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A Rapid Appraisal of Institutions Supporting Somali Livestock Export

Lawrence Mugunieri, Riccardo Costagli, Ibrahim Omer Osman,
Samuel Okuthe Oyieke, Mohammad Jabbar, Asfaw Negassa and Amos Omore

ILRI
INTERNATIONAL LIVESTOCK RESEARCH INSTITUTE

TERRA NUOVA

Funded by the EC and Danish Government

Improvement and Diversification of Somali Livestock Trade and Marketing Project

Discussion Paper No. 14
Improving Market Opportunities

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April 2008

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Improvement and Diversification of Somali Livestock Trade and Marketing Project

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Discussion Paper No. 14

Improving Market Opportunities

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Cover picture: Loading camels into a ship at the Port of Bossaso, Puntland, Somalia

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Summary

This report presents finding of a rapid appraisal of institutions supporting livestock trade and marketing in Somalia. Institutions were conceptualised to encompass the organisations (formal and informal) as well as rules, procedures, and practices either formal or informal that govern the functioning of these organisations. The appraisal identified the key organisations supporting livestock trade and marketing in Somalia; evaluated the roles played by each organisation, identified the rules and practices followed by these organisations in executing their functions and analysed the constraints they faced in carrying out their activities. The aim of the appraisal was to use the derived information to suggest interventions that would enable the organisations effectively perform their roles in improving livestock trade and marketing in Somalia. Emphasis was put on organisations involved in livestock marketing information flow, application of grades and standards in livestock products, and, livestock export promotion.

Preliminary data was collected through in depth review of literature related to Somali livestock trade, which provided a baseline for designing the rapid appraisal. The main outcome of this review were three thematic maps of the principal market chains in Somalia, a catalogue of the market participants in key markets along the chains and a list of organisations that facilitate trade along these chains. This was followed by a rapid appraisal of the identified organisations between November 2005 and January 2006 using a checklist of questions that targeted key personnel from the organisations. A separate checklist was developed for each organisation containing information on their activities, capacities and information flow related to livestock trade and constraints encountered in conducting business. Subsequently, workshops were organised for key personnel from some of the organisations in two of the principal marketing chains between April and December 2006 to identify the rules, practices and procedures guiding their operations and the level of adherence to these rules while facilitating livestock trade and marketing in Somalia.

Data was analysed through examining, categorising, tabulating, and recombining evidence, to address the stated objectives. Within this strategy, three dominant analytic techniques were used: pattern matching, intuitive explanation building, and to a limited extent, time series analysis. These three dominant approaches were augmented with simple descriptive analysis where data was available.

This study identified eight forms of organisations supporting livestock export trade in Somalia, viz. brokers, veterinary services delivery systems, port authorities, livestock shipping firms, money transfer services, local government and regional administrations that

were in-charge of livestock markets, central government, and a variety of private traders associations. These organisations supported the principal market participants: the small-scale traders, agents of exporters, and exporters in their endeavour to effectualise livestock export trade. The organisations operated under a set of rules and procedures that influenced their activities in facilitating livestock. However, it was noted that there was limited capacity to enforce adherence to some of the rules and regulations by these organisations.

This appraisal recognized that although there exist informal grading system based on a number of attributes (age of animal, sex of animal, nutritional status, weight and size, breed and health status), none of the identified institutions was engaged in overt activities to develop further and publicize application of these grades in livestock trade. This was noted to persist despite the general knowledge that suitable grading would significantly promote trade.

This appraisal also found out that there were no formal channels for disseminating marketing information (prices, quality attributes, volumes, etc) to support Somali livestock export trade. However, different organisations collected information that could be collated and aggregated into a suitable medium to form a basis for a formal livestock market information system.

Information collected in this rapid appraisal may be important in guiding the setting up of a Livestock Market Information System (LMIS). The first step in this direction would be to address the constraints that relevant institutions face in establishing an effective LMIS. Two key constraints were identified. First, limited capacity, and secondly, lack of supporting infrastructure. Suitable staff will thus need to be trained in simple techniques like data collection and storage. Furthermore individual organisations will also need to enhance their infrastructural capacities, like acquisition of computers, software among others. In addition, deliberate policies should also be instituted to support networking and sharing of available information.

Besides supporting the tasks that these institutions can play in fostering entrenchment of grades and standards in livestock trade, and in the establishment of a LMIS, another key area is in setting up of an internationally recognised health and safety certification system. This role needs to be taken up by the public sector (government ministries, local authorities and regional administration). This appraisal established that currently, the main centre of attention of the public sector is at the ports of exit. In these ports, the government implements a rudimentary animal health certification system, based on clinical inspection of animals prior to loading. There are also some instances of monitoring in some of the secondary markets. Implementation of an effective health and certification system is

constrained by limited capacity, both human and physical within the respective institutions and by the absence of a central veterinary administration that is recognised internationally. These constraints need urgent redress to guarantee participation in livestock export trade by Somali traders. It is important to note that a certification system put in place should also be cost effective and easy to apply in order to be sustainable.

1. Introduction

1.1 Background

Terra Nuova in partnership with the International Livestock Research Institute (ILRI) are implementing a three year project (Livestock Trade and Marketing Project – LTMP) that aims at improving and diversifying the Somali livestock trade and marketing. The project is grounded in the rationale that there is a considerably high but under exploited potential for reaping greater benefits from the Somali livestock sector, through an efficient marketing system. This can be realised through improving the efficiency of support services for livestock export trade.

The project aims to contribute to the improvement of the Somali pastoral livelihoods by promoting access to improved marketing support services by Somali pastoralists and traders. These services should be provided by competent and self sustaining institutions. Institutions are defined here broadly to include organisation as well as complementary rules, procedures, practices and norms – both formal and informal. This will be realised through three results, namely:

i. Quality control systems for livestock and livestock products devised and tested in three pilot marketing projects;
ii. Rural institutions enabled to design, regulate and monitor livestock marketing support services and coordinate export trade of livestock and livestock products in three marketing chains; and,
iii Competence of main providers of livestock marketing support services enhanced.

Achievement of these results is hinged among other concerns on identifying and strengthening specific institutions to sustainably offer marketing support services to livestock export traders in Somalia..

1.2 Objectives of the study

The broad objective of this study was to identify and undertake a rapid assessment of institutions that support livestock trade and marketing in Somalia. The specific objectives were:

1. To identify institutions supporting livestock trade and marketing in Somalia.

2. Evaluate the roles played by these institutions in facilitating:
   a. livestock trade and marketing information flow;
   b. application of grades and standards in livestock trade;
   c. livestock export marketing promotional activities.
3. Assess the level of networking among these institutions while facilitating livestock export trade and marketing.
4. Analyse constraints faced by these institutions in executing their activities.

It was anticipated that this will be useful in designing supportive infrastructure to enable the institutions play an effective role in improving livestock trade and marketing in Somalia, through enhanced accountability and competence.

2. Methodology

2.1. Study design

A combination of different methodologies was employed in this study. At the onset, an in depth review of literature related to the Somali livestock trade was undertaken. This review provided a baseline on which the rapid appraisal and data collection was based. The key outputs of the literature review were three distinct thematic maps of the principal livestock marketing chains in Somalia, with the identification of the market participants and supportive institutions along the chains. The rapid appraisal was then undertaken between November 2005 and January 2006 to enable an in-depth assessment of the different forms of organisations (either formal or informal), and an analysis of the roles performed by these organisations in facilitating livestock export trade. This rapid appraisal comprised of key informant interviews using a checklist of questions that targeted key personnel from the identified organisations and individuals in the principal market chains. A checklist of questions was developed for each organisation containing information on their activities, capacities and information flow related to livestock trade and constraints encountered in conducting business. These data collection instruments were extensively discussed with local stakeholders to ensure that they would generate the desired information. Subsequently, workshops were then held between April and December 2006 bringing together representatives from some of the organisations in two of the principal market chains to identify and analyse the regulatory framework (rules and level of adherence to the rules) under which these organisations operate while providing livestock marketing support services in Somalia.

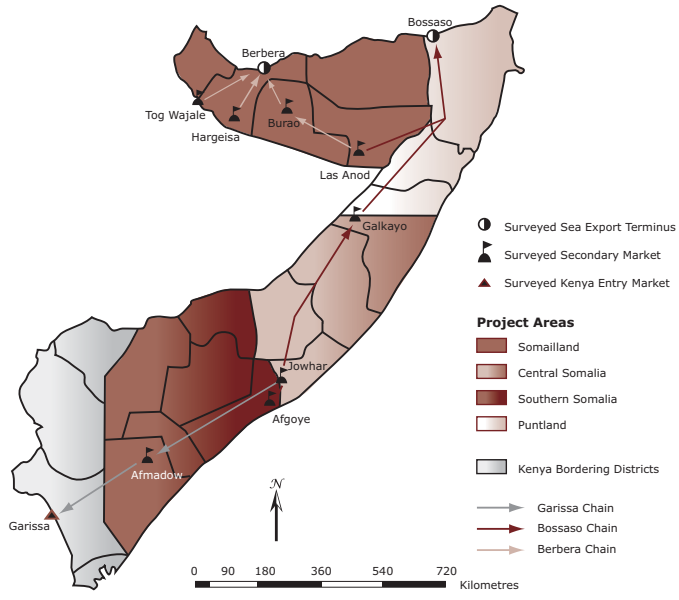
Data analysis consisted of examining, categorising, tabulating, or otherwise recombining the evidence, to address the stated objectives. This type of analysis is difficult because these strategies and techniques have not been well defined and developed (Yin, 1990). Nevertheless, every investigation started with a general analytic strategy, yielding priorities for what to analyse and why. Within this strategy, three dominant analytic techniques were used: pattern matching, intuitive explanation building, and to a limited extent, time series analysis (focusing on the monthly activities for the twelve months preceding December 2005). These three dominant approaches were augmented with simple descriptive analysis where data was available. Information generated was presented in tables, pie-charts and graphs.

2.2. Selected principal marketing chains

Middle East and Kenya are the principal destinations for Somali animals. These are served by three chains, the Kenya export trade, the Bossaso export trade and the Berbera export trade chains, which were therefore selected. However, these systems are not totally independent of each other. Berbera and Bossaso export ports deal with export of live cattle, goats, sheep and camels to the Middle East market including Yemen, the United Arab Emirates, Oman, Bahrain, North Africa Egypt and Libya. On the other hand, the Garissa market serves the Kenya market only for cattle. Garissa itself is located within Kenya and it was chosen as the export point because there is no formal export point or port on the Somali-Kenya long border serving the Kenya market. Animals are assembled in Garissa for onward movement to various Kenyan market destinations (Nairobi, Thika, Mombasa, Mwingi, Kitui, Machakos, etc.). The map showing all the market chains is given in Figure 1.

Each export port is served by a set of domestic market channels connecting a number of secondary markets, staging points, and further linking to several primary markets. At both primary and secondary markets, there may be overlap between different market chains as animals from the same geographical area may serve different chains. Furthermore, the nomadic nature of production requiring seasonal movement according to rainfall and weather changes and pasture availability means that a given area may supply different market chains in different seasons.

Figure 1: Somali livestock and livestock product marketing chains



2.3. Organisations along the principal market chains

With the exception of secondary markets, municipalities and regional administrations, all the other organisations that were identified along the different marketing chains are given in Table 1 and all the organisations were interviewed. For markets, purposive sampling was used and this was based on: (i) species of livestock traded, (ii) accessibility, and, (iii) security.

Table 1: Sampled organisations in marketing chains in Somalia

Type of organisation	***Market Chain***		
	Berbera	***Bossaso***	***Garissa***
Secondary Markets	• Tog Wajaale (cattle); • Hargesia & Burao (small ruminants)	• Jowhar, & Afgooye (cattle) • Las Anod & Galkayo (small ruminants)	• Jowhar & Afmadow
Trader Associations	• Somaliland Chamber of Commerce, Industry and Agriculture	• Puntland Chamber of Commerce Industry and Agriculture	• Burlagi Livestock Traders Group • Garissa Users Association
Private Organisations	• Sea Line Shipping Agency • Towfiq	• Sodereri	
Port Authorities	• Berbera Port Authority	• Bossaso Port Authority	
Veterinary Services Delivery	• Port Veterinary Officer	• Port Veterinary Officer	• Veterinary Officer, Garissa
Municipalities and Regional Administrations	• Municipality of Gebiley District • Municipality of Hargeisa	•Middle Shebelle Regional Administration • Galkayo Municipality • Las Anod Municipality	• Garissa County Council • Municipality of Garissa • Afmadow Local Authority
Government Ministries	• Ministry of Finance • Ministry of Commerce and Industry • Ministry of Livestock	• Ministry of Livestock, Agriculture and Environment • Ministry of Commerce and Industry • Ministry of Finance	Not interviewed[1]

[1] Representatives from Government Ministries in Central and Southern Somalia were not interviewed because at the time the survey was being implemented; the Transitional Federal Institutions had just moved to Somalia (from June 2005) and were not yet fully operational.

2.4. Regulatory framework workshops

A total of six workshops bringing together stakeholders from some of the organisations along the Berbera and Bossaso livestock export chains were held in Hargeisa and Garowe between April and December 2006. Three workshops were held for each chain targeting both public and private sector organisations. These chains were chosen as it was relatively easy to bring together representative from most of the identified organisations in order to deliberate on the existing regulatory framework supporting livestock marketing in Somalia. The workshops conducted using various approaches that included plenary presentation that explained to the participants the key concepts that were to focus the participants on issues at hand, group discussions, and plenary presentations of group work.

3. Results and discussion

3.1. Structure of the export-livestock marketing system in Somalia

This rapid appraisal established that the market structure of Somali livestock export trade comprises of Petty traders, Agents of Exporters, and Exporters. Transactions between these participants are facilitated by brokers. The concentration of each of these market participants varies from market to market depending on its size and location. However, brokers comprise of the largest ratio of participants in most of the livestock markets in Somalia (Table 2).

Table 2: Structure of selected markets handling livestock destined for export in Somalia

Market	Market type	Number different categories of traders			
		Petty traders	Agents of exporters	Exporters	Brokers
Tog Wajale	Secondary	50	20	80	200
Burao	Secondary	100	10	20	1000
Hargeisa	Secondary	200	10	15	600
Afgoye	Secondary	50	16	5	70
Galkayo	Secondary	30	4	2	40
Las Anod Camel	Secondary	50	10	5	11
Las Anod Shoats	Secondary	20	14	7	30
Jowhar	Secondary	50	16	5	70
Afmadow	Secondary	30	15	50	100
Garissa	Export point	70	10	50	500
Average % Ratio of trader category		**17.6**	**3.6**	**8.0**	**70.8**

Source: TN Rapid Appraisal Survey, 2006

Based on an assessment by Stockbridge (2004), the roles of these livestock trade market participants include:

(a) Petty traders

Petty traders comprise of the '*Gedisley*' and the '*Gadley*'. The *Gedisley* are those traders who buy animals in one market and sell them to another market in order to exploit price differentials between the two markets. The *Gedisley* may also try to add value to purchased animals through supplementary feeding and treatment. Many traders who are described as *Gedisley* operate at a local level, moving animals from village markets to larger markets in the same district or region or even other larger markets in other regions. In some areas such as Somaliland, the term *Jeeble* is used instead of *Gedisey*. On the other hand, the *Gadley* are those traders who buy animals from a market and resale them in the market at a profit. The Gadley typically operate on a smaller scale than the *Gedisley*, and may keep the animals for just a few days, or even hours. Like the *Gedisley*, the *Gadley* may at times engage in activities that add value to their animals.

(b) Agents

Agents are market participants who supply animals in response to orders or requests from actors further up the supply chain. They source and transfer animals on behalf of their clients based on an established rapport and trust. In some cases, agents may also act independently by using their funds and thus trading as *Gedisley* in addition to their role as agents.

(c) Exporters

Exporters are traders who act as the final link in the chain between the Somali livestock marketing system and the importing country. They assemble livestock from different regions of Somalia and transport them to destination countries and arrange for their sale.

An analysis of the performance and conduct of these participants was beyond the scope of this appraisal.

3.2. Individuals and organisations supporting livestock export trade in Somalia

The following institutions were identified as playing a significant role in supporting livestock export trade and marketing in Somali:

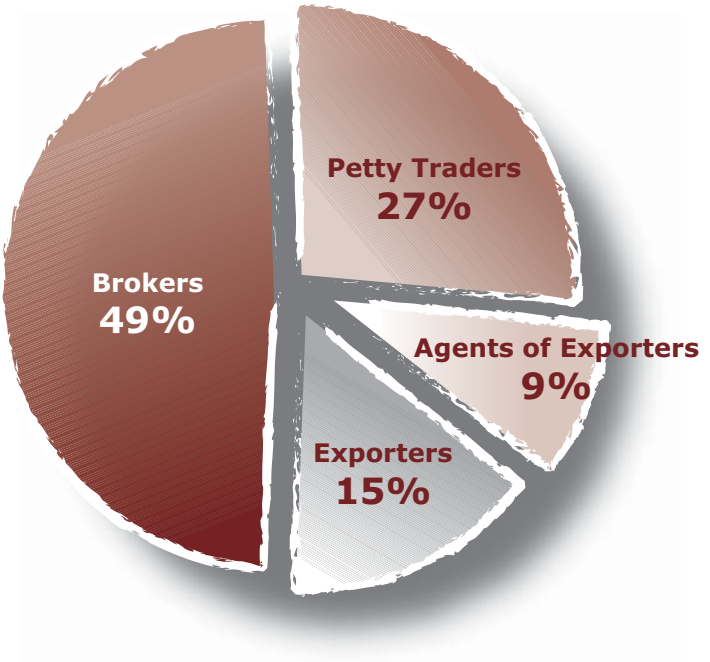
3.2.1. Brokers

Brokers, also known as the '*Dilaal*' or '*Dallaal*', are a central feature of livestock marketing in Somalia. They are based in main markets and play pivotal role in all transactions that are

concluded in these markets. Figure 2 shows the concentration of brokers relative to other market participants in selected secondary markets.

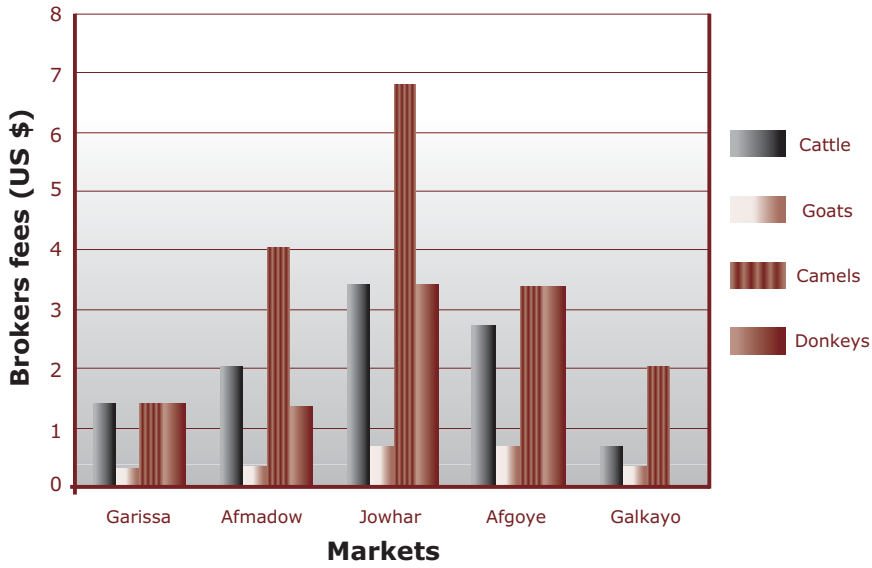
Brokers facilitate exchange between other traders and there is a broker in every transaction in the market. Price is discovered through bargaining between a buyer and seller through the facilitation of a broker. Besides facilitating exchange, brokers play the important role of guaranteeing that the livestock being traded is not stolen. They also facilitate in settling of other disputes and in some markets; they contribute to provision of security. More often than not, brokers require a licence to operate and derive their payment from a charge levied on every transaction they facilitate in the market. This levy varies from one species to another, being lower for small ruminants (μ = 0.47 US$ per head) and highest for camels (μ = 3.53 US$/head) and also from one market to another (Figure 3).

Figure 2: Market concentration of different traders in selected Somali secondary markets



Source: TN Rapid Appraisal Survey, 2006

Figure 3: Broker fees charged in selected markets within the Somali livestock marketing chain



Source: TN Rapid Appraisal Survey, 2006

This rapid appraisal could however not establish whether the conduct of the different market participants acted to advance or impinge on the performance of the livestock marketing system. For example, one may hypothesise that Brokers increase the cost of marketing, thereby reducing the profits of both livestock producers and traders. Alternatively, brokerage activity may actually be increasing incomes to some market participants, particularly those who may be disadvantaged with regard to inadequate information on market prices. Furthermore, brokers may act to reduce risks associated with trade (property rights and contractual enforcement) particularly in a system that are lacking in formal insurance institutions.

3.2.2. Traders associations

These are organisations which are either formal or informal and whose activities are largely geared towards improving trader's welfare. They exploit the concept of collective action and social capital[2] in order to pull resources together in offering services like: (i) supplying marketing infrastructure (like loading rumps); (ii) provision of capital (loans) to finance

[2] Social capital is an instantiated informal norm that promotes cooperation between two or more individuals and is overtly actualized in day to day dealings between the individuals. By this definition, trust, networks, civil society (like these trader organisations), and the like which have been associated with social capital are all epiphenomenal, arising as a result of social capital but not constituting social capital itself (Fukayama, 1999).

routine activities that may not be limited to trade; (iii) capacity building of members; and (iv) provision of information on livestock marketing among other functions. Examples of such associations include the Chamber of Commerce in Somaliland and Puntland, Burlagi Livestock Traders group, the Garissa Users Association, among others. The Chamber of Commerce of Somaliland has undertaken the following activities in the recent past:

- Organizing a trade fair (August 2004)
- Promotion of livestock trade in Yemen (September 2004)
- Establishment of a livestock committee that meets every two weeks to deliberate on existing livestock concerns.

Since these organisations largely operates on the concept of social capital, they are likely to experience reduced transaction costs that is usually associated with formal coordination mechanisms like contracts, hierarchies, and bureaucratic rules. In this regard, they are likely to render themselves useful for strengthening as low-cost service delivery vehicles to livestock traders in the Somali marketing system.

3.2.3. The port authorities

There are four major ports in Somalia, all which used to fall under Somali Ports Authority: Mogadishu, Berbera, Kismayo and Bossaso. The first three are deepwater ports; although the latter is the fastest growing port in Somalia. All of these ports now fall under independent port authorities set up by local governments[3]. The same applies to the smaller ports such as El Ma'an and Merka. Due to civil instability and inter-clan fighting Mogadishu is not operational, but Kismayo is still used by commercial operators to some extent. Pirating of vessels is common in Somali waters; reckoned to be the most dangerous waters in the world and few foreign registered ships are willing to dock. Since May 2005 a total of 27 ships have been hijacked and thereafter being used for hijacking additional ships within Somali territorial waters (WFP, 2005).

Due the existing fluid security situation, only two ports, Bossaso and Berbera were offering services to livestock export traders in Somalia during the time the rapid appraisal was undertaken. Services and facilities offered include:

i Marshal yards

[3] However, at the time of the survey the TFG had not yet established its authority on the Mogadishu and Kisimayo port.

ii Tugboat facilities

iii Cranes for loading livestock

iv Fenced enclosures

v Loading ramps

vi Custom facilities

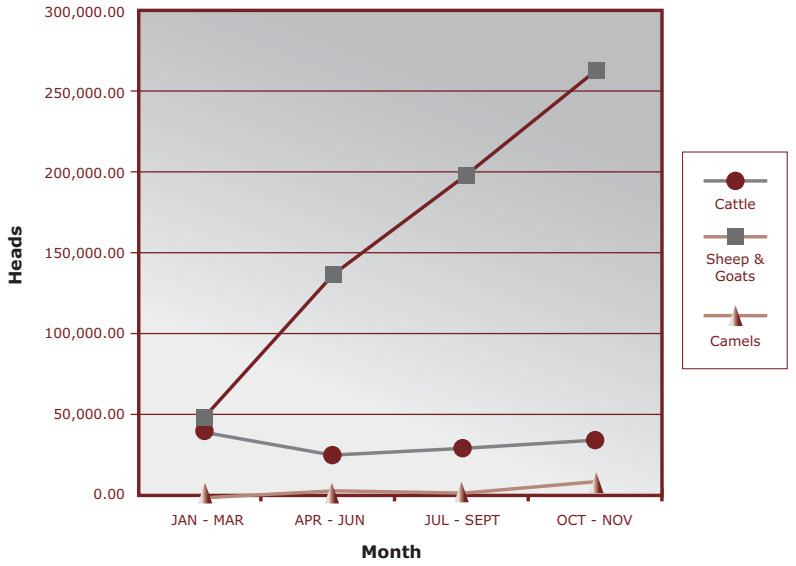
(i) Berbera Port (Somaliland)

It is located on the south coast of the Gulf of Aden along the NW Somali coast - Somaliland/ Galbeed (Saheel) region - about 250 kms east of Djibouti. The port was built in a natural bay formed by a low-lying sand bar with the entrance to the west. The port was developed by Russian and American aid, and the berths are distinguished between Russian and American wharves. Each one is approximately 325 metres although the Russian portion was built 30 years prior to the American, which was built in 1986. It is presently the largest operating port of Somalia. The port operates all year round and is the primary source of revenue for the administration of Somaliland and the largest employer generating direct and indirect employment opportunities (410 permanent employees, about the same number of contractual workers and approximately 900 stevedores and casual workers). Revenue from Customs duties and tariffs from the port consist a major component of the budgetary income of the local administration. Livestock is the main export cargo comprising of about 25% of port business. The trend in the number of livestock exported through this port is shown in Figures 3. About 60% of the populations' livelihood depends either directly or indirectly on the livestock and its products. Imports through the port of Berbera are destined for Somaliland, Ethiopia, North Eastern Somalia and parts of Southern Somalia.

(ii) Bossaso Port (Puntland)

It is located on the south coast of the Gulf of Aden along the NE Somali coast - Puntland. Bossaso is a relatively new port. Most of vessel traffic and sea trade through Bossaso port is carried by dhows that comprised of about 82% of total vessels in 2004. . The port is the entry point for humanitarian aid and commercial cargo for Puntland region and of the total of 688 vessels docked in 2004 with general cargo constituting sugar 69,577 tonnes, rice 57,635 tonnes, flour 48,529 tonnes, cement 51,690, construction material 41,204, diesel 36,195 tonnes (not bulk) and other 63,397 tonnes for other cargo. The port also handled 1,249,062 head of livestock and 4,326 tonnes of skins/hides/shark fins, and incense. The call of ships has increased by 12% in 2005, which may be largely due to the fact that the President by Presidential decree on March 9th 2005 abolished all tariffs to the port in order to encourage its usage.

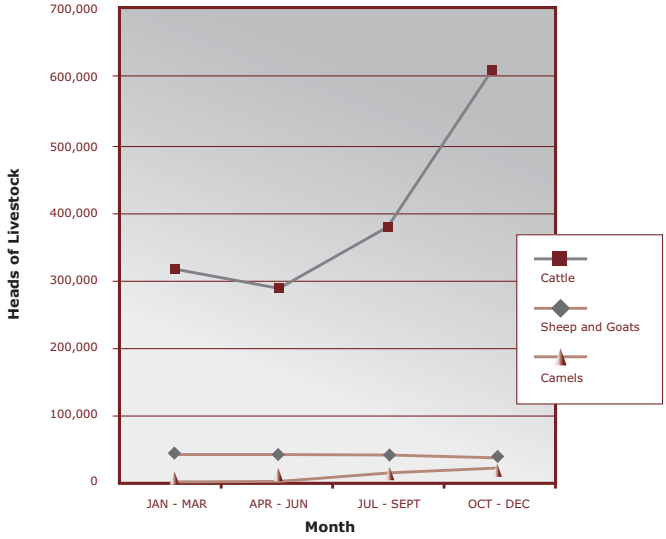
Figure 4: Number of livestock shipped through Berbera port between January and November 2006



Source: TN Rapid Appraisal Survey, 2006

The port of Bossaso is the most important source of economic and social development for the administration of Puntland, which can be seen, by the rapid development of Bossaso town and its environs. The port is a major contributor to the economy of the Bari region and Puntland's stability on the whole. Livestock is one of the main export commodities with the main destinations being in the Gulf region. The trend in the number of livestock exported through this port is shown in Figures 4. These Figures indicate that the port of Bossaso currently handles more livestock than the Berbera port. This could be because of the ban imposed on Somali livestock by some importing countries (particularly The Kingdom of Saudi Arabia), most of which were served by Berbera. Import cargo, such as cement, sugar, rice and construction materials has increased year by year.

Figure 5: Livestock shipped through Bossaso Port in 2006



Source: TN Rapid Appraisal Survey, 2006

(iii) Constraints faced by livestock traders in using the Bossaso and Berbera ports

During the rapid appraisal, several constraints were listed as limiting livestock export trade through the Somali ports. These constraints and their suggested solutions are listed in Table 2.

Table 3: Constraints encountered by livestock exporters through the ports of Berbera and Bossaso in Somalia

Constraint	***Suggested solutions***
Old loading and poor handling facilities e.g. using ropes. Business becomes very labour intensive and therefore expensive.	Acquire modern loading facilities to lower cost and use of appropriate and wide straps or belts
Use of cargo ships for shipment of livestock	Improve security in Somali waters to encourage owners of livestock carriers dock in Somali ports
Inappropriate infrastructure (private holding grounds) or holding grounds located in distant places from the port	Establish appropriate holding ground to complete infrastructure
Inadequate sheds and watering facilities	Rehabilitate old sheds and build new ones, and construct more watering facilities
In some ports, the port veterinary office too far from the port	Move to new grounds nearer the port. The land is available but infrastructure and funds are lacking
Vessels without insurance	Facilitate establishment of insurance schemes
High port charges	
Interruption in trade due to bad weather, particularly in Bossaso	

Source: TN Rapid Appraisal Survey, 2006

(iv) Mogadishu Port

This port is located along the Indian Ocean on the South coast of Somalia, Benadir Region. Mogadishu port was the most active port that served commercial civilian, humanitarian and military purposes in Somalia. At the time of the survey, there were inter-clan fighting over the control of the port and thus it was closed for security reasons. Cargo destined for South and Central Somalia was being routed through the ports of Merka (100km south of Mogadishu) and El Ma'an (30km north of Mogadishu).

(v) Kismayo Port

It is located along the Indian Ocean on the south coast of Somalia - Lower Juba region - it was one of the four major ports of Somalia playing a major role in the development of southern Somalia. Presently, Kismayu is one of the export points of charcoal and to a lesser extent one of the import points of vehicles from the Gulf. The port can accommodate vessels up to 180 metres in length with a maximum draft of about 8 metres. It has 2 berths measuring 340 metres and 280 metres respectively and 2 roll on roll off ramps.

(vi) Merka Port

The port is located along the Indian Ocean on the south coast of Somalia - Lower Shabelle region - about 100kms south of Mogadishu. Clans who have vested interests in keeping the port of Mogadishu closed control the Port. The Port has no infrastructure or facilities and vessels discharge from their anchorage offshore where cargo is either picked up by barges or smaller vessels for beaching. From the beach, cargo is picked up by trucks and delivered by road.

(vi) El Ma'an Port

It is located along the Indian Ocean on the south coast of Somalia - Middle Shabelle region - 45km North of Mogadishu. It is a naturally protected port, which is currently run by Benadir Maritime and local port operations as a consortium. Most shipments are made to Mombasa and thereafter trans-shipped and sent to El Ma'an.

3.2.4. Veterinary services delivery system

The institution of veterinary services delivery is essential to livestock export trade since it determines the quality of response to emergency livestock health concerns and to the ability of a country to offer livestock health services, and livestock product certification for export. Based on FAO (2000), these services comprises of: (i) the veterinary administration that

encompasses veterinary service that has authority in the whole country for implementing, supervising and auditing animal health measures and international veterinary certification processes which the OIE recommends; and, (ii) the veterinary authority that include the veterinary service (VS), under the authority of the veterinary administration, which is directly responsible for the application of animal health measures in a specified area of the country. The veterinary authority may also have responsibility for the issuing or the supervision of the issuing of international veterinary certificates in that area. Services are offered by official veterinarians, who include those authorised by the veterinary administration of the country to perform certain designated official tasks associated with animal health and/or public health and inspections of commodities and, when appropriate, to certify in conformity with the provisions of the OIE Code. These veterinarians may be supported by para-professional (i.e., a person authorized by the veterinary statutory body to carry out certain designated tasks, dependent upon the category of veterinary para-professional, and delegated to them under the responsibility and direction of a veterinarian). The tasks authorized for each category of Veterinary para-professional should be defined by the veterinary statutory body depending on qualifications and training, and according to need.

There exists veterinary administration and veterinary authorities in Somaliland, Puntland and Southern Somalia under the respective ministries of livestock. However, the authority in Somaliland is not recognised internationally (Somaliland, 2006). The same applies to Puntland. It was noted during the rapid appraisal that these veterinary authorities face severe human resource constraints to the extent that they can not effectively perform their respective roles, particularly regarding risk analysis as recommended by the OIE. It was difficult to establish the current establishment within the whole Somali veterinary health care system (public and private), although this figure was said to be quite low in comparison to the size of the national livestock herd. For example, the Somaliland National Veterinary Association (SoLNAVA) has only 63 members of whom 10 are Veterinarians, 51 Veterinary assistants, and two veterinary auxiliaries (Somaliland, 2006). The results of the rapid survey indicate that the services offered by veterinary services in support of livestock export trade are limited to:

i Clinical examination of livestock en-route from primary markets to terminal ports of exit (by veterinary personnel located along the marketing chain)

ii Clinical examination and certification of the animals as disease free (based on this diagnosis) (offered by the port veterinary officer)

iii Examination and certification livestock shipment vessels

The port veterinary office is one of the prominent components of the veterinary delivery

services in Somalia. The specific services offered by the port veterinary office (in Bossaso and Berbera) are summarised in Table 4.

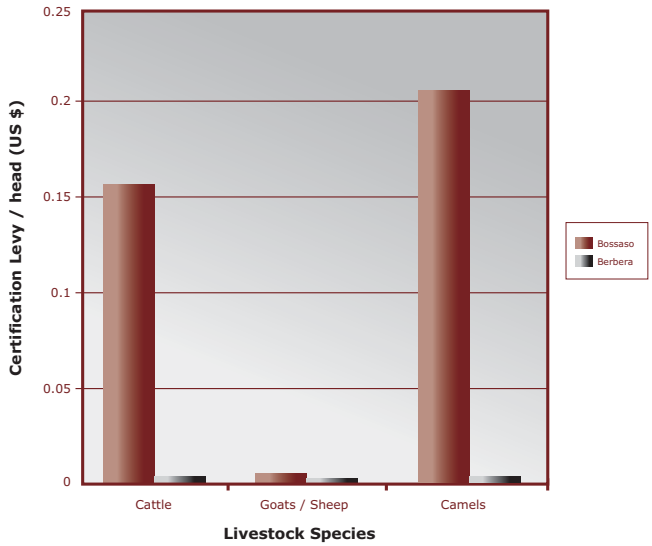
Table 4: Services offered by the port veterinary officers to livestock traders in Somali ports

Activity	*Duration*
General inspection and clinical examination	Varies
Culling through screening	Varies
Treatment of sick animals, spraying, de-worming, etc (will depend on the number of animals that are sick)	1-3 days
Quarantine (for livestock suspected to be sick)	24 hrs
Checking the vessel (for fodder, ventilation, water, & capacity)/ vessel inspection	2 hrs
Certificate issuing to vessel	1 hr
Blood sample	1 hr
Brucella test (lab)	30 min
Supervision of loading	Varies
Health certification	15 min

Source: TN Rapid Appraisal Survey, 2006

From Table 4, it can be observed that if the market chain is unable to screen for disease, it is likely that animals will stay longer at the port before the certification is granted. This in essence will have an impact on the marketing costs accruing to the exporter in terms of feed and possible deterioration of body condition. The charges levied by the port veterinary office for certification of different species are shown in Figure 6. The Figure indicates that health certification charges for cattle and camels at the port of Bossaso are much higher than those in Berbera.

Figure 6: Health certification charges for different livestock species at different Somali ports



Source: TN Rapid Appraisal Survey, 2006

Some of the constraints and suggested interventions for the improvement of the services of the port veterinary offices are listed in Table 5.

Table 5: Constraints limiting effective functioning of the port veterinary offices in Somalia

Constraint	***Suggested solution***
Poor/old loading facilities that don't take into consideration issues related to animal welfare	Acquire modern loading facilities
Use of cargo ship for shipment of livestock	Acquire modern and suitable livestock carriers
Inadequate supportive infrastructure, i.e., shed for livestock while at the port, watering facilities and dysfunctional laboratory	Provide incentives for private-public sector partnerships in provision of such facilities
Some of available infrastructure wrongly positioned, i.e., Port vet office too close to town (especially in Berbera), holding ground in Bossaso not strategically placed	Move to new ground-land available by securing funds for its development
Lack of appropriate skills, i.e., no modern laboratory skills among the veterinary personnel	Offer tailored training and capacity building

Source: TN Rapid Appraisal Survey, 2006

Based on Table, one may intuitively conclude that the performance of the veterinary port would be enhanced through investments in both human and physical capital. Other interventions that may have implications on trader marketing costs include: (i) the relocation of the holding grounds from town to the outlying hinterland areas, which might result not only in reducing congestion at the port (leading to loss of conditions of animals), but also contribute to lower feed costs and accessibility by the traders; and, (ii) acquisition of suitable shipping vessels that may have higher carrying capacities and thus lowers per-head costs and contribute to observing of proper animal welfare.

3.2.5. Private sector support services providers

Several private sector players providing services to livestock export traders at a profit were identified. They include:

i Livestock shipping companies. Table 6 summarises the charges levied to livestock traders and navigation days to destination ports by some of the companies surveyed during this study.

ii Livestock transporters (from secondary markets to ports of exit)

iii Money transfer agencies

iv Livestock feed sellers

v Livestock markers and rope vendors

Table 6: Charges levied by shipping companies and navigation days to destination ports in the Gulf

Company	*Destination country*	*Port*	*Navigation Days*	*Charges in US $/head*	
				Cattle	*Goat/ Sheep*
Sea Line, Berbera	U.A.E.	Dubai	8 - 9	35	4
	Yemen	Mokha	2	25	2
TOWFIQ, Berbera	U.A.E.	Dubai	8	45	5
	Yemen	Mokha	1 - 2	28	2.5
	Bahrain	B. Port	10	28	2.5
SODORERI, Bossaso	U.A.E.	Dubai	6 - 7	30	5
	Oman	Salala	2	-	2.5
	Yemen	Mukalla	1 – 1.5	25	2

Source: TN Rapid Appraisal Survey, 2006

Several constraints were identified as limiting the capacity of these private sector entities to provide effective and appropriate services to livestock traders. These include:

- Insecurity along stock routes and in international waters surrounding Somalia
- Lack of supporting insurance schemes
- Inadequate banking systems
- Lack of international recognition of the existing governments in Somalia states
- Inadequate judicial systems
- Disorganisation and confusion in rules and regulations governing export trade in Somalia

These constraints arise principally due to the limited capacity of the public sector in provision of a conducive operating environment. The services provided by the public sector, where they exist, are limited to provision of security in designated market places and in offering administrative services at the ports.

From the information in Table 6, it can be observed it takes up to 9 days to arrive at some destinations, and thus there is need to invest in suitable carrier vessels to ensure that welfare of animals in terms of feed, water and other requirements is adhered to and limit losses in shipment arising from death and loss of condition.

3.2.6 Regional administration and municipalities

Together with other stakeholder, the regional administration and municipalities coordinates provision of facilities and services in specific markets. Such facilities include fencing enclosures, holding grounds, veterinary clinic, fodder sellers, animal markers, veterinary drug vendors, animal transporters, among other facilities. A summary of the facilities available in the surveyed markets is given in the Appendix. In turn, it levies some charges in using these facilities. These charges vary from one species to another. The charges are uniform i.e., US$ 0.6, 0.2 and 0.8 for cattle, shoats, and camels respectively in Somaliland, but varies from one market to another for markets in Puntland (Table 7). In addition, some of the municipalities also register and licence traders and brokers operating in markets under their jurisdiction, and also collect data on transactions being undertaken in the markets. Information collected includes:

- Date of transaction
- Names of seller, buyer and broker

- Price paid
- Tax collected

This information is collected by clerks and is stored in books. It was reported that such records are used in safeguarding revenue collection and solving ownership disputes should they arise at a later date.

Table 7: Tax/levies collected by regional administration and municipalities in Puntland, Somalia

Regional administration/ Municipalities	Levies charged (US$)		
	Cattle	Sheep/goat	Camel
Middle Shebelle	2.03	0.68	2.03
Galkayo	1.35	0.135	1.35
Las Anod		0.34	2.7

Source: TN Rapid Appraisal Survey, 2006

3.2.7. Government ministries

Several government ministries were identified as playing a role that influences livestock trade in Somalia. A summary of these roles is given in Table 8. The Table indicated that the main focus of the public sector in livestock trade is in the administration and management of ports for purposes of tax collection, and in provision of rudimentary animal health certification system based upon a clinical observation of animals before loading. This system of inspection has been accepted by Oman, Yemen and U.A.E only. Details on levels of different costs incurred by traders while operating from the two ports are given in Table 9. However, the rapid appraisal established the expressed desire of the public sector, particularly the ministry of livestock to undertake the following:

- Formalise and publicise the existing grading standards for livestock for export.
- Offer training and provide research and extension services in all areas of livestock production and trade.
- Promote Somali livestock and livestock products in existing export markets and search for new export market opportunities.

- Formulate sectoral policies guidelines for meat inspection, inspection of imported livestock products, quarantine of imported animals, public health and food hygiene, and policies to support other forms of agriculture e.g. dairy, poultry and bee keeping.

3.3 Role of the organisations in supporting the informal grading and standard system in the Somali livestock export trade

This rapid survey established the existence of an informal grades and standard system for cattle, sheep and goats practiced within the Somali livestock marketing system. The informal grading is based on a number of attributes:

- Age of animal;
- Sex of animal;
- Nutritional status;
- Weight and size;
- Breed (in case more than one breed exists); and,
- Health status.

Table 8: Role of the public sector in livestock export trade in Somalia

Government	*Ministry*	*Mandate*	*Current roles in livestock trade*
Somaliland	Ministry of Finance	• Revenue collection and national budgeting	• Collects customs duty at the port
	Ministry of Livestock	• Coordination of animal health and husbandry in the country through the development of relevant supportive policy and regulations	• Certification of livestock health for export animals • Provision of livestock movement permits. • Vessel certification for export animals • Advice on management of rangelands
	Ministry of Commerce	•Focal point for policy and guidelines in reference to all rules and regulations on commercial and industrial issues in Somaliland	• Assists in searching for potential markets in consultation with other ministries (i.e., Livestock Ministry) • Promotion of Somaliland livestock • Maintains livestock export statistics • Licensing of traders
Puntland	Ministry of Livestock, Agriculture and Environment	• Regulation and implementation of policies that guide the livestock, agriculture and environment sectors	• Health and vessel certification for export animals • Issuance of livestock movement permits • Provision of some information on livestock trade • Provision of facilities in the livestock sector- like veterinary laboratory in Bossaso port • Formulation of sectoral policies • Coordination of services like meat inspection, imported food inspection and quarantine of imported animals.
	Ministry of Commerce and Industry	• Promotion of local production • Expansion of foreign trade • Promotion of relationships with the traders abroad	Under the chamber of commerce: • Establish an organization called Livestock Exporting Board. • Putting in place regulations, trade rules, and quality control systems. • Establishing livestock policy framework that is compatible with international standards. • Improve the quality and value of local products for export • Search for new markets • Licensing of traders
	Ministry of Finance	• Revenue collection and budgetary allocation	• Collects export taxes at the port

Source: TN Rapid Appraisal Survey, 2006

Table 9: Costs incurred by traders in using different exit ports in Somalia

Costs in US$/cattle	*Affected market participant*	*Garissa Chain*	*Bossaso Chain*	*Berbera Chain*
Inland costs	Exporters	9.40	4.80	6.80
	Agent of Exporters	3.00	26.46	4.56
	Small traders	2.90	5.8	3.44
Port costs	Exporter	--	9.20	15.35
	Agent of Exporter	--	--	--
	Small trader	--	--	--
Shipment costs	Exporter	--	25.0 - 35.0a	25.0 - 28.0b
Costs of exporters in importing countries	Exporter	--	48.0 -58.0	55.0- 62.0
Total Marketing Costs	Exporter	9.40	96.90	102.0 – 112.0
	Agent of Exporter	3.00	26.46	4.56
	Small trader	2.90	5.8	3.44

a=Bossaso to Dubai; b=Berbera to Yemen
Source: TN Rapid Appraisal Survey, 2006

It was observed that in there exists a three-point grading system (Grade I, II, and III) practiced in cattle trade based on the nutritional score of the animal, *ceteris paribus*. No such precise grading system was observed in sheep and goats. This appraisal intuitively concluded that this grading system has evolved in response to the demands in the export markets. An assessment of how these specific attributes interact to influence the price of an animal was beyond the scope of this rapid appraisal. The same applies to the evaluation of the extent to which different categories of traders are aware of these grades, and to what extent they apply them in their daily trading activities. However, no organisation was identified to be engaging in overt activities to support application of these grades in livestock trade. However, there was a general consensus among market actors that grading of export quality livestock will enhance livestock export trade with existing trading partners and with other countries. This will be attained through:

- Fetching better prices;
- Contributing to more stable prices;
- Make dealings with trading partners easy by supplying the standards demanded by the importers; reducing inspection needs and therefore transaction costs;
- Obtaining the confidence of importing countries.

3.4. Role of different organisations in enabling access to livestock trade and marketing information along the marketing chains

3.4.1 Accessibility to and sharing of livestock trade information among stakeholders

It was observed that there were no premeditated formal channels for disseminating information to support Somali livestock export trade. However, specific information could be accessible from government ministries and other institutions through various paths as shown in Tables 10 and 11.

Table 10: Sources of livestock trade and marketing information along the market chains in Somalia

Information Type	*Organisation supplying information*	*Pathway*
Demand in importing countries	• Livestock exporters • Development agencies • Chamber of Commerce	• Official requests • Publications • Meetings and Seminars
Prices in local livestock markets	• Livestock traders • Municipalities • Chamber of Commerce	• Radio • Meetings
Number of livestock traded in local markets	• Chamber of Commerce • Livestock traders • Municipalities	• Publications • Mobile phones communication • Radio
Rules and regulations governing international livestock trade	• Livestock exporters • Development agencies • Chamber of Commerce	• Seminars • Field days • Radio & Newspapers • Publications • Visits to importing countries
Number of livestock exported	• Development agencies • Chamber of Commerce • Livestock exporters • Ministry of Livestock – Port veterinary office • Shipping Agencies • Port authorities	• Publications • Official request
Livestock disease outbreak	• Ministry of Livestock • Development Agencies • Livestock traders	• Official request

Source: TN Rapid Appraisal Survey, 2006

Table 11: Collection and sharing of specific livestock marketing information between different organisations along the different chains in Somalia

Organisation collecting information	*Type of information collected*	*Use of information*	*Other organisations/Individuals sharing the information and method of sharing*
Bossaso Export Chain			
Somaliland Chamber of Commerce, Industry and Agriculture	• Livestock prices and demands both locally and for export • Supply of animals and the number of livestock traded both locally and via export	Its members for planning their businesses	
Municipality of Gabiley District	• Date of transaction • Number of cattle, goats, sheep and camels sold • Name of the seller • Price of the animals sold • Tax charged on the animals	• Estimation of the yearly budget • Knowledge on the number of animals sold and exported from the markets • Determine the daily and seasonal income	Ministry of Livestock Ministry of Finance and Ministry of Interior via meetings and publications
Municipality of Hargeisa	• Date of transaction • Number of cattle, goats, sheep and camels sold • Tax charged on the animals	• Prepare yearly or monthly reports and budget which are used when the need arises	Ministry of Interior Affairs and auditors via meetings
Bossaso Export Chain			
Middle Shebelle Regional Administration	• Date of transaction • Number of cattle and camels sold • The sex of the animals sold • Name of the seller, buyer and broker • Price of the animals sold • Tax charged on the animals	The solving of disputes	Financial department, The Municipality, Security department and Trading companies in the form of meetings and radio broadcasts
Galkayo Municipality	• The price of fat goats/sheep for export and local consumption for a week. • Date on revenue • Number of cattle, camels, sheep and goats sold		
The Garissa Chain			
Burlagi Livestock Traders Group	• Reporting any diseases to the veterinary department		Its members via mobile phones and word of mouth
Garissa Users Association	• Livestock prices in importing countries Supply of animals.		Its members via radio
Garissa County Council	• Date of transaction • Number of cattle, goats, sheep and camels sold • Tax charged on the animals sold • Number of sellers and buyers •Slaughter slab and butchery fees • Price of the animals sold	• Prepare yearly or monthly reports and budget which are used when the need arises • Accounting • Coordinating with the Veterinary department	Municipality, Veterinary department, Public healthcare, Livestock marketing, Local government and the Water department either verbally over the phone or via letters.
Garissa Municipality	• Date of transaction • Number of cattle, goats, sheep and camels sold • Tax charged on the animals sold • Number of sellers, buyers and brokers • Price of the animals sold	Accounting purposes	Veterinary department, Arid lands authority, NGOs and Ministry of Livestock in the form of papers.

Tables 10 and 11 indicate that both public and private sector institutions can play a significant role in collection and provision of information on livestock trade. Activities of these institutions can thus be harnessed to provide a base on which to build a livestock marketing information system (LMIS) that would support export trade in Somalia. However, it was observed that there was no institution that collected and made accessible information on livestock grades and standards, and how they related to price. Furthermore, information on the demand condition in importing countries was available mainly from exporters. This study thus intuitively concluded that exporters may exploit this information asymmetry to their advantage when buying livestock for export from the local market.

3.4.2 Utilisation of livestock trade information

It was noted that some of the information collected on livestock trade is used for various functions as shown in Table 12. The Table indicates that information collected on livestock market transactions is largely used to facilitate revenue collection and in dispute resolution and not as a basis for formulating strategies that would support livestock trade in Somalia. This information is recorded in books either by the regional administration, municipal councils or veterinary personnel operating in the markets. The specific details on the information collected vary from market to market.

Table 12: Utilisation of livestock trade information in Somalia

Type of information available	***Source***	***Purpose***	***Information Shared with***
• Livestock prices and demands both locally and for export • Supply of animals and the number of livestock traded both locally and via export	Somaliland Chamber of Commerce, Industry and Agriculture		Its members via radio, seminars and publications
• Date of transaction • Number of cattle, goats, sheep and camels sold • Name of the seller, buyer (and at times broker) • Price of the animals sold • Tax charged on the animals	Municipalities	• Estimation of the yearly budget • Knowledge on the number of animals sold and exported from the markets • Determine the daily and seasonal income • Resolving disputes on ownership in case they arise	Ministry of Livestock, Ministry of Finance and Ministry of Interior via meetings and publications

Source: TN Rapid Appraisal Survey, 2006

3.5. Role of different organisations in the promotion of livestock export trade and marketing

Different organisations were noted to perform different activities aimed at promoting livestock export trade within Somalia. Some of the specific activities undertaken are summarised in Table 13.

Table 13: Institutional roles in the promotion of livestock export marketing in Somalia

Stakeholder/institution	Mode of Promotion
Ministry of Livestock, Agriculture and Environment in Puntland; and Ministry of Livestock in Somaliland	• Engaging in bilateral discussions, i.e., meetings with importing partners like the U.A.E. and Oman. • Organizing adverts with traders on quality and taste of Somali products Somali in newspapers.
Chamber of Commerce, Industry and Agriculture Traders Association	• Organization of training programs or seminars where they advise businesspersons about international rules and regulations.
Ministry of Commerce and Industry (Puntland)	• Provision of information and promotion of the country's livestock and livestock products abroad • Establishing an office in Dubai, this advertises Somali products in U.A.E, • Setting up of supportive infrastructure: i.e., helping in the establishment of Dayah Islamic Bank in Bossaso. This bank helps in enhancing trade and transparency between Somalia and the importing countries.

3.6. Rules and regulations guiding livestock export trade

During the stakeholder workshop, in Garowe (Puntland) and Hargeisa (Somaliland) the following rules and regulations were identified as regulating livestock export trade:

i. Quarantine at the entry and exit points. All livestock entering or leaving the country need to be quarantined. These requirements are stipulated in the Quarantine Act.

ii. Livestock destined for export must be mature animals so that the breeding stock can be protected to prevent depletion

iii. Only male animals are to be exported across the seas

iv. Inspection certificate must be issued at the primary markets before the animals are transported to the secondary markets and Berbera port for export

v. Only appropriate vehicles that adhere to specific designated standards are to be used for livestock transport

vi. Livestock trade should only be undertaken in designated areas. These requirements are stipulated in the Local Government Act. The same act also determines the levies and fees to be charged in the market facilities. Transit letters are issued to traders after fulfilling the requirements of the act. The act also facilitates proper sanitation within the municipalities in collaboration with the Ministry of Health through the Public Health act.

vii. A movement permit must be issued according to the animal health act before the animals are transported to the port of exit i.e. Berbera.

viii. Livestock exporters must be licensed according to the relevant act to be allowed to operate. Only citizens can be given licences.

ix. Trader permit that is validated must be issued by the Ministry of Commerce and Industry before one is allowed to operate.

x. The customs act facilitates the collection of fees and levies by relevant bodies and ministries that include MoL, Finance, Commerce and Industry and the Chamber of Commerce

3.7. Institutional constraints in promoting livestock export trade

The main constraints facing trader associations in expanding services available to traders included limited physical and human resources. Suggested solutions to these constraints are shown in Table 14.

Table 14: Specific constraints and suggested solutions within trader associations in Somalia

Traders Association	*Constraint*	*Solution*	*Short-term Plans*
Somaliland Chamber of Commerce, Industry and Agriculture	• The lack of funds to facilitate various programs • Limited skills among its staff and members	• The lifting of the ban to get funds from certificate of origin	•Negotiation for the lifting of the ban • Capacity building of staff and business community.
Puntland Chamber of Commerce, Industry and Agriculture	• Building of their own premises • Lack of transport and office equipment • Funds to become a member of Africa and Arabic Chamber of Commerce	• Negotiating for funds from local companies and external donors	
Burlagi Livestock Traders Group	• Inability to provide services (i.e., water and fodder to all its members) due to financial limitations	• Obtaining of funds from local companies and external donors in order to seek external markets and establish holding grounds, fodder and water	• Writing proposals to ministries and NGOs • Requests for water tanks from the water department and fuel from the lands department
Garissa Users Association	• Lack of funds	• Obtaining of funds from local companies and external donors in order to assist in the establishment of more water projects similar to the Spencom Project, (it has just been completed and provides water to most people).	• Income generation through acquisition of a dip and charge traders for it though they have not begun working on it.

Table 15: Constraints and suggested solutions within government ministries in Somalia

Constraint	*Suggested solution*
Limited health and safety standards along the marketing chain	Establish effective health and safety certification mechanisms along the chain from the consumer to the producer
Inconsistencies in grading of livestock, such that at times, lower grade livestock may fetch higher prices that those of better quality	Upgrade: good quality animals go to specific markets and the lower quality to other markets
Limited export markets leading to oversupply and lower prices	Make timetables so that ships don't go to the same place too often or simultaneously
Overloading of livestock freight facilities due to the small capacity of the cargo ships	Use appropriate livestock shipping vessels for loading the animals
Inadequate marketing infrastructure and financial resources	Support from the government and donors to construct the infrastructure and provision of financial aid
Inappropriate transport vessels on road and see	Improve on certification & supervision of vessels by veterinarians to ensure that better standards of animal welfare are practiced
Certification procedure is poor and recognised by only few trading partners	Improve on certification process
Rejection of animals abroad	Refund of taxes paid by traders
Lack of recognized working government	Federal government to have the ability to extend its institutions to all parts of Somalia
Lack of competent human resources	Capacity building and training of new graduates as soon as possible
Livestock ban	Institute recognized surveillance systems and lifting of the ban

Some of the functions of the ministries were also observed to be limiting growth of livestock export trade. These constraints and their suggested solutions are listed in Table 15.

Some of the suggested short-term measures in dealing with the constraints within ministries were listed as:

- Get revenue from the livestock sector to finance more ties abroad
- Support the establishment of more banks in Somalia, for example the Dubai Bank

- Increase trips abroad e.g. to Sudan and Ethiopia to initiate bi-lateral trade discussions that would create links for different products and strengthen ties with importers
- Capacity building among government staff for effective deliver of services i.e. training of all veterinary personnel in computers
- Establish appropriate banking system to allow use of letter of credit for livestock marketing transactions

It was also noted in the workshops that the rules and regulations governing livestock trade were not being sufficiently enforced. The constraints, opportunities and solutions in reference to enforcement of the regulatory procedures in livestock marketing are summarised in Table 16.

Table 16: Degree of enforcement of regulations supporting livestock export, associated constraints and suggested solutions in Somalia

Regulation	*Degree of enforcement (Excellent, good, fair, poor)*	*Constraint*	*Suggested solutions*
Livestock quarantine	Poor	Grounds that belong to the government exist but vandalised	Need to rehabilitate infra-structures after evicting the private invaders.
Livestock transportation	Poor	Vehicles/trucks not designated as livestock carriers. This is accompanied by poor animal handling procedures, overloading, poor loading procedures	Need for transport act rule that only allows use of appropriate livestock carriers with the right capacity. There is urgent need for training/awareness on animal welfare. The local authority act should include loading only in well designed ramps.
Local authorities services	Fair	Poor waste disposal in some municipalities	Enact the local authorities act to improve on the sanitation. Need for training on waste disposal.
Port authorities services	Fair	Animal welfare knowledge is poor (inadequate resting period) and vehicle handling facilities inappropriate	Need for training on animals welfare and animal health act to safeguard the health of animals by applying the 48 hour law in reference to resting periods. This will imply that the infrastructure will be improved and training on animal handling will be done.
Ministry of finance services	Fair	Taxation (not relocated back to the MoL) and budgeting not done appropriately	Need for effective coordination between the Ministry and the Livestock sector. Collaboration amongst international organisations/ private sector and MoL should be improved as the key stakeholders in the sector
Animal health act on service delivery	Poor	Currently, limited protection under the act. Lack of consultation between the players and in effective/absent privatisation act	Need for public sector coordination, Net working and training to empower the various players on animal health delivery through the right acts
Livestock Movement	Fair	Delays in procedures and poor allocation of offices within the state	Develop measures that will facilitate efficient and effective issuance of the permits to avoid time wastage that usually leads to loose of animal condition

4. Conclusion and recommendations

This study was conducted with the main intention of identifying and undertaking a rapid assessment of the functioning of institutions that support livestock trade and marketing in Somalia. Specifically, it was expected that information generated would be valuable in formulating supportive policy that would facilitate the institutions play an effective role in improving livestock trade and marketing in Somalia. The study commenced with an in-depth review of literature related to the Somali livestock trade, which provided a baseline on which a rapid appraisal and data collection was based. The rapid appraisal focussed on evaluating the different forms of organisations and analysing their roles in facilitating livestock export trade. Collected data was analysed by examining, categorising, tabulating, and recombining the evidence, using three main analytic techniques, *viz* pattern matching, intuitive explanation building, and time series analysis. These methods were supported with limited descriptive analysis. Generated results were presented in tables, pie-charts and graphs. Subsequently, workshops were also held to identify the rules and regulations shaping the functioning of these organisations in executing their roles in livestock export trade.

This study identified eight organisations/individuals supporting livestock export trade in Somalia. These include:

i. Livestock trade brokers

ii. Traders associations

iii. Veterinary services

iv. Port authorities

v. Livestock haulage - shipping and road transport companies

vi. Money transfer services

vii. Local government - Municipalities and Regional Administrations

viii. Central government- Ministries

These organisations/individuals supported the principal market participants, namely the petty traders, agents of traders, and exporters in their endeavour to effectualise livestock export trade.

This appraisal established that although there exist informal grading system based on a number of attributes (age of animal, sex of animal, nutritional status, weight and size, breed and health status), and that in cattle and small ruminants three point grading system (Grade I, II, & III) is in use, none of the identified organisations was engaged in explicit activities to articulate and disseminate application of these grades in livestock trade. This exists despite the general consensus that grading of export quality livestock would enhance livestock export trade with existing trading partners and with other countries reducing also transaction costs (especially reduced quality inspection costs). Therefore before engaging in activities that would popularise and disseminate this grading approach, it would be important to establish how knowledge on this informal grading system is distributed along the marketing chains, how these grades influence prices received, and whether these grades evolved in response to the demand situations in importing countries.

This study also found out that there were no planned formal channels for disseminating marketing information (prices, quality attributes, volumes, etc) to support Somali livestock export trade. However, different organisations collected information that could be collated and aggregated into a suitable medium to form a basis for a formal livestock market information system. Establishing an effective livestock market information system that serves both the public and private sectors is critical to the improvement of the operational efficiency of livestock marketing in Somalia.

Information collected in this rapid appraisal may be sufficient in guiding the establishment of a LMIS, without seeking additional information from formal studies. The first step in this direction would be to address the constraints that relevant institutions face in setting up of an effective LMIS. Two key constraints were identified, first, limited capacity within the organisations, and secondly, lack of supporting infrastructure. Suitable staff in these organisations will thus need to be educated on simple techniques like data collection and storage, whereas the organisations will need to enhance their infrastructural capacities, like acquisition of modern facilities like computers. In addition, deliberate policies should then be instituted to support networking and sharing of available information.

Besides promoting the roles that these institutions can play in fostering entrenchment of grades and standards, and in the establishment of a LMIS, another key area is in setting up of a recognised health and safety certification system, a role that needs to be taken up by the public sector (Government Ministries). This appraisal established that at the moment, the main focus of the public sector is at the ports of departure, particularly Bossaso and Berbera. In each of these ports, the government implements a rudimentary animal health certification system, based upon clinical inspection of animals prior to loading. There are also some

instances of monitoring in some of the secondary markets. Implementation of an effective health and certification system is constrained by limited capacity, both human and physical within the respective institutions and by the absence of a central veterinary authority that is recognised internationally. These constraints need urgent attention to ensure predictability and guaranteed participation in livestock export trade by Somali traders. It is important to point out that a certification system put in place should be cost effective as an incentive to effective implementation. Above all mechanisms should be put in place to increase compliance to the laid down rules and regulations that govern livestock export trade.

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Appendix

Some of the facilities and services found in sampled markets in Somalia

Livestock trade related facilities and service	*Name of Market*									
	Laas Anod S/rumi-nant	*Gal-kayo cent-ral*	*Laas Anod camel*	*Harg-eisa*	*Burao*	*Tog Wajaale*	*Garissa*	*Afma dow*	*Afgoye*	*Jow-har*
Number of facilities										
Fencing enclosures (public or privately)	12	–	–	10	10	9	–	0	0	–
Holding grounds	–	–	–	2	–	–	–	0	0	–
Loading bay	–	–	–	–	–	–	2	–	–	–
Veterinary clinics	–	–	–	–	–	1	–	0	0	–
Number of service providers										
Fodder sellers	5	25	–	25	30	20	50	0	50	60
Animal markers	5	15	2	20	40	20	20	2	15	2
Veterinary drug vendors	–	4	–	–	–	–	–	–	30	3
Stick vendors	–	10	–	–	–	–	–	–	5	10
Rope vendors	10	5	–	10	10	5	10	15	10	5
Money transfer agencies/ Banks	–	12	15	–	4	3	7	5	–	12
slaughter houses (local)	–	–	2	–	1	–	1	1	–	2
slaughter houses (export)	0	1	0	0	1	0	0	0	0	0
Animal transporters	50	8	25	50	50	100	100	50	–	–
Mode of livestock transaction										
Cattle transaction mechanism	–	Dyadic	–	Dyadic	Dyadic	Dyadic	Dyadic	Dyadic	Dyadic	Dyadic
Small ruminants transaction mechanism	Dyadic	Dyadic	–	Dyadic	Dyadic	Dyadic	Dyadic	Auction	Dyadic	Dyadic
Camel transaction mechanism	–	Dyadic	Dyadic	Dyadic	Dyadic	Dyadic	Dyadic	Auction	Dyadic	Dyadic
Donkey transaction mechanism	–	–	–	Dyadic	Dyadic	Dyadic	Dyadic	Auction	Dyadic	Dyadic

Key: '–' = missing data

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