million in November. According to experts, revenues will dramatically decrease should the problem of piracy remain unresolved (Robert 2000).

With the persistence of this problem, an international coalition of forces was formed to battle this crisis, this coalition of forces was led by the US, France, and other Western countries, and The Security Council has passed a legislation that allowed for military presence of Western countries in Somali waters, the fear of turning the Red Sea into an international water passage has sparked alarms in the neighboring countries (Timothy J. 2011). It is widely thought that the United States' and EU's presence in Somalia is primarily to internationalize the southern entrance to the Red Sea and the Gulf of Aden. The greater objective however, is sought to be internationalizing the Suez Canal, an action that threatens both Egypt's national security and that of the Arab world as well Crawford (Andrea 2000).

### **2.5.2 National security impact**

The problem of piracy along Somali coast can be resolved only by means of establishing a political stability in Somalia, a Russian deputy envoy to the United Nations said "Somalia has been without an effective government since 1991 plagued by fighting between rival warlords, famine and disease, which have claimed the lives of up to 1 million people". The issue of piracy off the Somali coast has been very acute in the

recent years. It's clear that the long-term solution of the piracy issue is linked with the promotion of the political process and Somalia's restoration. Somali pirates carried out a record number of attacks and hijackings in 2009. According to the Piracy Reporting Center of the International Maritime Bureau, a total of 217 vessels were attacked and 47 of them hijacked last year (Abdi Guled, 2012). The main problems in fighting Somali pirates are the absence of definite international norms for legal prosecution of detained pirates. Russia has repeatedly called for the creation of a special juridical body to try hijackers captured during anti-piracy operations off the Somali coast. In late April, the UN Security Council adopted Russia's proposal to consider the creation of a new court for this purpose (Thompson, 2009).

Commonwealth leaders have urged the international community to mobilize funding to strengthen the Government of Somalia and other state institutions in the fight against piracy, the international community should recognize that the menace in the Indian Ocean cannot be effectively tackled in the absence of political stability and security in Somalia, a statement released during the Commonwealth Heads of State and Government (CHOGM), the leaders, who are attending the meeting in Perth, Australia, said they would act on proliferation and trafficking of illicit weapons while embracing moderation as an important value to overcome all forms of extremism (M. Morgan 2003).

They called for appropriate funding to AMISOM and global support in enhancing maritime security, adding that dealing with the root cause of conflicts would promote democracy, development and strong legitimate institutions. They resolved to implement



legal frameworks for the suppression of financing for terrorists and agreed to improve international security by accelerating conclusion of negotiations for a comprehensive Convention on International Terrorism (Katz 2012).

## **2.6 Related Studies**

According to the study carried out by Hunter (2008) about Somali pirates living the high life, he found out that a lawless nation with no central government, or any form of employment for its young men, it is estimated that approximately two-thirds of Somali youth are without jobs. Almost 75% of Somali households survive on less than \$2 a day; thus piracy provides an alternative to make a living in the face of such desperation. Piracy offer young men in Somalia an opportunity to join the economic elite of the country. Piracy reportedly generated over \$30million (USD) between January and November 2008, therefore, this relates to my study, since piracy provides good alternative of living, it will give a motivation for the youth to be piracy.

Reuters (2008) study on piracy on security and the international community as a whole found out that one of the reasons for which Somalia is known as a dangerous and violent country is the free flow of arms in the country. No day goes by without reports of explosions, kidnappings, murders and battles. The pirates keep most of the money they gain for themselves and the maintenance of their lavish lifestyles. However, some of the money is passed down to significant natives some of whom are involved in the on-going war in the country thus indirectly financing the war, thus, this relates to my study, my study is piracy of Somalia, and the country is without government, this shows as that piracy participates indirectly the ongoing war.

Tsvetkova, (2009) also carried study about Securitizing piracy off the coast of Somalia. This study discovered that piracy also poses a threat to the environment. Environmental security for a country that depends heavily on agriculture and fishery is essential. Huge oil tankers sail through the Gulf of Aden and there is a constant fear that a pirate attack can aggravate into a major oil spill. Therefore, this relates my study in terms of looking at the effect of environment, most of Somalis people their live depends on the fishes; any damage faces to the fishes will directly affect the people.

According to the study carried out by John (2003) entitled "Ending Somali Piracy: Go After the System, Not Just the Pirates", it was noted that Somalia's economy is not spared either: piracy-related trade costs are at \$6 million a year, without taking into account the fact that potential sea-based economic activities are constrained by piracy. The collaboration between pirates and Islamist insurgent groups also has raised concerns about Somalia's political stability.

Saskia's (2010) study about "Dangerous waters: Maritime piracy off the coast of Somalia; similarly found out as a result of the escalating piracy problem off the Horn of Africa, combined with the enormous media coverage of the problem, the international community started to take anti-piracy measures. This relates to my study, since most affect faces the international ships, therefore, it important that, international community start to take anti-piracy measures.

Wilson (2009) also carried out a study about Modern Maritime Piracy after the End of the Cold War a Challenge for the Marine and Coastal Management". He found out that Somalia is one of the many Least Developed Countries that reportedly received

countless shipments of illegal nuclear and toxic waste dumped along the coastline. Starting from the early 1980s and continuing into the civil war, the hazardous waste dumped along Somalia's coast comprised uranium, radioactive waste, lead, cadmium, mercury, industrial, hospital, chemical, leather treatment and other toxic waste. This relates to my study that the most and the first force behind the start of Somalia piracy was the actions resulted from the international shipment passing the coast of the Somalia

Cyril (2012) cordially noted in his study about African Pirates in the 21st Century: A Comparative Analysis of Maritime Piracy in Somalia and Nigeria, noted that Somalis had legitimate concerns regarding the illegal fishing vessels in their territory, the indiscriminate attacks on all maritime vessels defeats their grievance motives for piratical attacks. So that, this relates my study, the factors motivated the actions piracy in the coast of the Somalia is the idea of defending the country's natural resource in terms of sea.

Alexander (2010) also showed in his study entitled Piracy along the Horn of Africa: An Analysis of the Phenomenon within Somalia; that the collapse of the central state in Somalia explains to some extent the development of piracy, but it is far from being a sufficient explanation. The causes are multi-faceted. They are political, economic and social. They consist in a combination of factors like poverty, lack of security and rule of law, the opportunism of key actors, and the use of networks based on trust through intra-clan cooperation. The assumption that the more state there is in Somalia, the less piracy there will be is extremely simplistic. Weak or corrupted state structures



contribute to amplify the phenomenon rather than lead to its reduction. Therefore, this relates my study, when we look at the side of need to have good government in the country, then the casualties that they face the international ships will be low.

Similarly, Crilly (2009) pointed in his study about Somali pirates are paid record \$3.5 million ransom, that since the inception of piracy in Somalia, the trade has grown into a very lucrative business. The lawlessness of Somalia provides a perfect breeding area for pirates; however, it is the increase in ransom that continues to serve as motivation for the continuous practice of the trade. Initially, ransom ranged between tens to hundreds of thousands of US dollars; however, in 2008 this figure shot up to average between half a million to an astonishing \$3.5m. These outrageous payments continue to make piracy in Somalia a very attractive business. Countries and shipping companies are most often very willing to pay these ransoms because the value of the ships and its crew members outweigh the ransom being demanded.

Costello (2008) also observed that in his study about Shipping Insurance Cost Soars With Piracy Surge Off Somalia; that the effect of piracy on international trade is extremely costly. The companies whose ships are prevented from reaching their destination on time lose great money. In addition, the ransom paid to the pirates makes sailing through the Gulf of Aden a very costly journey. With the increase in hijacking, the cost of insurance premiums for ships sailing through the Gulf of Aden has been increased. With the possibility of hijacking, war risk insurance has to be paid before a ship sails out. There are reports that the premiums have been raised tenfold in a year. Therefore, this relates to my study, if it becomes too costly to insure a ship to sail safely

and timely through the Gulf of Aden, then ships will have to take the longer route to Europe and North America through the Cape of Good Hope.

Wilson (2009) also carried out a study about Effectively Confronting a Regional Threat: and he revealed that Somali Piracy Three elements political capital, manpower and financial resources form the foundation of the hijack for ransom phenomenon in Somalia, where a history of inter- and intra-clan competition and European colonization has left many areas without functioning institutions, according to the study. That has allowed pirates to recruit local youth, buy guns and speedboats, and most importantly, secure coastal areas where they can anchor hijacked vessels for months or years. Thus, this relates to my study as long as the above three elements are still available, plus without government, the ending of piracy could be difficulty, therefore, it is important to have government controls the above three elements.

Captain Jeff Kline (2011) in California State University also carried out study about Maritime Piracy off the Coast of Somalia. His study found out that Modern-day piracy, specifically in the Gulf of Aden (GoA) and off the coast of Somalia, has transformed into a business-like industry incentivized by a high reward and low risk. Therefore, this relates to my study, that the piracy become business industry.

## **CHAPTER THREE**

### **RESEARCH METHODOLOGY**

#### **3.0 Introduction**

This chapter explains the methods that were used in this study. Specifically it entails the research design, sample procedure, research instruments, validity and reliability, data gathering procedures, data analysis, ethical consideration and limitations of the study.

#### **3.1 Research design**

This study employed descriptive survey and correlation design. Descriptive studies are non-experimental in researches. This design were chosen such that establishment of relationship between variables, testing of hypothesis and development of generalizations and use of theories that have universal validity could be effectively be determine. Both qualitative and quantitative approaches were used in this study. Respondents offered qualitative data in their responses which afterwards were quantified to establish trends to be used in analysis.

#### **3.2 Research Population**

The target population size for this study was 245 people and this consisted of community leaders along the coast who had witnessed piracy activities along the Somali Coast; UN agencies, which deal with piracy affairs; the ministry of fisheries and natural resources responsible for the entire coastal affairs in the country; the ministry of foreign policy and international cooperation responsible handling foreign relations. a total of 45 community leader member was drawn from Bosaso, 50 staff UN agencies was drawn

from the Office in Puntland and Gal-mudug, 50 Somali prisoners of piracy were drawn from the central jail in Puntland and Galmudug, and 40 staff of ministry of fishery and natural resource were drawn from the office Puntland and Galdmudug states of Somalia, 30 staff of ministry of foreign affairs and international cooperation, and 30 politicians were drawn from the government of Somalia (Puntland Post 2014).

### 3.3 Sample Size

The research sample size was 152 respondents which included 62 local leaders along the coasts; 22 staff UN agencies; 38 Somalia prisoner of piracy; 10 politicians and 20 officials from head staff of PWA. The sample size for this study was determined by the Slovene's formula as shown below:

$$n = \frac{N}{1 + N(e^2)}$$

Where; n = the sample size; N = the population size; and e = the level of significance,

Which is = 0.05. This can further be illustrated as below:

**Table 3. 1: Target population and sample size**

Population category	Population	Sample size
Local leaders along the coast	45	28
UN Agencies	50	31
Pirate Prisoners	50	31
Ministry of fisheries and natural resources	40	25
Ministry of foreign affairs	30	19
Politicians	30	19
<b>TOTAL</b>	<b>245</b>	<b>152</b>



### **3.4 Sampling Procedure**

The sampling technique that was used in this study was systematic random sampling. Using this method, a list of the potential respondents in the institutions was compiled. In selecting the respondents, two consecutive respondents were selected while skipping the next one respondent and selecting the next two all over again until the sample size was met. This sampling technique was employed because it was simple and prevented cases of bias in sampling. Purposive sampling was also used to determine high profile respondents like ministries and project managers who were believed to have more information about the piracy along Somalia coast and its impact on international trade and security.

### **3.5 Research Instruments**

Questionnaires were the main research instrument that was used in this study. This questionnaire was closed-ended (strongly agree, agree, disagree and strongly disagree) and this will enable the instruments to be self-administered. The questionnaire was comprised into several sections. Section one will be about the profile of respondents; part two of the questionnaire will be about level of piracy along Somalia coast, the other was the effect of piracy in international trade, and the last was about the effect of piracy in international .

### **3.6 Validity and Reliability**

The validity of research instrument was measured using content validity Index while the reliability was done through pre-test of the research instruments. In the process of determining the validity of questionnaire, two raters or experts in the area of research instrument were asked to rate the content in the questionnaire. These experts were my supervisor (Dr. Oketch) and Mr. Kombe (a research and statistical analyst based in

Kampala). They verified the questions in the instruments and assessed the extent to which they related to the topic of the study. Out of 32 questions 29 were declared valid while the rest were somehow valid. Amin (2005)'s principle requires that for a valid instrument the proportion of the valid items should be equal to or exceed 0.7.

$$CVI = \frac{\text{Number of Questions Declared valid}}{\text{Total Number of Questions}} * 100$$

$$CVI = \frac{29}{32} * 100 = 90.63\%$$

Due to the figure above which was computed at 0.9063 (90.63%), the instrument was declared valid.

On the side of reliability, Cronbach's alpha was used to determine the level of reliability (internal consistency) of the instrument. The following table was produced by SPSS by running reliability test on the data collected.

Table 3. 2: Reliability Test Results

<b>Constructs</b>	<b>Alpha</b>	<b>No. of items</b>	<b>Interpretation</b>
Theft	0.74	7	Reliable
Robbery	0.94	7	Reliable
Violence	0.77	6	Reliable
International Trade	0.79	5	Reliable
International Security	0.83	5	Reliable
<b>Total/Average</b>	<b>0.81</b>	<b>32</b>	<b>Reliable</b>

**Source: Primary Data**

The Cronbach's alpha produced a figure of 0.81 and since according to Amin (2005), 0.7 is the threshold for reliability, the instrument was hereby declared reliable.

## **3.7 Data gathering procedures**

### **3.7.1 Before Data Collection**

An introductory letter was obtained from the College of Higher Degree and Research (CHDR) of Kampala International University. This letter gave a go ahead to the researcher to seek permission from the different administrators of the select institutions that had been targeted for this study. This paved way for sampling of the intended respondents.

### **3.7.2 During Data Collection**

Data collection started with administration of self-administered questionnaires to respondents. This was done with the help of research assistants. Respondents were kindly requested to fill in the questionnaires within one week. The researcher collected back the research instruments after checking that all the questionnaires had been well answered.

### **3.7.3 After Data Collection**

The researcher went ahead with the coding of data. This involved tallying the information in the questionnaire and analyzing it using Pearson's product moment correlation and multiple regression analysis. Necessary editing was also done to make sure that the report that was produced met the university standards for higher degrees research studies. The last copy was presented for approval and defended before the panel of viva.

## **3.8 Data analysis**

The frequency and percentage distribution were used to determine the demographic characteristics of the respondents. The rest of the analysis of the primary data collected was done objective by objective.

Objective one and two. This objective dealt with the levels of recruitment policy and employees' performance. The mean and ranks of the indicators and construct variables were applied for the levels of recruitment policy and employee performance of Puntland State University. An item analysis was illustrating the strengths and weaknesses based on the indicators in terms of means, standard deviation, t statistic and ranks.

The following mean range was used to arrive at the mean of the individual indicators and interpretation.

**Table 1: Mean Range Interpretation Table**

Mean Range	Response Mode	Interpretation
<b>3.26-4.00</b>	Strongly agree	Very high
<b>2.51-3.25</b>	Agree	High
<b>1.76-2.50</b>	Disagree	Low
<b>1.00-1.75</b>	Strongly disagree	Very low

Objective three. A multiple correlation coefficient was used to test the null hypothesis (Ho) of thier significant relationship between piracy along the Somali coast and international trade and security at 0.05 level of significance.

### **3.9 Ethical Considerations**

Bearing in mind the ethical issues, the researcher provided the respondents with the necessary information as regards the main purpose of the research, expected duration and procedures to be followed, and will be in position to keep privacy and not disclose the identity of respondents .



The research was also begun immediately when a testimonial letter was secured from Kampala International University. Thereafter, copies of the letter was used to introduce the researcher to the respondents, after getting the testimonial letter; the researcher make sure that the instruments of the research was developed and ready for work.

### **3.10 Limitations of the Study**

The threats to validity in this study include the following: Intervening or confounding variables were somewhat beyond the researcher's control. Some of these included honesty of the respondents and personal biases. To minimize such conditions, the researcher requested the respondents to be as honest as possible and to be impartial/unbiased when answering the questionnaires.

The use of research assistants somewhat rendered inconsistencies such as differences in conditions and time when the data was obtained from respondents. This limitation was minimized by orienting and briefing the research assistants on the data gathering procedures.

Another limitation to the study was also the instrumentation. The research tools were somewhat non-standardized. However, the validity and reliability of the instruments was ensured so as to achieve some level of measurement and this was done with the help of experts and pre-testing.

## CHAPTER FOUR

### DATA PRESENTATION, ANALYSIS & INTERPRETATION

#### 4.0 Introduction

This Chapter presents results on piracy along the Somalia coast. The pattern is investigated by background characteristics and level of international trade. The subsequent sections present results based on these themes. The subsequent sections present results on respondents back ground information, piracy along Somalia coast, level of International Trade, and International Security. As earlier indicated, average indices were adopted in evaluating these latent constructs.

#### 4.1 Characteristics of respondents

Table 1 presents a descriptive summary of respondents characteristics namely, age, gender, marital status and coast.

**Table 4. 1 Descriptive summary of respondents' characteristics**

Characteristics	N	Percentage (%)
<b>Age</b>		
Below 30	4	2.5
31-40	90	57.5
41-50	54	35.0
50 Above	4	5.0
<b>Total</b>	<b>152</b>	<b>100.0</b>
<b>Gender</b>		
Female	64	42.5
Male	88	57.5
<b>Total</b>	<b>152</b>	<b>100.0</b>
<b>Coast</b>		
Punt land estate	81	53.1
Gal mudung state	71	46.9
<b>Total</b>	<b>152</b>	<b>100.0</b>
<b>Marital status</b>		
Single	16	12.5
Married	136	87.5
<b>Total</b>	<b>152</b>	<b>100.0</b>

The characteristics of the respondents presented in Table 4.1 can be summarized as follows: predominantly male (57.5%), aged below 30 years (60.0%) and 87.5 percent are married while the rest are not. With regards to coast, the highest proportion was from Punt land estate (53.1%) while the rest were from Gal mudung state (46.9%).

### 4.3 Piracy along the Somali coast

Table 4.2 presents a descriptive summary of respondents by the items of Piracy along the Somalia coast.

**Table 4. 2: Descriptive summary of items regarding Piracy along Somalia Coast**

Question Variables	Mean	Standard deviation	t-statistic	Rank	Interpretation
There have been increased piracy attacks from the Sea against ships	3.42	0.55	6.22	5	Very High
There are also increased sponsors of pirate activities	3.01	0.34	8.85	9	High
Pirates in Somalia coast act on behalf of some government official	3.55	0.54	6.57	3	Very High
There are high cases of state-backed piracy vessels on the high seas	3.23	0.71	4.55	8	High
The number of plunders by piracy has been high in the coast of Somalia	3.25	0.48	6.77	7	High
Pirates commit crimes on people travelling in other vessels	3.47	0.22	15.77	4	Very High
Pirates sometimes attack any sovereign nation	2.96	0.59	5.02	10	High
Pirates in Somalia also rape women, steal goods	3.6	0.63	5.71	1	Very High
Cases of organized looting by pirates have been witnessed along Somalia coast	3.58	0.44	8.14	2	Very High
Lack of well established government in Somalia contributed to surge in piracy	3.27	0.52	6.29	6	Very High
<b>Overall Mean</b>	<b>3.33</b>	<b>0.75</b>	<b>4.45</b>		<b>Very High</b>

**Source: Primary Data, 2014**

The table above indicates that the level of piracy along the Somali coast is very high as denoted by the mean value of 3.33. The highest indicator amongst the ones measured by the question variables is the fact that Cases of organized looting by pirates have been witnessed along the Somali Coast which scored a mean level of 3.58. Considering that this mean is calculated out of four (4), the situation at the coast is really piteous.

Results from the table above indicate that the respondents agreed to all the items regarding piracy at the Somalia coast. These include, there have been increased piracy attacks from the Sea against ships, there are also increased sponsors of pirate activities, pirates in Somalia coast act on behalf of some government official, there are high cases of state-backed piracy vessels on the high seas, the number of plunders by piracy has been high in the coast of Somalia, pirates commit crimes on people travelling in other vessels, pirates sometimes attack any sovereign nation, pirates in Somalia also rape women, steal goods, cases of organized looting by pirates have been witnessed along Somalia Coast, lack of well-established government in Somalia contributed to surge in piracy



#### 4.4 International Trade

Table 4.2 presents a descriptive summary of respondents by the items regarding level of international trade.

**Table 4. 3 Descriptive summary on the effect of piracy along Somalia coast International trade**

Question Variables	Mean	Standard deviation	t-statistic	Rank	Interpretation
Piracy off the coast of Somalia has been a threat to international trade of shipping	2.60	0.55	2.36	10	High
Piracy has impeded the delivery of shipments	3.15	0.34	5.06	7	High
Piracy has also increased shipping expenses	3.26	0.54	4.44	6	Very high
Cases of compensation for the marine resources stolen by pirates has increased	3.45	0.71	3.94	1	Very high
The increasing threat posed by piracy has also caused concern in India since most of its shipping trade routes pass through the Gulf of Aden	2.70	0.48	2.54	9	High
Many vessels have been successfully hijacked in the last few years	3.28	0.22	6.59	5	Very High
Pirates' income derived from ransoms and hijacking international trade ships	3.30	0.59	2.95	3	Very high
The trade of Somalia and horn of Africa involved by inflation and economic decline because of pricy	3.41	0.63	2.11	2	Very high
Pricy actions reduces the trade activities and traveling in Gulf of Aden	2.90	0.44	3.11	8	High
Actions of piracy against international trade is caused by the insecurity of Somalia	3.29	0.52	2.73	4	Very high
<b>Overall Mean</b>	<b>3.13</b>	<b>0.75</b>	<b>2.23</b>		<b>High</b>

**Source: Primary Data, 2014**

Results from the table above indicate that the effect of piracy along Somalia coast on international Trade is high at a mean level of 3.13. The lowest indicator under this is that piracy along the Somali Coast has been a threat to international trade. This is very true and it is even acknowledged by the respondents from the interviews.

*"...international trade would have been good if it were not for the high levels of piracy which has infested the coastline; it is a pity that little is being done to avert the situation..."*

Respondents agreed to all the items regarding international trade at the Somalia coast. These include, Piracy off the coast of Somalia has been a threat to international trade of shipping, Piracy has impeded the delivery of shipments, Piracy has also increased shipping expenses, Cases of compensation for the marine resources stolen by pirates has increased, The increasing threat posed by piracy has also caused concern in India since most of its shipping trade routes pass through the Gulf of Aden, Many vessels have been successfully hijacked in the last few years, Pirates' income derived from ransoms and hijacking international trade ships, The trade of Somalia and horn of Africa involved by inflation and economic decline because of piracy, Piracy actions reduces the trade activities and traveling in Gulf of Aden, Actions of piracy against international trade is caused by the insecurity of Somalia, Relevant international authorities have not done their best in curbing piracy.

## 4.5 International Security

Table 4.4 presents a descriptive summary of respondents by the items international security along the Somalia coast.

**Table 4. 4: Descriptive summary of the effect of piracy along Somalia coast on international security**

Question Variables	Mean	Standard deviation	t-statistic	Rank	Interpretation
Piracy along the Somalia coast has shaped international security	3.20	0.55	2.36	4	High
Transporting of goods and passengers by water is risky in Somalia Coast	2.51	0.34	3.88	9	High
There are also increased fears of using waterways along Somalia Coast	3.13	0.54	3.89	5	High
Many International Maritime Organizations have expressed concern over the rise of piracy	3.41	0.71	3.54	2	Very High
There are also intensified naval attacks from the piracy in the Indian Ocean	3.04	0.48	2.54	7	High
Pirate boat attacks to another in international water has been generally high	2.30	0.22	6.59	10	Low
Many cargoes have been attacked and ransoms demanded for them	3.30	0.59	2.95	3	Very High
Passing through gulf of Aden is risk and danger because of pricy	3.46	0.63	2.11	1	Very high
The danger of pricy have caused to send international maritime ships to keep the security of ships	3.01	0.44	3.11	8	High
There are increased piracy acts of robbery or criminal violence at sea	3.09	0.52	2.73	6	High
<b>Overall Mean</b>	<b>3.04</b>	<b>0.75</b>	<b>2.10</b>		<b>High</b>

**Source: Primary Data, 2014**

The effect of piracy along Somalia coast on international security is seen from the results that it is high at a mean level of 3.04. If compared to the level of international trade, it can be seen to be lower. Therefore it is safe to say that international trade is faring better than security though marginally. From the interviews conducted many respondents complained about the high number of attacks at the high seas off the

Somali Coast. They attributed this to lack of effective internal political governance of the region as a whole.

The results in the table above indicate that the respondents agreed to all the items regarding international security at the Somalia coast. These include, Piracy along the Somalia coast has shaped international security, Transporting of goods and passengers by water is risky in Somalia Coast, There are also increased fears of using waterways along Somalia Coast, Many International Maritime Organizations have expressed concern over the rise of piracy, There are also intensified naval attacks from the piracy in the Indian Ocean, Pirate boat attacks to another in international water has been generally high, Many cargoes have been attacked and ransoms demanded for them, Passing through gulf of Aden is risk and danger because of pricy, The danger of pricy have caused to send international maritime ships to keep the security of ships, There are increased piracy acts of robbery or criminal violence at sea, The united security council resolution on piracy along Somalia coast has not helped in curbing it.

From the interviews members of the political arena were bitter about the security at the coastline especially the danger it poses to vessels navigating around the region. A notable response from the politicians was one where the respondents said;

*"..Personally I have seen piracy in process, but that was when I was still very young, and I can tell you it is not something good. Death, violence and threats are what I remember and can never forget that scenario..."*



#### 4.6 Relationships between piracy and international trade and security

**Table 4. 5: Showing relationships between variable pairs**

Variables pair	Pearson R	Significance p	Interpretation	Decision on hypothesis
Piracy and International trade	0.5854**	0.001	Significant average positive relationship	Accepted
Piracy and international security	0.6845**	0.000	Significant positive relationship	Accepted
Piracy against international trade and security	0.7910**	0.000	Significant fairly strong Negative relationship	Accepted

**Source: Primary Data, 2014**

From the table above it can be deduced that all relationships were positive. The strengths of the relationships varied considerably with the highest observation made between piracy and international security (0.68) and the lowest observed between piracy and international trade (0.58). This means that piracy has a higher relationship with international security than it has with international trade.

The significance level of all the relationships were below the threshold of 0.05 (95% confidence level). Both "piracy and international security" and "piracy against international trade and security" scored 0.000 (essentially lower than 0.0005) while the relationship between piracy and international trade scored a significance level of 0.001. For this reason the null hypothesis is hereby accepted since enough evidence has been gathered of a relationship between the variables.

## **CHAPTER FIVE**

### **DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS**

#### **5.0 Introduction**

This Chapter presents the summary of the findings, conclusion and recommendations. Further, recommendations for further research in presented in this section.

#### **5.1 Discussion**

##### **5.1.1 Demographic characteristics of respondents**

There were more males than females amongst the respondent who were also respondents. As much as males are always thought to be more effective than the females, piracy activities require empathetic people. Being a pirate in a such coastal areas for instance requires high levels of humility which the male gender does not possess in abundance (Winfried, 2005). In terms of age, it shows that most of respondent were age below 30years, which indicate most people piracy activities effect were young people. Having a youthful in piracy is total disadvantage in to the society, since youths are always ambitious and would go to any length to impress to the development of the country (Winfried, 2005). In terms of coastal areas where the study being carry out, it shows as that the highest proportion was from Punt land state, which indicate that the highest piracy member and the majority of piracy are from puntland state of Somalia while the rest hosts by Gal mudung state.

### **5.1.2 Piracy along Somalia coast**

Findings revealed that the piracy along Somalia coast practices adopted by the entities are quite wanting and by looking at the processes themselves, a lot of inefficiencies were noted as discussed hereunder.

The level of piracy along Somalia coast was generally high. Piracy began when local Somali fishermen took up arms in an attempt to protect their waters from the activities of foreign fishermen and illegal dumping of toxic waste. The fishermen were compelled to take up arms because the country lacked any form of political stability or central government resulting in no security agency in the form of navy or coast guards to patrol the waters and prevent these illegal activities from occurring. In reality some pirates consider themselves to be the coast guards of Somalia.

The lawlessness of Somalia provides a perfect breeding area for pirates; however, it is the increase in ransom that continues to serve as motivation for the continuous practice of the trade. Initially, ransom ranged between tens to hundreds of thousands of US dollars; however, in 2008 this figure shot up to average between half a million to an astonishing\$3.5m. These outrageous payments continue to make piracy in Somalia a very attractive business. Countries and shipping companies are most often very willing to pay these ransoms because the value of the ships and its crew members outweigh the ransom being demanded (Hunter, 2008). With the increase in ransom and the attractiveness of the piracy business in the Gulf of Aden, pirates are discovering and adopting more innovative ways to carry out their activities.

Furthermore the use of mother ships gives the pirates greater ability to seek and capture prospective victims (UN Security Council, 2008). These changes have transformed the pirates from simple opportunists into sophisticated professional operators. This is a situation which is likely to prolong the lifeline of their activity unless something is done to halt them. However, with the continuous existence of conditions motivating young men to enter piracy, the likelihood that the number of pirates will increase is high. The increase of pirates translates into more hijackings, higher demands of ransoms and in the case of non delivery of the high ransoms there may be human casualties (BBC, 2008)

### **5.1.3 Effects of piracy along Somalia coast in international trade**

The effect of piracy on international trade is extremely costly. The companies whose ships are prevented from reaching their destination on time lose great money. In addition, the ransom paid to the pirates makes sailing through the Gulf of Aden a very costly journey. With the increase in hijacking, the cost of insurance premiums for ships sailing through the Gulf of Aden has been increased. With the possibility of hijacking, war risk insurance has to be paid before a ship sails out.

There are reports that the premiums have been raised tenfold in a year. If it becomes too costly to insure a ship to sail safely and timely through the Gulf of Aden, then ships will have to take the longer route to Europe and North America through the Cape of Good Hope (Costello, 2008). This option seems to be a real possibility but the additional cost of extra traveling days and fuel consumption will add significantly to the cost of transporting goods.



These additional costs will most definitely be transferred onto the retail cost of the goods. With most of the goods being transported through the Gulf of Aden being oil and weapons, and the inconsistency of oil prices on the world market, anything that would further raise the price is of major concern not only to international trade but to nations as well (Tsvetkova, 2009).

#### **5.1.4 The effect of piracy along Somalia coast on international security**

The greatest threat that the pirates of Somalia pose to security and the international community is that these pirates could or are becoming agents of international violence, happenings and attacks in the region seem to point to that fact. The possibilities of the Somali piracy linking with local violence is a concern that needs to be taken very seriously (Venetia E.d 2012). Seaborne violence needs to be taken very violence at sea can take many forms including direct attacks on naval or commercial ships, using hostages from pleasure ships as leverage or bargaining chips for higher ransom; using high profile victims for an atrocity; or using hijacked ships as floating weapons. As already mentioned (Milena 2012).

It was further found out that piracy also poses a threat to the environment. Environmental security for a country that depends heavily on agriculture and fishery is essential. Huge oil tankers sail through the Gulf of Aden and there is a constant fear that a pirate attack can aggravate into a major oil spill. The pirates use anti tankers rockets launchers and grenades which are readily available in Somalia. With the frequency and intensity of these attacks the possibility of hitting an oil tanker and



causing a spillage is likely, resulting in a devastating environmental disaster (Mark 2009).

Oil spillage is very difficult to clean up and more dangerous to contain on sea as compared to land. It can spread very quickly covering the beaches and damaging and killing local flora and fauna as well as coastal and sea borne wildlife (Tia 2010). In a country like Somalia where the citizens depend greatly on fishing and agriculture such an environmental damage can be detrimental to the wellbeing of the population (Tsvetkova, 2009)

With pirates becoming bolder, more daring and employing more powerful weapons, a tanker can be set on fire sunk or forced aground. Any of these situations will be catastrophic and the consequences deadly. Considering the already alarming level of unauthorized and unsafe fishing methods adopted by the IUU, the already fragile ecosystem could suffer more catastrophic environmental damage for years to come. The pirates are indeed only concerned with extracting ransom payments but the possibility of them destroying a ship is an option that should not be overlooked (Peter 2010).

## **5.2 Conclusion**

On top of the current information offered in journals, periodicals, books and other sources, this study has established even more. Specifically, proof has been obtained which supports the fact that piracy in the Somali Coast has been a major hindrance to international trade. Most of the carriage ships navigating around this zone are prone to major piracy catastrophe.

The study also makes it valid to say that there is a direct relationship between the level of piracy and deterioration of foreign trade. As much as this is not evidenced along the entire Somali coast, all of Somalia is at a threat of trade embargos and sanctions. The international community has been found not to tolerate any acts of international crime and have therefore put measures which help to ensure safety of international traders as they carry out their duties.

The study also identifies that the effect of piracy along Somalia coast on international trade and security is very which makes insecurity within the nation and left major significant impact on region and even the continent, therefore, the study support the theory, since this theory of the study based on the security dilemma, where the insecurity of one nation can affect the other nations or the regions.

Either way there is still much hope to better prospects of voyage along the coast as appropriate measures are being taken by the transitional federal government to ensure safety and also more community participation is slowly picking up pace. With these two approaches it is the belief of the researcher that ultimately the war against piracy will one day is won.

### 5.3 Recommendations

The study suggests the following as measures to improve the international trade and security along the Somali Coast.

1. Community policing. This initiative should be made so that the residents of piracy prone regions can report suspicious cases of piracy or people who might be involved in the act. This serves to pre-empt attacks on the innocent merchant transporting their merchandise by the sea. In light of this the researcher further feels it would be much better to put a bounty on the renowned pirates who have refused to denounce their criminal lifestyles. This will fasten the journey towards a safer Somali Coast.
2. Civic education. Awareness should be made public on the effects of piracy especially to the local economy and its impact on international relations. Most of the people partaking in the vice are not aware of the extent of damage they are doing to the economy and reputation of Somalia as a country. Most especially, this education should be given to the young generation who are potentially recruits to the ever growing pirates' bases.
3. Solve the problem of unemployment. It is clear that most of the recruits of piracy are primarily motivated by the monetary incentives that come out of engaging in the criminal act and are willing to take the risk. If this workforce can be tapped elsewhere, it would prove to be very resourceful especially for a country like Somalia which has labor shortage of technical personnel. An alternative needs to

be presented to them in the form of job opportunities or self employment activities.

4. More formal education. Education has always come in handy in solving problems of crime and related issues. It is also applicable here whereby, the youths will be engaged in academic affairs and therefore find less time for such criminal activities. If good future is promised to these youth in terms of education there is hope that they would readily prefer it to life as a pirate.

#### **5.4 Areas for further research**

Although the results of this study provide an explanation on factors associated with piracy at the Somalia coast, it is debatable whether the impact of these factors has been the same in the recent past. Thus, there is need for an assessment of the trend of factors associated with Piracy in the country.



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**COLLEGE OF HIGHER DEGREES AND RESEARCH**

**DEPARTMENT OF SOCIAL SCIENCES**

May, 27<sup>th</sup>, 2014.

**INTRODUCTION LETTER FOR SAID ABDIAZIZ WARSAME REG.NO.  
MIR/38954/123/DF TO CONDUCT RESEARCH IN YOUR ORGANISATION**

The above mentioned candidate is a bonafide student of Kampala international University pursuing a Master's of International Relations.

He is currently conducting a field research for his dissertation entitled "**Piracy along Somalia Coast: an examination on the impact of International Trade and security**".

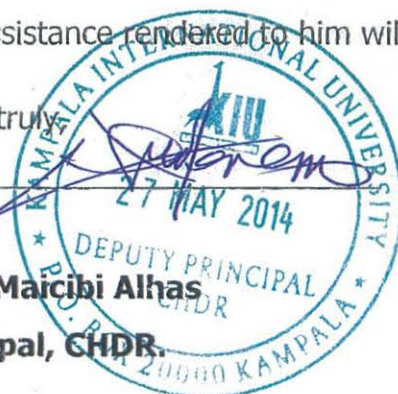
Your organization has been identified as valuable source of information pertaining to his research project. The purpose of this letter then is to request you to avail him with pertinent information he may need.

Any information shared with him will be used for academic purposes only and shall be kept with utmost confidentiality.

Any assistance rendered to him will be highly appreciated.

Yours truly,

*for* **Prof. Maicibi Alhas**  
**Principal, CHDR.**



## APPENDIX

### QUESTIONNAIRE TO DETERMINE LEVEL OF PIRACY ALONG SOMALIA COAST: AN EXAMINATION OF IMPACT ON INTERNATIONAL TRADE AND SECURITY.

**Direction 1:** Please write your rating on the space at the end of each option which corresponds to your best choice in terms of level of Somali Piracy.

#### SECTION 100: BACKGROUND CHARACTERISTICS

Code	Variable	Response
<b>101</b>	<b>Age</b>	
	<input type="checkbox"/> (1) 20 – 39 years <input type="checkbox"/> (2) 40-59 years <input type="checkbox"/> (3) 60 and above <input type="checkbox"/> (1) 20 – 39 years	
<b>102</b>	<b>Gender</b>	
	<input type="checkbox"/> (1) Male <input type="checkbox"/> (2) Female	
<b>103</b>	<b>Coast of RESIDENCE</b>	
	<input type="checkbox"/> (1) Punt land state	
	<input type="checkbox"/> (2) Gal mudung state	
<b>104</b>	<b>Marital Status</b>	
	<input type="checkbox"/> (1) Married <input type="checkbox"/> (2) Single <input type="checkbox"/> (3) Divorced <input type="checkbox"/> (5) Widowed	



## SECTION B: PIRACY ALONG SOMALIA COAST

CODE	ITEM	SD	D	N	A	SA
201	There have been increased piracy attacks from the Sea against ships					
202	There are also increased sponsors of pirate activities					
203	Pirates in Somalia coast act on behalf of some government official					
204	There are high cases of state-backed piracy vessels on the high seas					
205	The number of plunders by piracy has been high in the coast of Somalia					
206	Pirates commit crimes on people travelling in other vessels					
207	Pirates sometimes attack any sovereign nation					
208	Pirates in Somalia also rape women, steal goods					
209	Cases of organized looting by pirates have been witnessed along Somalia Coast					
210	Lack of well established government in Somalia contributed to surge in piracy					

## SECTION C: LEVEL OF INTERNATIONAL TRADE

CODE	ITEM	SD	D	N	A	SA
301	Piracy off the coast of Somalia has been a threat to <u>international trade of shipping</u>					
302	Piracy has impeded the delivery of shipments					
303	Piracy has also increased shipping expenses					
304	Cases of compensation for the marine resources stolen by pirates has increased					
305	The increasing threat posed by piracy has also caused concern in India since most of its shipping trade routes pass through the Gulf of Aden					
306	Many vessels have been successfully hijacked in the last few years					
307	Pirates' income derived from ransoms and hijacking international trade ships					
308	The trade of Somalia and horn of Africa involved by inflation and economic decline because of pricy					
309	Pricy actions reduces the trade activities and traveling in Gulf of Aden					
310	Actions of piracy against international trade is caused by the insecurity of Somalia					
311	Relevant international authorities have not done their best in curbing piracy					

## SECTION D: INTERNATIONAL SECURITY

CODE	ITEM	SD	D	N	A	SA
401	Piracy along the Somalia coast has shaped international security					
402	Transporting of goods and passengers by water is risky in Somalia Coast					
403	There are also increased fears of using waterways along Somalia Coast					
404	Many <u>International Maritime Organizations</u> have expressed concern over the rise of <u>piracy</u>					
405	There are also intensified naval attacks from the piracy in the Indian Ocean					
406	Pirate boat attacks to another in international water has been generally high					
407	Many cargoes have been attacked and ransoms demanded for them					
408	Passing through gulf of Aden is risk and danger because of pricy					
409	The danger of pricy have caused to send international maritime ships to keep the security of ships					
410	There are increased piracy acts of robbery or criminal violence at sea					
411	The united security council resolution on piracy along Somalia coast has not helped in curbing it					