

The Role of Socioeconomic Activities towards Improved Livelihoods of Surrounding Households: A Case of Mkokotoni Seaport in Zanzibar

*Venance E. Kalumanga

ORCID: <https://orcid.org/0000-0002-7818-3674>

Faculty of Leadership and Management Sciences, Mwalimu Nyerere Memorial Academy, Tanzania

Email: venance.kalumanga@mnma.ac.tz

Hassan M. Soud

ORCID: <https://orcid.org/0009-0005-9784-0704>

Ministry of Home Affairs, Immigration Department, Zanzibar

Email: soudhmaulid@gmail.com

Corresponding Author: venance.kalumanga@mnma.ac.tz

Copyright resides with the author(s) in terms of the Creative Commons Attribution CC BY-NC 4.0.

The users may copy, distribute, transmit and adapt the work, but must recognize the author(s) and the East African Journal of Education and Social Sciences

Abstract: This study specifically assessed the role of socio-economic activities on livelihoods improvement among surrounding households at the Mkokotoni Seaport, North 'A' District of Zanzibar. A cross-sectional design was employed to collect data at a single moment in time. The population was 87 households surrounding the Mkokotoni Seaport. Simple random and purposive sampling techniques were used to select the sample of 70 respondents. The study used the mixed approach whereby interviews, focus group discussions as well as surveys were applied as data collection methods. Statistical Package for Social Sciences version 24 was applied for analysis. Qualitative data was analyzed descriptively while quantitative data was analyzed based on numerical statistical data. The study concludes that seaport serves as an important transportation hub that facilitates people and goods movement where both processed and non-processed raw materials can easily be transported. Thus, ports are the catalyst for economic development through the commonly practiced socioeconomic activities. Based on the conclusions, it is recommended that the government and other stakeholders should improve and support the key socioeconomic activities commonly practiced at Mkokotoni Seaport. These activities includes; trading, transportation and fishing which support the livelihoods of the surrounding households through assets ownerships.

Keywords: Assets; Capital; households; livelihoods; Mkokotoni; Seaport; Zanzibar

How to Cite: Kalumanga, V. E. and Soud, H. M. (2023). The Role of Socioeconomic Activities towards Improved Livelihoods of Surrounding Households: A Case of Mkokotoni Seaport in Zanzibar. East African Journal of Education and Social Sciences 4(5), 124-135. Doi: <https://doi.org/10.46606/eajess2023v04i05.0327>.

Introduction

Seaport as the hub of exchange between sea and land has a global economic and spatial growth of the regions that include transportation, industry, commerce and logistics (Adeyanju, 2014). Seaport activities contribute to economic development through shipping, ship repair, navigation, fortress, maritime education, arctic prospects, free economic zones, tourism and culture

(Mwendapole, 2015; Samoylenko, 2018; Ahmed et al, 2018).

Seaports underwent transportation evolution due to technological advancements. Development of seaports results into a range of opportunities, which causes development (Montwill, 2014). According to Mwendapole (2015), globalization propels the growth of seaports.

In the Global context, regardless of seaports being the main hub for economic development of some countries especially non landlocked countries, effective seaports transportation activities are hampered by external environments. These includes political changes, great geographical discoveries, wars and colonial expansion of European countries, economic development, social crisis and industrial revolution (Montwill, 2014; Bocheński et al., 2021). Other authors, including Notteboom et al. (2022) and Olukoju (2020) consider seaport as an important economic space in which a wide range of services play roles to a wide range of customers such as shippers, forwarders, transport companies and logistics.

In West African countries such as Nigeria, seaports have become organic entities by which either growth or decline has resulted from various factors such as institutional, market force, political development, conflicts and trade (Adeyanju, 2014). Thus, seaports are the growth poles and enablers of economic scale for production and trade. Similarly, Olukoju (2020) argued that they are the engines of local, regional or national efficiency and competitive economic growth. The German plantation companies that used to construct the Douala Seaport in Cameroon were considered the focal points for regional development (Mbongalle, 2019). Seaports provided employment opportunities to people from industries like the rubber factory, banana plantations and iron foundries.

In East Africa, the seaport industry has been growing at remarkable periods especially since the privatization of the seaport terminals which started in early 2000. Discussing this development, a recent study by Mwendapole and Zhihong (2021) noted that the highly competitive seaports in East Africa include a port of Mombasa in Kenya, Djibouti in Djibouti, Maputo in Mozambique, and Dar es Salaam in Tanzania. Tanzania mainland has three major seaports, namely Dar es Salaam Seaport, Mtwara Seaport, and Tanga Seaport. Small seaports in the country include Kilwa Seaport, Lindi Seaport and Mafia Seaport (Mwendapole & Jin, 2021).

The Dar es Salaam Seaport is the head seaport that handles over 90% of the country's cargo traffic (United Republic of Tanzania, 2022). The quality of the Dar es Salaam Seaport is an important factor in designing strategies for bringing more wealth to the surrounding communities and the country at large (Tengecha & Zhang, 2022).

However, the port faced many constraints such as the lack of container storage within the port area, poor road and rail access to terminals, restricted entrance channels to the port, and limited access of advanced technologies which can easy transportations of goods in all scopes of cleaning and forwarding (Anselem & Zhang, 2020).

Zanzibar Island, which is a semi-autonomous area of Tanzania has three main ports that are important for the Zanzibar economic development and prosperity of indigenous people. These are Unguja Port, Mkoani Port and Wete Port in Pemba. There are other small ports, including, Weshu at Chake Chake District in Pemba and Mkokotoni Seaport in North 'A' District in Unguja (Zubeir, 2018). These seaports have improved the socio-economic aspects of Zanzibar by providing employment opportunities which geared to the rising of the GDP. According to Semboja (2021), over 29% of Zanzibar's GDP and almost 33% of its labor forces are derived from ocean-based activities for the movement of bigger volumes of products for imports and exports. However, these modes of transportation confront a number of difficulties, including inadequate handling equipment and lack of berthing facilities (Kombo, 2015). Nevertheless, reports by Mwendapole and Jin (2021) suggested that many countries rely heavily on seaports to promote their well-being and economy. Mkokotoni Seaport acts as the transportation hub for surrounding communities to export and import goods from different sectors. Being a transportation hub, it enhances performance of social economic activities for the livelihoods improvement of the surrounding households in Zanzibar. It is not much clear how the Mkokotoni Seaport contributes to the livelihoods improvement of the surrounding households. Therefore, this study ought to assess the contributions of Mkokotoni Seaport to the livelihood improvements of the surrounding households.

Sustainable Livelihoods Approach

In addressing the ability of households to sustain their livelihoods, two aspects were considered in this study: assets and income of the households. Assets and income are important parts of any sustainable livelihood. By building assets, individuals and households develop their capacity to cope with challenges they encounter and to meet their needs in a sustainable way. The study used the sustainable livelihood approach as used by FAO (2000). The approach pays particular attention to the variety of

assets that contribute to making a sustainable household livelihood and to ways in which they are interdependent.

Assets as recognized by the sustainable livelihoods approach are physical, natural, human, social and financial capital. Physical capital comprises basic infrastructure and fishing equipment. Transport, communication, electric power, fishing boat and canal are some physical assets that are potential livelihood improvement of individuals. In the same vein natural capital represents the flow of natural resource stocks such as cultivated land, fishing areas, and biodiversity and ecosystem services. These resources are the basis for natural activities and are most requisite on derived livelihood outcomes by small-scale households. Human capital includes the skills, knowledge, experience and good health of an individual. Human capital is important to enhance the ability of household members surrounding the Mkokotoni Port to pursue different livelihood outcomes.

Furthermore, Social capital includes socio network exhibited by households surrounding Mkokotoni Seaport, trust, relationship, engagement in membership and leadership. These are the basis for cooperation with any fishing community. Co-operation is a root of strength in attaining livelihood outcomes by households surrounding the Mkokotoni Seaport. Finally, financial capital

represents financial resources available including savings, credits, remittances, pensions and inherited wealth. Financial resources provide income to the household surrounding the Mkokotoni Seaport with different livelihood options including accessing credits from bank and other related savings organizations. Access to various capital assets is important in determining the livelihood of the households surrounding Mkokotoni Seaport. Nevertheless, a single category of assets cannot support the livelihood outcomes that households surrounding Mkokotoni Seaport pursue. However, income and assets are the indicators used to measure the livelihoods improvement of an individual.

Conceptual Framework

The conceptual framework shows direct relationships between independent and dependent variables. The relationship of the variables signifies that livelihoods improvements which are measured by assets owned and income accrued by households depends on seaport activities surrounding the households at Mkokotoni Seaport. Conversely, the livelihoods assets which are physical, natural, human, social and financial show direct relationship with seaport activities, this imply that both seaport activities and the livelihood assets depends on each other.

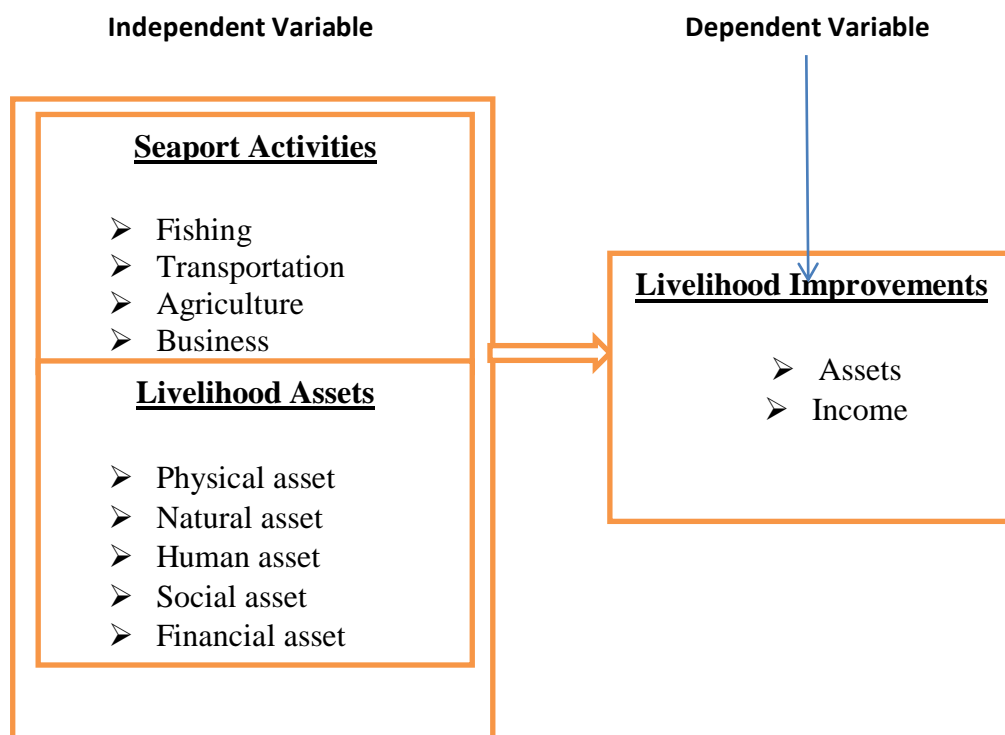


Figure 1: Conceptual Framework

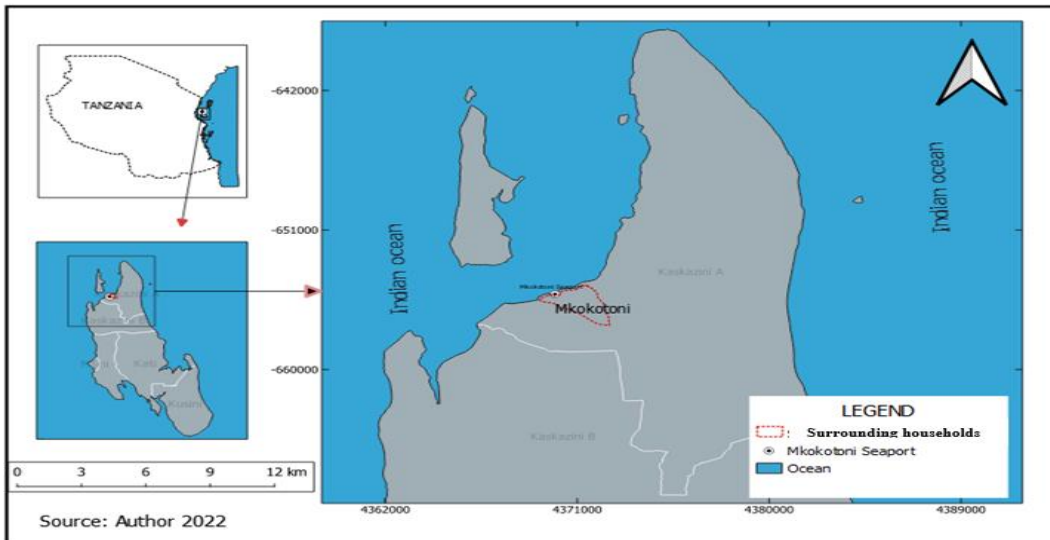


Figure 2: Mkokotoni Seaport Map

Methodology

Study Area

The study was conducted at Mkokotoni Seaport of North 'A' District in Unguja, Zanzibar, about 50km from Malindi Port (Figure 1). The port helps to ease transport between the Tumbatu Islet and Mkokotoni. The port is reported to have high interaction of people from different areas, especially from Kipumbwi Seaport in Tanga Region. The surrounding area of Mkokotoni is of great beauty and ecological value due to presence of the marine reserve, mangrove forest reserves, unspoiled beach and the areas of special landscape including socio-economic activities conducted nearby.

Research Design

The study used the cross-sectional research design with a mixed-method approach to collect both quantitative and qualitative data. The rationale for employing the cross-section design is based on the fact that the researchers collected data at one point in time across several units.

Sample Size

Data were collected from the population of 87 households surrounding the Mkokotoni Seaport.

Sample size was determined using the Yamane (1967) formula as it provides an effective simplified method of determining sample size:

$$n = N \div (1 + Ne^2)$$

Where: n= is the number of samples (required)

N = Total population (87)

e = Error tolerance (level) or margin of error (0.05)

$$94 / (1 + 94(0.05)^2) = 87 / 1.235$$

$$= 70$$

Hence study sample size was 70 respondents

Data Collection Methods

Methods of data collection include interview, observation and focus group discussion and questionnaire, which were triangulated to support each other.

Data Analysis

Descriptive analysis included frequencies and percentages of different aspects tackled by the study. Multiple regression analysis was carried out to establish the relationships between dependent variables which are assets and income and independent variables which are the seaport activities that include fishing, agriculture, transportation, and business and others which are physical, social, human, natural and financial. The equation used was:-

$$Y_d = \alpha + \beta_1 F + \beta_2 A + \beta_3 T + \beta_4 B + \beta_5 (P) + \beta_6 (S) + \beta_7 (H) + \beta_8 (N) + \beta_9 (F) + \mu_i$$

From the equation the household income and assets, are dependent variable (Y-axis) while independent variables (X-axis) are; seaport activities

which are Fishing, Agriculture, Transportation and Business and others which are P=physical capital, F=financial capital, H=human capital, S=social

capital, N =natural capital and μ =unobserved variables (α).

Factor Analysis was conducted to build a measurement index and factors were extracted from the correlation matrix through Principal Component Analysis (PCA). Factor loading represents that the factor extracts sufficient variance from that variable. Only variables that have factor loadings of 0.5 and above are included in each selected factor. Bartlett's test of sphericity was used to ensure that the data have a sufficient correlation to perform factor analysis and to assess which items need to be dropped. Kaiser-Meyer-Olkin Measure of Sampling Adequacy (KMO) is used to measure sampling adequacy to test whether the data obtained are suitable for this kind of analysis.

Validity and Reliability

To ensure validity and reliability, the study applied triangulation method in data collection. In addition,

data collection instruments were pre-tested in the pilot study to verify their ability to capture the required information.

Ethical Considerations

Ethical manner was observed by ensuring informed consent, confidentiality and privacy of the information provided by respondents.

Findings and Discussion

This section presents the findings of the study by starting with social-demographic characteristics of the respondents including sex, education and age.

Socio- Demographic Characteristics of Respondents

This part presents three socio-demographic components of respondents which are sex, education and age.

Table 1: Socio-Demographic Characteristics of the Respondents

Sex of the respondents	Frequency	Percentage (%)
Male	47	67
Female	23	33
Total	70	100
Respondents' Educational Level		
Primary	39	56
Secondary	13	19
Certificate	8	12
Diploma	6	7
Bachelor degree and above	4	6
Total	70	100
Respondents Age		
18-27	10	14
28-37	17	24
38-47	18	26
Above 47	25	36
Total	70	100

Sex of the Respondent

Findings as summarized in Table 2 indicate that the majority (67%) of respondents were males while 33% were females. Findings are supported by Jeevan et al. (2020) who argued that males are always in the front line occupying economic-based activities in most of developing countries. Similarly, Mwendapole and Jin (2021) proposed that in coastal communities, males prefer to engage in the maritime and shipping business compared to females.

Education Level of the Respondents

Results in table 2 show that majority of the respondents (56%) had primary education, 19% had

secondary education, 12% had basic technician certificates, 7% had diploma education and 6% occupied bachelor degrees. Results imply that more than half of the respondents went to school and acquired at least primary education. These findings show that respondents had low education levels and this situation may hinder them to work well in their seaport activities since they cannot adapt quickly to changes in science and technology.

Age of Respondents

With respect to the age of respondents, Table 2 indicates that 36% of the respondents were aged above 48 years. This was followed by 26% who were aged between 38 and 47 years. Furthermore, 24% of

the respondents were in the age between 28 and 37 years. It can also be noted that 14% of respondents were aged between 18 and 25 years. Age signifies that respondents have families thus they bear household responsibilities including bearing of children.

Research Question 1: What types of Socio-economic activities are practiced at the Mkokotoni Seaport?

This research question sought to establish the socio-economic activities practiced at the Mkokotoni Seaport. Social economic activities refer to all business activities that are driven by social and economic mission (Jele, 2021). Figure 3 shows trading (40%), transportation (26%), fishing (21%) and agriculture (13%) as key practiced social-economic activities, in the order of importance.

Trading Activities

Finding in Figure 3 shows that 40% of respondents mentioned trade as one of socio-economic activities practiced by surrounding households at the Mkokotoni seaport. Respondents felt that socio-economic activities are a crucial part of the country's economy because they increase required

goods through export and import mechanisms. Findings from interview informs that

Mkokotoni households are involved in small businesses such as selling timber, furniture, charcoal and other types of commodities mainly from Tanga. Tanga is very close to Mkokotoni thus, majority of products are from Tanga. Trade activities conducted by surrounding households at Mkokononi Seaport include Tanga stones which are used for decorating houses, charcoal for cooking and beds for domestic usage as well as timber products for building constructions imported from Tanga.

Findings corresponds to the results by Mlambo (2021) who argued that trade competitiveness requires governments and other stakeholders to recognize ports as facilitators of trade and integrators in the logistics supply chain. He further added that globally over 90% of international trade activities are conducted through seaport transportation contrivances.

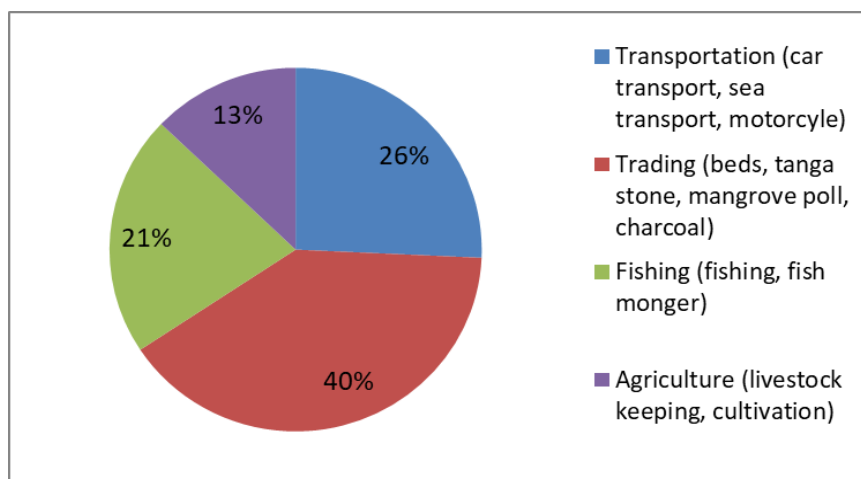


Figure 3: Types Socio-economic Activities Practiced at Mkokotoni Seaport

The findings are also supported by Focus Group Discussion results where participants reported that "We have been here for ten years now and we depend on trading activities to run our lives. We normally sell various goods from Tanga, especially Charcoal for cooking, Tanga stones as building material and wooden bed as domestic assets." The observation schedule further confirmed the existence of charcoal, Tanga Stones and beds as business conducted at the study area as observed in figure 4.

The findings were also supported by Focus Group Discussion where participants reported, "We have been here for ten years now and we depend on trading activities to run our lives. We normally sell various goods from Tanga, especially Charcoal for cooking, Tanga stones as building material and wooden bed as domestic assets."

Transportation Activities

Results in Figure 3 shows that 26% of the respondents engaged in the transportation of goods

and passengers as social economic activities for their livelihoods at the Mkokotoni Seaport. During interview, a Local government leader at Mkokotoni port reported that

Common transport vessels used by Mkokotoni seaport surrounding communities include local fishing boats and speed planning boats; others are motorcycles and cars which are used on the mainland. These transport vessels enable Mkokotoni seaport surrounding households to earn income that can help them to improve their lives.

During Focus Group Discussion, one of participants reported,

Regarding seaport transportation, Mkokotoni port is bordered by neighboring villages such as Tumbatu Island which is one of the smallest Islands in Unguja. Likewise, Mkokotoni Port is surrounded by Kipumbwi Port in the Tanga Region. Thus, the majority of the households of Mkokotoni have focused more on transporting passengers from Mkokotoni Port to either Tumbatu or Kipumbwi. It cost about fifteen thousand (15,000/=) Tanzania Shillings to travel to Kipumbwi and one thousand and five hundred (1,500/=) Tanzania shillings to travel to Tumbatu island. The transportation business helps to increase income among the households.

Figure 4.0: Trading business observed at Mkokoni Seaport



Figure 3: Transportation vessels used to transport goods and passengers at Mkokotoni Seaport

Findings are supported by Dwarakish and Salim (2015) who reported that seaway transportation is the cheapest and most effective transportation

system compared to other systems like road transport and flight. The interview schedule revealed that “Many people near the port employ

themselves in the motorbike business by transporting passengers and goods like food and charcoals. Through these activities, people improve their lives by earning income.” The findings conform to that of Kalumanga (2018) who reported that the growth of maritime transport has been one of the factors that have made it possible for individual livelihoods development. The findings are also supported by a 47 years old male respondent during the interview that “I have been operating the activity of transporting passengers for about seven years now. I benefit a lot from this business and I have managed to build my own house.”

The findings further concur with that of Kombo (2015) who argued that Zanzibar, like many parts of developing countries use seaport as the main source of importation and exportation of goods. Findings were also supported by a respondent during the interview schedule with a male of 57 years, who said, “The main objective of this port is to facilitate

the importation and exportation of goods and passengers.”

Fishing Activities

Findings from Figure 3 show that 21% of the respondents engaged in fishing activities as key social-economic activities for their well-being. This implies that like other parts of coastal areas, Mkokotoni Seaport is surrounded by households who survive through fishing activities. This can be seen (figure 4) in the study area through those who sell fish at small scale and large scales as well. Similarly, Mlambo (2021) argued that the main seaport activities performed by surrounding communities includes fishing, technical skills, loading, security activities and customs agency. Correspondingly, the findings are in line with those propounded by Olusegun (2020) who argued that ports act as gateways to business as they provide access to global markets for both coastal and landlocked countries.



Figure 4: Fish on selling at Mkokotoni fish market

Findings matches to those provided during Focus group discussion where one of participants contended that “every households surrounding Mkokotoni seaport has members who engage on fishing activities as one of economic activities.”

Agriculture

Findings as indicated in Figure 3 show that 13% of the respondents engaged in agricultural activities for their livelihoods. The findings imply that agriculture is central to the economic development. The results are supported by Kalumanga (2018) who reported that communities in Zanzibar Island do engage in farming activities especially in oceanic crops like seaweeds for their livelihoods.

Research Question 2: What assets are owned by household members at the Mkokotoni Seaport?

This research question sought to establish assets owned by household members at the Mkokotoni Seaport. The study found that 30% of respondents were able to own gas cooker for facilitating cooking process which are also are reliable and environmentally friendly compared to charcoal and wood. Moreover, the majority 95.7% of the respondents owned cellular phones as asset for communication which aids them to communicate. Cellular phones also simplify communication and easier business among individual networks. As argued by Ahmed et al., (2018), and Kalumanga and

Asanjeni (2023) that assets like cellular phones are tools for generating communication networks among coastal communities and they help individuals to operate their business plans and programs. Findings as depicted in Table 2 show that respondents also owned house assets including beds, mattresses, tables, chairs, wardrobes, refrigerators, and sewing machines. Other owned productive assets including cows, chicken, and goats. Nevertheless, there was no pig animals which were reported to be owned by households at the study area because majority of the respondents were Muslim. Productive assets included pieces of land and houses which were used as collaterals

when household members wanted to access loans from banks.

Other assets owned were transport facilities including motorbikes, motorcycles, and motorcar. These facilities helped them to move from one area to another while also helping to facilitate their business. Similar findings were reported by Fekadu et al., (2021) who acknowledged the importance of owning transport facilities as among the assets which easier transportation of commodities from one place to another. Another important asset reported to be owned by respondents were farm implements including hand hoes which helped in farming, especially for those who engaged in small farming systems including gardens

Table 2: Assets Ownership

Asset	Type of asset	Ownership (n= 70)		Total (%)
		Yes (%)	No (%)	
Cooking facilities	Wood	47 (67.1)	23 (32.9)	70 (100)
	Charcoal	62 (88.6)	8 (11.4)	70 (100)
	Gas	21 (30.0)	49 (70.0)	70 (100)
Communication assets	Radio	64 (91.4)	6 (8.6)	70 (100)
	Television	22 (31.4)	48 (68.6)	70 (100)
	Cellular phones	67 (95.7)	3 (4.3)	70 (100)
	Landline phone	4 (5.7)	66 (94.3)	70 (100)
House assets	Bed	68 (97.1)	2 (2.9)	70 (100)
	Mattress	70 (100)	0 (0.0)	70 (100)
	Tables	68 (97.1)	2 (2.9)	70 (100)
	Sofas	19 (27.1)	51 (72.9)	70 (100)
	Set/Chairs	65 (92.9)	5 (7.1)	70 (100)
	Wardrobe	9 (12.9)	61 (87.1)	70 (100)
	Refrigerators	48 (68.6)	22 (31.4)	70 (100)
	Sewing machines	13 (18.6)	57 (81.4)	70 (100)
	Cows	17 (24.3)	53 (75.7)	70 (100)
	Chickens	64 (91.4)	6 (8.6)	70 (100)
Productive assets	Goats	13 (18.6)	57 (81.4)	70 (100)
	Piece of land	63 (90.0)	7 (10.0)	70 (100)
	House	58 (82.9)	12 (17.1)	70 (100)
Transport facilities	Motorbike	61 (87.1)	9 (12.9)	70 (100)
	Motorcycle	11 (15.7)	59 (84.3)	70 (100)
	Motorcar	13 (18.6)	57 (81.4)	70 (100)
	Tractors	0 (0.0)	70 (100)	70 (100)
Farm implements	Plough	0 (0.0)	70 (100)	70 (100)
	Hand hoes	67 (95.7)	3 (4.3)	70 (100)

Findings were supported by Jayaweera (2010) who did his research on Livelihood and diversification in Rural Coastal Communities and found that regardless of the rural coastal communities engaging in fishing activities they also practice small-scale farming which requires them to use hand hoes as farm implements.

Regression Analysis

$$Yd = \alpha + \beta_1F + \beta_2A + \beta_3T + \beta_4B + \beta_5(P) + \beta_6(S) + \beta_7(H) + \beta_8(N) + \beta_9(F) + \mu_i$$

Table 3: Regression Analysis Results

Variable	B	Std. Error	t-value	P-value
Costant	-6.103	8.314	-0.670	0.3171
Fishing	0.067	0.213	0.587	0.047
Agriculture	0.059	0.201	0.393	0.059
Trade	0.215	0.092	1.679	0.039
Transportation	0.156	0.456	1.009	0.041
Physical capital	0.051	0.101	0.491	0.437
Financial capital	0.161	0.059	2.172	0.003**
Human capital	0.207	0.081	1.992	0.005**
Social capital	0.163	0.081	2.179	0.006**
Natural capital	0.172	0.053	1.890	0.008**
R-square	0.386	0.091	1.056	0.671
Adj-R square	0.361	0.862	1.007	0.710
F-ratio	57.901	0.007	0.009	0.007
F-Probability	0.000	0.001	0.000	0.000

Note: Significance levels are denoted by two asterisks (**) at the 5% level

Findings in Table 3 show that financial capital, human capital, social capital and natural capital yielded positive correlation outcomes upon regression and they are significant contributors toward household income. The findings imply that investing on trade, fishing and transportation activities can lead to livelihood improvement. Furthermore, improving financial capital, human capital, social capital and natural capital can lead to improvement in livelihoods.

Thus, for betterment of the livelihoods in the households surrounding the Mkokotoni Seaport, trade, transportation and fishing have to be improved for betterment of the community livelihoods. Moreover, financial capital including borrowing credit from different sources and savings have to be emphasized as sources of community support towards livelihoods improvement. Furthermore, skills, knowledge, experience and good health have to be encouraged as human capital assets to enhance the ability of the household members to pursue different livelihood activities. The findings of Rahman and Akter (2014),

Further, the study sought to establish the relationship between variables.

From the equation below the household income and assets are dependent variable (Y-axis) while independent variables (X-axis) are seaport activities which are fishing, agriculture, transportation, business and others which are represented as: P=physical capital, F=financial capital, H=human capital, S=social capital, N=natural capital and μ_i =unobserved variables (α).

Deghani et al. (2018) and Fekadu et al. (2021) suggested that for livelihoods improvement to be attained, there should be some capital resources including financial, social, natural and human resources, which are the working engines for wellbeing improvement and stability of an individual. Therefore special attention should be given to support socioeconomic activities commonly practiced at the Mkokotoni Seaport for the wellbeing of the surrounding households and Zanzibar communities at large.

Conclusion and Recommendations

Conclusions

The study concludes that seaport serves as an important transportation hub that facilitates people and goods movement where both processed and non-processed raw materials can easily be transported. Thus, ports are the catalyst for economic development through the commonly practiced socioeconomic activities including trading, transportation and fishing, which yielded a positive impact on livelihoods improvement of the

surrounding households in the study area. The identified socioeconomic activities were supported by livelihood assets such as those noticed by (FAO, 2020) which are human capital, social capital, physical capital, natural capital and human capital.

Recommendations

Based on the conclusions, it is recommended that the government and other stakeholders should improve and support the key socioeconomic activities commonly practiced at Mkokotoni Seaport. These activities includes; trading, transportation and fishing which support the livelihoods of the surrounding households through assets ownerships.

References

Adeyanju J., (2014) Perspectives in Seaport and Shipping Development in Nigeria. Federal University of Technology Minna.

Ahmed, J. U., Mannaf, M., & Akter, S. (2018). Role of Small-scale Fishing on the Livelihood Improvement of Haor Fishermen: An Empirical Evidence from Bangladesh. *American Journal of Economics and Business Administration*.

Anselem, N. and Zhang, X., (2020), Status, Constraints and Strategies of Marine Traffic Flow on Dar es Salaam Port, Tanzania. In *2020 2nd International Conference on Robotics Systems and Vehicle Technology* (pp. 54-59).

Bocheński, T., Palmowski, T. and Studzieniecki, T., (2021). The development of major seaports in the context of National Maritime Policy. The case study of land. *Sustainability*, 13(22), p.12883.

Dehghani, M., Akbar, A., Azadi, H., & Sche, J. (2018). Revealing the role of livelihood assets in livelihood strategies: Towards enhancing conservation and livelihood development in the Hara Biosphere. 94 (January), 336–347.

Dwarakish, G.S. and Salim, A.M., (2015). Review on the Role of Ports in the Development of a Nation. *Aquatic Procedia*, 4, pp.295-301.

Food and Agriculture Organization (2010). FAO report on thematic brief on food security and livelihoods. Rome, Italy.

Fekadu, G., Tebarek, A., Megento, L., & Gurmessa, F. (2021). The extent of livelihood diversification on the determinants of livelihood diversification in Assosa Wereda, Western.

Jayaweera, I. (2010). Livelihood and diversification in Rural Coastal Communities: Dependence on Ecosystems Services and possibilities for Dependence on Ecosystems Services and possibilities for Sustainable Enterprising in Zanzibar, Tanzania

Jeevan, J., Menhat, M., MhdRuslan, S.M. and Cetin, Ç.K., (2020). Gender inequality: an outlook from a seaport sector. *Australian Journal of Maritime & Ocean Affairs*, 12(4), pp.187-199.

Jele, P.X., (2021). Exploring the social impacts of the expansion of the port of Durban (Doctoral dissertation).

Kalumanga V.E (2018), How Seaweed Farming Improves the Livelihoods of Women's in East Coastal of Zanzibar Archipelago-Tanzania: *International journal of Creative Research Thoughts- 2018 IJCRT*; ISSN: 2320-2882.

Kalumanga V.E, Asanjeni N.M., (2023). "Rambutan: A Neglected Tropical Fruit with High Economic Value among Small-Holder Farmers in Unguja Island, Zanzibar," *International Journal of Scientific Research in Multidisciplinary Studies*, Vol.9, Issue.4, pp.14-22, 2023.

Kombo, A.H., (2015). Analysing the Impact of Increasing Maritime Transport Costs on Price of Imported Goods "Case for Zanzibar (Doctoral dissertation, The Open University of Tanzania)

Mbongalle, M., (2019). An appraisal of ports to the socio economic development of Cameroon: case of the port of Douala. *World Maritime University Dissertations*. Retriavable at https://commons.wmu.se/all_dissertations

Mlambo, C., (2021). The Impact of Port Performance on Trade: The Case of Selected African States. *Economies*, 9(4), p.135.

Mwendapole, M. J & Jin, Z. (2021). Evaluation of Seaport Service Quality in Tanzania: From the Dar es Salaam Seaport Perspective. *Sustainability*, 13, 10076. <https://doi.org/10.3390/su131810076>.

Mwendapole, M. J. (2015). Analysis on the factors contributing to poor seaport performance in Tanzania. (Case study of Dar essalaam port). (Master Thesis). The Open University of Tanzania.

Montwill, A., (2014). The role of seaports as logistics centers in the modelling of the sustainable system

- for distribution of goods in urban areas. *Procedia - Social and Behavioral Sciences* 151, 257 – 265.
- Mwendapole, M. J. (2015). Analysis on the factors contributing to poor seaport performance in Tanzania. (Case study of Dar es Salaam port). (Master Thesis). The Open University of Tanzania.
- Mwendapole, M. J & Zhihong, J., (2021). Evaluation of Seaport Service Quality in Tanzania: From the Dar es Salaam Seaport Perspective. *Sustainability*, 13, 10076. <https://doi.org/10.3390/su131810076>.
- Notteboom, T., Pallis, A. and Rodrigue, J.-P. (2022) *Port Economics, Management and Policy* London, England: Routledge.
- Olukoju, A. (2020). African seaports and development in historical perspective. *The International Journal of Maritime History*, 32(1) 185–200.
- Olusegun O. A., (2020). New seaport development-prospects and challenges: Perspectives from Apapa and Calabar Seaports, Nigeria. *Logistics*, 4(2), p.8.
- Rahman, S., & Akter, S. (2014). Determinants of Livelihood Choices: An Empirical Analysis from Rural Bangladesh. *Journal of South Asian Development* (November 2014).
- Samoylenko, P. Y., (2018). Image of Vladivostok as seaport city and problems of Russian international cooperation in Asia-pacific region. *Asia-Pacific Journal of Marine Science & Education*, 8(2).
- Semboja, J., (2021). Realizing the Blue Economy in Zanzibar: Potentials, Opportunities, and Challenges. *Science*, 9(02), pp.331-341.
- Tengecha, N. & Zhang, X., (2020), Status, Constraints and Strategies of Marine Traffic Flow on Dar es Salaam Port, Tanzania. In *2020 2nd International Conference on Robotics Systems and Vehicle Technology* (pp. 54-59).
- United Republic of Tanzania (2022). Tanzania Ports Authority. The race to become East Africa Biggest Port.
- Yamane, T. (1967). *Statistical and Introductory Analysis* (2nd ed). New York: Harper and Row.
- Zubeir, H.A., (2018). Challenges Facing Maritime Passengers on Service Provision at Malindi Port, Zanzibar (Doctoral dissertation, The Open University of Tanzania).