

**EFFECT OF UGANDAN DIASPORA IN KENYA ON UGANDA'S TRANSPORT
SECTOR**

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DECLARATION


This research project report is my original work and has not been presented for examination in any other University.

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This research report has been presented for examination with my approval as university supervisor.

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DEDICATION

This work is dedicated to the Almighty God and my beloved family; my dear mum and dad, and my siblings for their support and encouragement, which greatly influenced the completion of this research project. A special mention to my Children Tia and Tara, who have been my greatest motivation.

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LIST OF ACRONYMS

ADB	African Development Bank
AU	African Union
BOU	Bank of Uganda
COMESA	Common Market for East and Southern Africa
FY	Financial Year
FDI	Foreign Direct Investment
GDP	Gross Domestic Product
GNP	Gross National Product
MFA	Ministry of Foreign affairs
MPED	Ministry of Finance, Planning and Economic Development
SGR	Standard Gauge Railway
URA	Uganda Revenue Authority
US	United States
WB	World Bank

ABSTRACT

The study aimed to provide an analysis of the perceptions of the Ugandan government officials about the role of the Ugandan diaspora in Kenya on development of the transport sector in Uganda, to establish the effect of the Ugandan diaspora in Kenya on mobilizing foreign direct investment (FDI) in the transport sector development as well as to examine the effect of Ugandan diaspora in Kenya on transport infrastructure development. The study used descriptive cross-sectional survey design. The sample size of 19 participants working within relevant ministries departments of the Ministry of Foreign Affairs- Uganda, Ministry of Finance and Economic Development- Uganda, Ministry of Works and Transport- Uganda as well as the High Commission of the Republic of Kenya in Uganda was determined through convenience sampling, 16 questionnaires were administered and 3 interview sessions conducted. Data from the filled questionnaires were compiled, sorted, classified, and entered into the computer for analysis. The study found out that government officials perceive that Ugandan diaspora in Kenya had a positive effect on foreign direct investments, on infrastructural development as well as budgetary support of the transport sector in Uganda. It is concluded basing on the empirical results, that improved transport sector development depends on an engaged and well-functioning of Uganda's diaspora in Kenya. Continuous migration plays an active and vital role in the development of Uganda however there is for need coordinated efforts and implementation of appropriate policies by Civil Society, Government and other stakeholders to enable achievement of maximum benefits to all parties. The Ugandan Diaspora community is contributing to Uganda's development through promotion of trade, foreign direct investment, public diplomacy, remittances, culture, technology and skills, peace building among others.

CHAPTER ONE: INTRODUCTION

1.1 Background of the Study

Persons living abroad and in the countries of origin are a vital resource in any Country's development. In Uganda, the movement of nationals out of the country (emigration) of nationals has been on the rise due to a variety of factors that is to say voluntary and involuntary. Natural disasters, wars, conflicts and famine being examples of involuntary factors whereas voluntary factors include trade, studies, tourism, marriage and employment. One particular factor cannot be pin pointed as the leading reason for emigration of Ugandan nationals to other countries but a combination of factors, cutting across all sectors of society (Anon, 2014). A number of people have settled down all around the world in smaller geographic areas. Scholars in the later years came up with types of diaspora such as caused by trade or labor migrations, politics, economy as well as imperialism (Cigler, 2017). According to Riddle (2018), defined Diaspora as: "people of African origin living outside the continent, irrespective of their nationality and citizenship as well as those willing to contribute to the continent's development and equally build the African Union."

The Ugandan Diaspora is made up of all persons of Ugandan origin working or living outside Uganda, including Uganda nationals that may have lost their citizenship by acquiring other citizenship. According to the UN Human Development Report (2009), the estimation of the Ugandan Diaspora is at 1.5 million. Due to political turmoil that beset the country in the early 1970's and the assumption of political power by the Idi Amin military regime, majority of Ugandans emigrated. The 1970's group of Ugandan emigrants includes

the 1972 hastily expulsion of Asian origin. Other Ugandans have over the years emigrated mainly in search of better economic and social opportunities (Tamale, 2018).

1.1.1 Ugandan Diaspora in Kenya

In 2009, Uganda adopted the protocol by the East African Community Common Market, which includes annexes on free movement of persons and the free movement of labor (IOM, 2013). This has seen the number of Ugandan Diaspora in Kenya grow over the years. There is an existence of similar ethnicities settled across both the Ugandan and Kenyan borders, among these being the Karamojong, Basamia, Pokot, Bagisu, and ethnic ties tend to transcend borders may disregard artificial constructions within such communities. The measurement of migration and challenges that come with engaging the diaspora in Kenya is marked by a lack of regular statistics, the weak and ineffective management of data of administrative sources, and dedicated resources or functions abroad disseminating accurate information.

The cost of remitting cash transfers hovers around 12 percent of the whole amount within Africa as noted by World Bank (World Bank, 2014c), making it prohibitively high. This high cost is a great concern in Uganda therefore a suggestion was raised that the government lower transfer costs of remittances as well as ease the transaction process for the use of earnings by migrants in development back home. It has also been noted that without rigidities inherent to formal banking systems, the M-PESA system for money transfer through mobile phones ensured their financial inclusion and created local jobs in Kenya since it has reached rural communities. Encouraging M-PESA Uganda would give

Ugandan migrant workers an alternate facility to transfer their remittances to their families or households (GoU, 2013b, par. 28.2.1). The objective of reducing remittance transfer costs could be achieved through the recent national and regional initiatives. Through the COMESA Regional Payment and Settlement System as well as the East African Cross Border System as establishment of two regional payment systems, the facilitation of cross-border payments within these two regional economic communities would be possible. (World Bank, 2014c). World Bank further reported that Uganda had (recently) issued new regulations as well as guidelines under which mobile network operators are required to partner with a bank.

1.1.2 Uganda's Transport Sector

Uganda is served by different means of transport that is to say road, inland water, rail, as well as air transport with a great number using road in other words public transport. Underway are plans of the Standard Gauge Railway (SGR) construction to link Uganda to Kenya, Tanzania, Rwanda, and South Sudan. The transport sector being one of the most crucial sectors in Uganda as seen that other sectors depend on it in either a direct or indirect way. In the financial year 2018/19, Uganda shillings 4.8 trillion was allocated to the transport sector compared to FY 2017/18 Uganda shillings 4,587 billion as well as FY 2016/17 with Uganda shillings 3,824 billion. (Ministry of Finance, Planning and Economic Development, 2019).

A total GDP contribution of the transport sector at current prices FY 2014/15 was 2.8 percent in making it a little lower than 2.9 percent in FY 2013/14. However, the sector has

not developed the capacity to effectively utilize the massive investment from both government and the development partners. This has resulted in the unutilized funds being returned to the treasury. The delay in the maintenance and improvement of the transport network has, in a way, resulting in the continued depreciation of the country's transport infrastructure.

1.2 Statement of the Problem

Even though in 2017 Uganda received \$1.2b (about sh4.5trillion) in remittances that accounted for 5% of the country's Gross Domestic Product (GDP) and the fact that financial experts added that in 2018, the likely increase in remittances to be by 4.1% hence improving on the country's economy (*Kinyanjui, 2018*), effort as well as resources put in place to mobilize nationals abroad towards Uganda's development has been limited. The World Bank funded the Diaspora Services Department to ensure a feasibility study was carried on the engagement of Ugandans in the Diaspora in the participation in infrastructural development, mainly in the roads, energy, and railways sectors in Uganda (Muwanga, 2014).

Ugandan Diaspora through their skills, utilization of their networks abroad and individuals or in groups funding to contribute to the transport sector can participate in Infrastructure development. Public-Private Partnerships is being encouraged by the government of Uganda, the Diaspora as well as other interested parties in the improvement of the transport sector. The Ugandan government, through its economic reforms and programs, has helped to increase investment and savings, attract external capital flow especially from Ugandans

in diaspora in Kenya. However, Uganda has a weak, poorly developed transport sector with the quality of works on road projects varying from good to very poor overall, in many instances, works are substandard, and the concrete works for instance for bridges exhibited meager comprehensive strength. (Odyek, 2017).

Furthermore, Bulwaka (2009) reports that it is not easy to track the contribution of the Ugandan diaspora in the transport sector of Uganda because they live under different country jurisdictions, thus unable to control diaspora members' ability to invest back home directly. Additionally, the inability to track investments by Ugandans in the diaspora is also evidenced by the government's inability to differentiate between remittances by people in the diaspora and the non-diaspora members, in that most of the goods in kind sent to the home country are subjected to stringent tax by URA. Also, the number of Ugandans in the diaspora is unknown because most of them do not register in the host countries.

On the Ugandan government's side, it is hard to effectively reach out to the diaspora due to inadequate resources and capacity, as evidenced by the lack of a specific fund available to protect and encourage diaspora investment and protection in other countries. Credit creation has been limited by this mainly businesses hence affecting the foreign direct investment being attracted to the country. From the background above, this study seeks to examine whether Uganda's diaspora in Kenya has an effect on Uganda's transport sector?

1.3 Research Questions

- i. What is the effect of the Ugandan diaspora in Kenya in mobilizing foreign direct investment (FDI) in transport sector development in Uganda?
- ii. What is the effect of the Ugandan diaspora in Kenya on transport infrastructure development in Uganda?
- iii. What is the effect of Ugandan diaspora in Kenya on supporting budget allocation to transport sector development in Uganda?

1.4 Objectives of the Study

- i. To establish the effect of the Ugandan diaspora in Kenya in mobilizing foreign direct investment (FDI) in transport sector development in Uganda.
- ii. To examine the effect of the Ugandan diaspora in Kenya on transport infrastructure development in Uganda.
- iii. To assess the effect of Ugandan diaspora in Kenya on supporting budget allocation to transport sector development in Uganda.

1.5 Justification of the Study

This will enable increase in knowledge about roles and activities of Ugandan diaspora in Kenya on Uganda's transport sector and propose policies that are appropriate to the Uganda government of engaging its diaspora in a more effective way.

1.6 Value of the Study

Knowledge increase on the activities and role of the communities of the Ugandan diaspora in Kenya towards development of Uganda as well as propose policies appropriate in engaging its diaspora effectively.

The study will be of use to both public and private organizations in Kenya in giving further insight into the understanding of Ugandan diaspora in Kenya on Uganda's transport sector. The study will also guide policy makers under the government agencies and institutions on potential ways to engage Ugandan diaspora in Kenya.

The academic community will equally reap positively from the findings of the study as this serves as a good source of information on empirical data pertaining to Ugandan diaspora in Kenya as well as identify areas for further research.

1.7 Conceptual framework

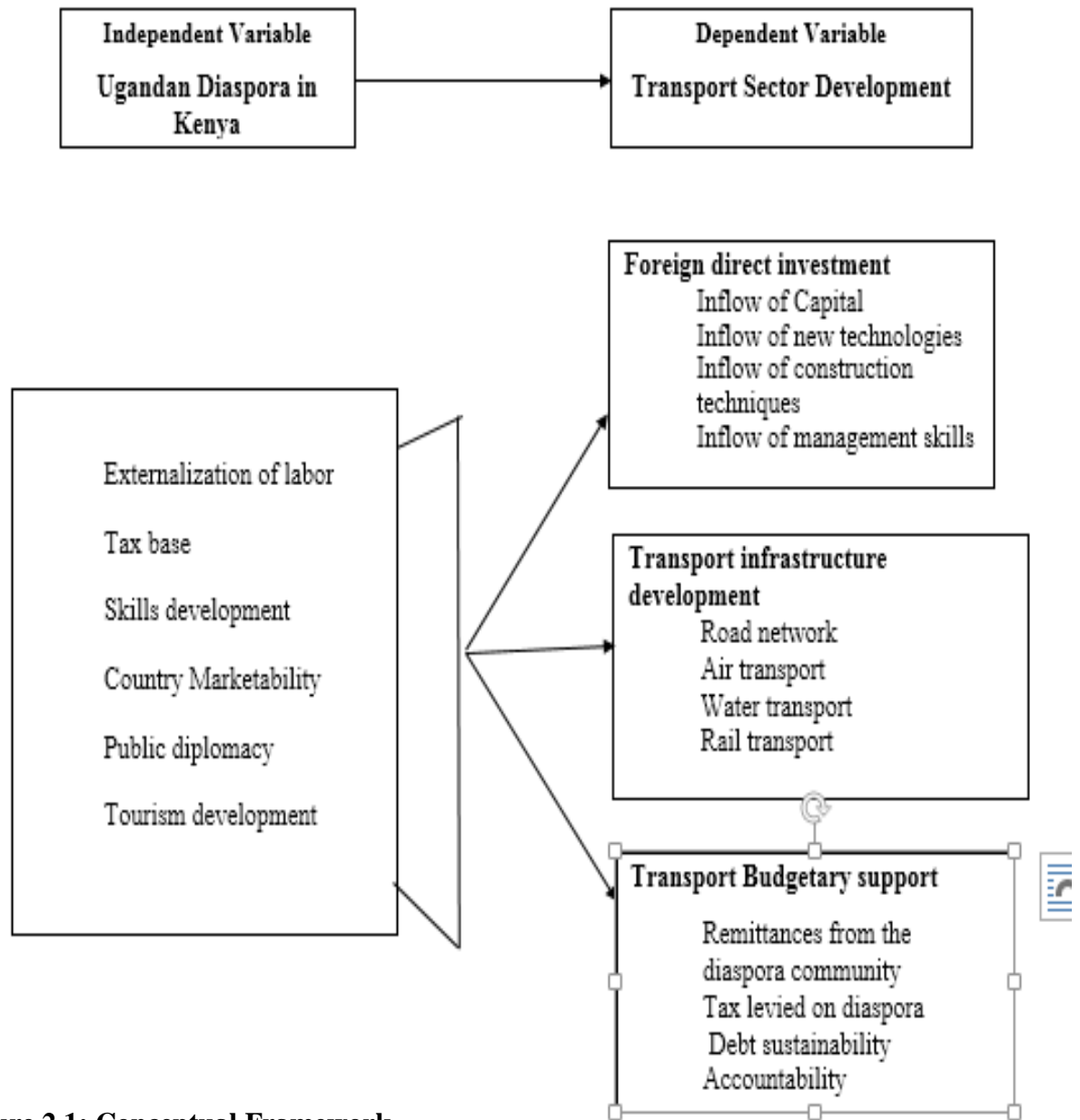


Figure 2.1: Conceptual Framework

Adapted from: Farrington *et al.* (2002)

Figure 1. Illustrating the relationship between Ugandan diaspora in Kenya and transport sector development

The conceptual framework above describes Ugandan diaspora in Kenya being a buildup of six critical dimensions, which include externalization of labor, tax base, skills development, country marketability, public diplomacy, and tourism development. It is these dimensions combined, the study will find out if a relationship with foreign direct investment, transport infrastructure development, as well as budgetary support is existent.

CHAPTER TWO: LITERATURE REVIEW

2.1 Introduction

The chapter entails information from prior publications related to the research problem and examines what various writings and sayings of scholars and authors about the concept/topic of Ugandan diaspora in Kenya on Uganda's transport sector. The chapter covers Ugandan diaspora in Kenya's role in foreign direct investment, Ugandan diaspora in Kenya on transport infrastructure development, and the contribution of Ugandan diaspora in Kenya in transport budgetary support in Uganda.

2.2 Theoretical Literature Review

2.2.1 Migration Network theory and Migration Transition theory

The researcher considered a theoretical triangulation by blending the migration network theory and transition theory to explain migration and development in relation to diaspora contribution in regards to transport sector in Uganda.

The migration network theory coined by Massey (1988) focuses on the relationship between people at origin and destination. It assumes that the diaspora at the destination is a cohesive group that maintains a secure connection with the country of origin. This encourages migration and development by investing back home and influencing development policies through diaspora engagement programs. Migration transition theory is premised on the assumption that at low levels of development, there is high emigration and low immigration (Wilbur Zelinsky (1921-2013). With increased development, there is an attraction of high in-migration and relatively low out-migration.

Increased technological opportunities and possibilities for migrants to live transnationally attract return visits, remittances that raise investment capital, networks, transnational business investments, and political involvements that influence development. Hein de Haas (2008), further asserts that, by amending and integrating insights in the new economics of livelihood perspectives in transnational, development studies perspectives as well as new economics of labor migration in migration studies caters for diverse nature of migration development interactions (Hein de Haas, 2008).

2.3 Diaspora and Foreign Direct Investment in the Transport Sector

The diaspora effect on foreign direct investment in the transport sector has been depicted in various studies in different developing countries like Uganda. For instance, in a study done by (Filip & Popa, 2014) in Namibia concerning the effect of the Namibian diaspora on direct investment in the country. It was established that the citizens of the country in the diaspora were contributing $\frac{1}{4}$ on the overall direct investments in transport infrastructural development, and this had been highlighted in the road and water transport. For instance, close to 25% of the Namibia transport sector is invested in by foreigners directly or indirectly seduced by Namibians in the diaspora. This had contributed to the direct and indirect transport infrastructure development in Namibia. From this basis the study was carried out as a way of assessing whether Uganda's Diaspora in Kenya had improved foreign direct investment in the transport sector infrastructural development in Uganda and the above study endeavored to fill this gap.

Besides, a study was done in Kenya by Kgomotso (2015) while analyzing the role of Kenya's diaspora on attracting foreign direct investments in the country's transport sector. It was found that the citizens of the country had attracted close to 32% of foreign direct investments in air, waterways, and roads. This was realized by the 14.3% improvement in waterways infrastructure, which is mostly invested in by Chinese and Russians. Further, foreign direct investments in India, Malaysia, and France were increasing due to the friendliness of Kenyans in those countries. This was experienced through increased skills transfer, technology transfer, and direct capital inflows. This study equally endeavored to fill this gap.

According to Tumusiime-Mutebile (2014), remittances from the diaspora as a source of foreign exchange and a consumption resource for investment can influence development of developing countries in various sectors economically, the transportation sector inclusive. Tumusiime-Mutebile further emphasized the diaspora has the knowledge, expertise, and experience that is needed and deployable in enabling private sector investment and public sector development. On the other hand, Ratha et al. (2010) showed that as much as the majority diaspora have the role in influencing and enabling international development investment, the concept of prioritization is often overlooked as many of the diaspora communities prioritize personal investment through sending money at home without prioritizing investment at the macro-economic dimension, resulting into support for household welfare with little investment in the direct investments in the country. This being another study that endeavored to fill this gap.

Furthermore, a study by OECD (2009) showed that majority African states face financial gaps in development, but governments have not considered remittances from the diaspora as development assistants, especially bilateral official development assistants (ODA). Furthermore, Newland & Patrick (2014) also argue that whereas remittances are becoming more stable as compared to other capital inflows, remittances from households influence the macro development of economies by generating a multiplier effect. On the other hand, however, IFAD (2014) reported that although the volume of remittances to Africa is unknown primarily because of the high level of informal transfers, various diaspora communities send money home without prioritizing economic development in terms of infrastructure. As seen, this study endeavored to fill this gap.

Ratha et al. (2010) also argued that even though the current worldwide money related disease may have diminished the volume of settlements briefly, the open doors for securitizing these streams and utilizing the assets raised to back improvement exercises stay enormous. Furthermore, a few indications that remittances had been extra resilient at some stage in the financial disaster relative to different flows, including equity, private debt as well as overseas direct funding, remittances decreased globally through 6% primary lower in the 1980s. Within the next years, remittances are predicted to grow, however with costs lower than they might have in any other case been, because of excessive unemployment fees and occasional call for excessive-skilled foreign people in OECD countries (Ratha et al., 2010). Donor partners among others in Africa are making follow ups on numerous initiatives to change these flows into sustained improvement tools. The switch fees can be immoderate as well as receiving factors in Africa are not sizeable.

For this reason, there is a need to reduce the transfer costs for rural recipients traveling long distances to business banks found in cities. It could appear the remittance flows to SSA recorded actually do not reflect the authentic image of African migrants' contributions in terms of remittances as unrecorded flows is particularly high. In 2005, it was suggested that free transfers made up 85% of general remittance receipts for Sudan (Sander & Mainbo., 2005). From the study above, the study did fill the gap.

2.4 Diaspora and Infrastructural Development in Transport Sector

The effect of diaspora and transport sector infrastructural development has been depicted in various studies in different developing countries like Uganda. For instance, in a study done by (Almond, 2017) in Ethiopia concerning the effect of Ethiopia's diaspora on the transport sector development in the country. It was established that the citizens of the country in the diaspora was contributing $\frac{1}{4}$ of its investments in transport infrastructural development, and this had been highlighted in air transport. For instance, close to 86% of Ethiopians and friends to Ethiopians in the diaspora are using Ethiopian airways, and the majority of the shareholders are those citizens from abroad. This had contributed to the direct and indirect transport infrastructure development in the country. The study above in turn endeavored to fill this gap.

Besides, a study was done in India by Negash (2009) while analyzing the role of India's diaspora on the development of the transport sector infrastructures in the country. It was found out that the citizens of the country in the diaspora was contributing 11.6% on the development of transport sector infrastructures especially when it comes to the inflow of

revenue obtained through taxes, foreign exchanges and repatriation of skills needed in the development of transport sector infrastructures either directly or indirectly. This had widened the communication and transport infrastructure by 23.5%. The government indicated that citizens in the diaspora were doing a lot in contributing to the overall budget used, especially when it comes to extending of forex exchange to the country. The study carried out above endeavored to fill this gap.

In Uganda, government looks to the diaspora community for assistance in the development of infrastructural capacity, especially in the roads and railways systems of development. However, in conjunction with the banking sector, the Ugandan Ministry of Foreign Affairs, through the president sought to engage the diaspora community in the infrastructural development phases of Uganda through developing programs that engage the diaspora in infrastructural development (Mawejje, 2017). Effecting the role of diaspora in the transport sector development was reportedly achieved through the development of a diaspora policy framework through the help of the government and the banking sector in which it was expressed that the diaspora community could contribute to labour force for the development of infrastructure in the country especially in the roads, railways and energy (Almond, 2017). However, Almond does not specify the type of labour that is to say in terms of skills and expertise gained abroad in the form of skills remittance or workforce as observed by Nielsen & Riddle below. From this basis, this study was conducted as a way of assessing whether the Ugandan Diaspora in Kenya had improved on the transport infrastructure development in Uganda and in turn endeavored to fill this gap.

Alternatively, Nielsen & Riddle (2007) observed that diaspora communities have the ability to improve infrastructural development through the concept of learned experience in which the scholar argues for benchmarking infrastructural development in the developing countries through learning from the best experiences of diaspora community engagements through tours of diaspora engagements in other countries such as Asia, thereby utilizing the Global Distance Learning Network (GDLN). On the other hand, Ratha et al. (2008) advise that the transport sector development through the diaspora can be achieved through engaging the workforce in the diaspora in workshops especially in the developed countries with a focus on infrastructural development in the Ugandan diaspora. However, the scholar does not provide reasons for holding such workshops in developed countries for example Europe, North America as well as the UK. Additionally, whereas the two scholars argue for the development of a strategic framework and action plan for the diaspora and transport sector, Negash (2009) emphasizes sharing of knowledge as well as building infrastructural capacity in the railway systems and roads. According to the scholar, the transport sector can be developed through consultancy financing to strengthen institutional capacity in the relevant transport sector beneficiaries and government offices such as reporting on recommendations for upgrading all highway and road safety as well as designing guidelines for infrastructural development in the transport sector. As a way of assessing whether Ugandan Diaspora in Kenya had improved on the transport infrastructure development in Uganda, this study was carried out and it endeavored to fill this gap.

Mawejje (2017) also argues about the learning experiences from the diaspora from other countries in which he advises the governments to learn from Ethiopia which issued diaspora bonds in 2011 to finance some Ethiopian projects, the most successful being the grand renaissance dam which cost USD 4.8 billion. Therefore, the use of diaspora bonds is useful in the development of infrastructure in the transport sector since it involves the mobilization of the diaspora bonds. However, Mawejje further reports that due to the high demand for personal private investments, governments should introduce domestic infrastructure bonds to attract infrastructural financing from the diaspora in the long term. On the other hand, Mazarire & Swart (2014) argued that investments by the diaspora community on the transport sector majorly involved importing of vehicles and the haulage trucks and commuter buses in Zimbabwe between 2000 and 2010. The scholars argue that the diasporic investments involved the importation of old and weak conditioned European vehicles which often resulted in scrap heaps in the long run of their life span.

Additionally, whereas the Zimbabwean country often required their importation of new vehicles and haulage systems, the old vehicle importation by the diaspora community destroyed the regulatory framework on vehicle movement and transportation since the vehicles created more potholes in the roads due to their poor mechanical conditions (Mazarire & Swart, 2014). As a way of assessing whether Ugandan Diaspora in Kenya had improved on the transport infrastructure development in Uganda, the study endeavoured to fill this gap.

2.5 Diaspora and Budgetary Support of Transport Sector

The effect of Diaspora on transport budgetary support for infrastructure development has been reflected in several studies. For instance, in a study done by Mazarire and Swort (2014) in Equatorial Guinea concerning the effect of Equatorial Guinea's diaspora on road development in the country. It was established that the citizens of the country in the diaspora was contributing 15.5% on the budget support of roads fund in the country and this had expanded on the growth of the road networks in the country. The government indicated that citizens in the diaspora were doing much input on annual revenue in the form of Gross National Product. As a way of assessing whether Ugandan Diaspora in Kenya had improved on the transport budgetary support for infrastructure development in Uganda, the above study endeavored to fill the gap.

Besides, a study was done in Rwanda by (Tevera et al., 2010) while analyzing the role of Rwanda's diaspora on the road development in the country. It was established that the citizens of the country in the diaspora was contributing 13.6% on the budget support of roads fund in the country and this had expanded on the growth of the road networks in the country by 13.2% in the last five years. The government indicated that citizens in the diaspora were doing a lot in contributing to the overall budget used, especially when it comes to extending of forex exchange to the country. This study in Rwanda endeavored to fill this gap.

Furthermore, a study was done in Zimbabwe by Pederson (2014) while assessing the contribution of Zimbabwe's diaspora on road development in the country. It was established that the citizens of the country in the diaspora were contributing 17.9% on the budget support of transport sector in the country and this had expanded on the development of railway, waterways and growth of the road networks in the country by 21%. It was indicated that Zimbabweans in South Africa alone were contributing 6% on the budget. Those in china were contributing 20% and many others. The government indicated that citizens in the diaspora were doing a lot in contributing to the overall budget used, especially when it comes to extending of forex exchange to the country. Pederson (2014) considers the Zimbabwean diaspora in which he reported that the attraction of the diaspora remittances to the transport sector development in the country arose out of the assumption that the haulage sector promised immediate profits as opportunities emerged alongside the inadequate capacity of the National Rails of Zimbabwe (NRZ) formed a PPP with different haulage companies to move the rolling stock from more magnificent Zimbabwe to other parts of the country. Basing on the study carried out as a way of assessing whether Uganda's Diaspora in Kenya had improved on the transport budgetary support for infrastructure development in Uganda, the study gap was filled.

Despite increased number of diaspora communities in the various countries, a number of scholars have decried the non-accessibility as well as unavailability of data/information and literature concerning infrastructural development in the context of diaspora investments and remittances (Tevera et al., 2010). However, the few who have studied the structures and informal networks used by diaspora to inform investment argue that the

transport infrastructural development sector has been neglected (Mazarire & Swort, 2014). Additionally, Mawejje (2017) added that opportunities arising from diaspora bonds and remittances had not been explored by governments to ensure better financing and opportunity creation to exploit the development of infrastructures. The scholar argues that mobilization of the diaspora through foreign financing can improve the allocation of funds by governments into roads and rail transportation systems. However, Mawejje also argues that much as remittances from the diaspora community have increased in the recent decade, implementation of the development phases in infrastructure may not be feasible nor achieved because the diaspora community are not registered and cannot be tracked. It from this basis that this study was conducted as a way of assessing whether Uganda's Diaspora in Kenya had improved on the transport budgetary support for infrastructure development in Uganda and as shown above endeavored to fill this gap.

2.6 Summary of the Literature Review

This chapter clearly and in-depth shows what other researchers have done concerning the effects of diaspora on transport sector development in developing countries in Asia, Africa and particularly in Uganda. For instance, it has looked at findings on diaspora has contributed to foreign direct investments, transport infrastructure development and budgetary support for infrastructure development. However, from the literature review, it was not clear how Uganda's diaspora in Kenya has improved on foreign direct investments, transport infrastructure development and budgetary support for infrastructure development in the country. This study was conducted as a way of filling this gap.

CHAPTER THREE: RESEARCH METHODOLOGY

3.1 Introduction

This section presents the research design, the sample size, population and sampling procedure, ethical considerations, data collection as well as analysis. The data was collected to assess the role of Ugandan diaspora in Kenya on Uganda's transport sector.

3.2 Research Design

A descriptive, cross-sectional design was used because collection of data in large amount over a short and specific period was allowed, as well as its ability to help reflect possible relations between the diaspora and its contribution to the transport sector. The design also gave a systematic description of events as they are at one point in time concerning linkages between the diaspora and infrastructural development in transport, budgetary support of the transport sector as well as foreign direct investment. Primary and secondary data was used with primary data collected through primary sources by the use of questionnaires and interview guides. Secondary data key sources included research journals, organization records, information collected by government departments, as well as data that was collected originally for other research purposes. The researcher largely relied on the online libraries for information relating to the research objectives. Secondary research did involve re-analyzing as well as interpreting or reviewing past data. Through interviews, qualitative approach was used to understand the deeper meaning of the responses, and through questionnaires, a quantitative approach was used to gather extensive scale data, in a relatively shorter time frame. The data from both approaches were triangulated.

The global pandemic orchestrated by the outbreak of COVID-19 made it somewhat difficult for the researcher to physically move to the field to collect data due to the travel restrictions imposed by the government. The researcher, however, relied on e-mail services and telephone conversation with some of the respondents. The researcher contracted a Research assistant to help in administering questionnaires as well as interview guides; therefore, the services of the research assistant was very instrumental in reaching out to respondents and receiving feedback. All his contributions to mobilizing respondents are highly recognized.

3.3 Study Population

The study population was made up of 19 participants handling Ugandan diaspora issues in relation to the transport sector; that is to say, officials from Ministry of Foreign Affairs - Uganda, Ministry of Works and Transport -Uganda, Ministry of Finance, planning and Economic Development -Uganda and the High Commission of the Republic of Kenya in Uganda.

Ministry of Foreign Affairs has an operational Diaspora services Department mandated to handle issues of the diaspora, their contribution to the economic, technological, social and political development to be facilitated. Ministry of Works and Transport mainly with a responsibility to plan, develop and maintain transport infrastructure, engineering works as well as other roles such as regulatory functions and research activities related to rail, water, roads and air transport. Ministry of Finance and Economic Development that plays a pivotal part coordination and mobilization of public resources, development planning and

ensuring accountability for the use of resources (equally receipts all revenue/remittances as obtained from the diaspora). The High Commission of the Republic of Kenya which has original records and awareness about Uganda's diaspora as well as acts as a link between Uganda and Kenya.

3.4 Sampling Technique

Convenience sampling was used in coming up or reaching out to the number of respondents, that is, for interviews and questionnaires. Therefore, 16 out of 19 respondents were reached out for survey questionnaires, and all the three were obtained for interviews. These officials were selected based on availability, accessibility and being equipped with quality information hence providing in-depth, accurate information.

3.5 Data Collection Instruments

3.5.1 Questionnaire

A questionnaire as seen in appendix II was used to obtain information from government officials dealing with diaspora related issues. Contacts built over time were used and for online respondents, Email addresses were obtained from the personal information of targeted respondents online/ministry websites. Use of questionnaires allowed some respondents adequate time to reflect on the responses to circumvent rushed feedback and was done on the basis that respondents could read and write. Besides, questionnaires covered all intended respondents in the shortest period. The close-ended questionnaire was formulated or designed based on the 5- point Likert Scale format. This activity was carried

out in Kampala between 13th and 16th May, 2020 with 16 respondents given 30minutes to fill in the questionnaires.

3.5.2 Interview Guide

Interview guide were selected since they could allow obtaining in-depth information as well as better insight from the principal respondent who were senior officials. An interview guide (see appendix II) was designed with unstructured questions, or open-ended questions to allow probing and prompting interviewees. Interviews of three government officials handling diaspora related issues were conducted between 13th and 16th May both on phone and face to face and lasted 15-20minutes each. Answers were recorded by note-taking.

3.6 Data Process and Analysis

Data collected from the filled questionnaires were compiled, sorted, classified then entered into the computer for analysis. Descriptive statistics was used to analyze collected data which involved, mean as well as standard deviation for the participants' characteristics. For qualitative data, a mixture of thematic content analysis and narrative analysis was adopted. This was through getting familiar with data through reading as well as re-reading after previewing recordings with the written interviews per selected interviewees. This was followed by Coding (labelling) the whole text, then themes with broader patterns of similar connotation were identified, reviewing themes to make sure they fit the data, then designating these subjects to provide for a comprehensible description that comprises quotations from the respondents. There were also comparisons in stories which led to

creating stories out of those told by the respondents depending on the consistency of these stories.

3.7 Ethical Considerations

Firstly, full consent was obtained from the respondents. There was no form of coercion during the time of data collection; all the feedback/responses were given at will. Respondents' privacy was put into consideration by ensuring the protection of their personal information putting their interests at hand without biasing the study. No personal information was requested, which could lead to easy identification of the respondents.

CHAPTER FOUR: DATA ANALYSIS, PRESENTATION AND INTERPRETATION OF RESULTS

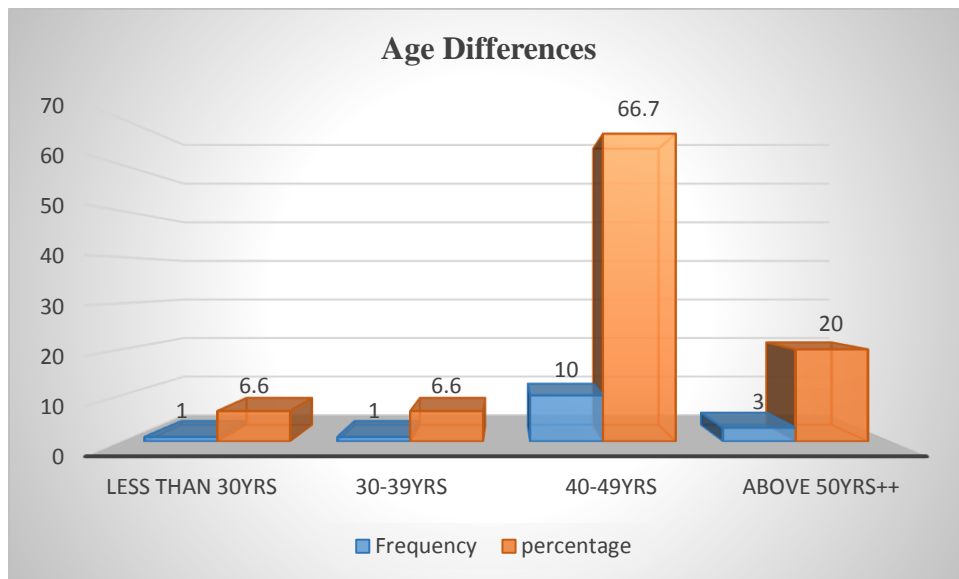
4.1 Introduction

Data analysis results, discussion of findings as well as interpretation of results are presented Organized as follows: First, response rate is represented then background information regarding respondents which is followed by analysis of the effect of Uganda's diaspora in Kenya on Uganda's transport sector concerning the objectives. The model estimation and the analysis of the results were then interpreted.

4.2 General Information

This section basically outlines information data about the participants of this research. Findings have been presented as shown:

4.2.1 Age Category



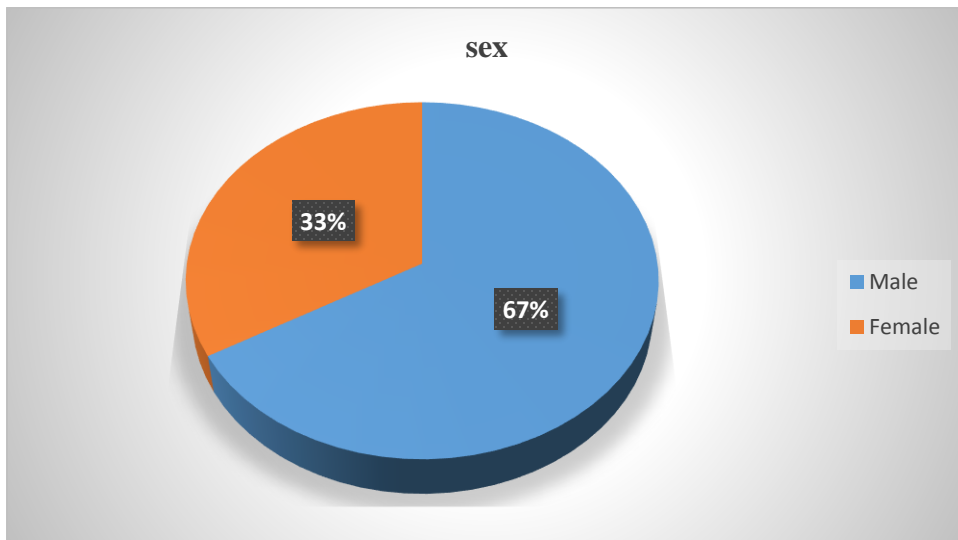
Source: Primary Data, 2020

Figure 4.1: Age Category

Results above showed 13 participants making 66.7% were between the ages of 40-49 followed by 4 participants above 50years, while ages less than 30 years were only 2 participants.

4.2.2 Sex

Figure 4.2: Sex of Respondents

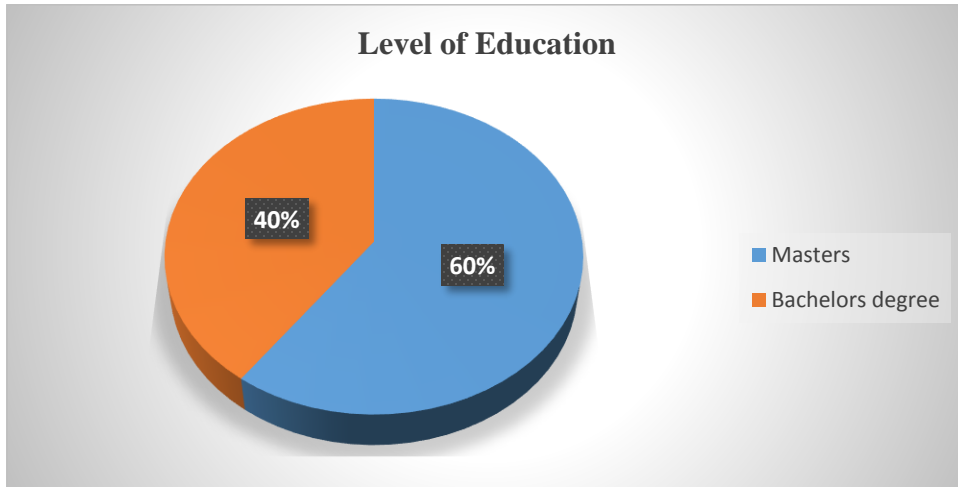


Source: Primary Data, 2020

Results above showed 13 respondents out of 19 making 67% were male followed by 6 females making 33% of respondents.

4.2.3 Education status

Figure 4.3: Education status

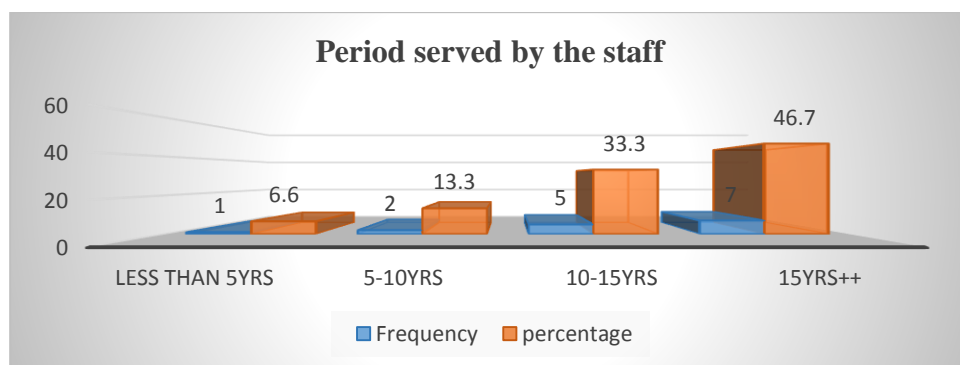


Source: Primary Data, 2020

Results above show that 11 respondents making 60% had a master’s degree, the other 8 making 40% were bachelor’s degree holders. We measured the level of education to ensure that the respondents had the ability to interpret as well as understand the questionnaire given on their own and also provide the information that is relevant for the study.

4.2.4 Period Served by staff

Figure 4.3 shows the findings from the study on period served by the organization



Source: Primary Data, 2020

Figure 4.4: Period served by the staff in the organization

Results indicate that majority of respondents of the organizations had served above 15 years (46.7%), followed by 10-15 years with (33.3%). The results reflect that respondents had the required experience as far as the investigation was concerned.

4.3. Descriptive Analysis of Study Variables

Under this section, empirical descriptive statistics of the study variables are shown. Several question statements were administered to respondents to find out the extent to which they agreed to them. Responses were measured using a five-point Likert scale ranging from (5= Strongly Agreed, 4= Agree, 3= Not Sure, 2= Disagree, 1= Strongly Disagree). Findings for the respective objectives are presented in the next sub-sections below.

To understand the contribution of Ugandan diaspora in Kenya, the study undertook investigations to generate responses in form of percentages, mean and standard deviation. The mean scores used referred (Mean score=1.00 meant strongly disagreed; Mean score= 2.00 meant disagreed; Mean score =3.00 meant Neutral; Mean Score=4.00 meant agreed and Mean at 5.00 meant strongly agreed by most of the respondents). The standard deviation above 1 meant a higher deviation than a standard deviation below 1. The interpretation of standard deviation was based on the rule that the higher the standard deviation, the lower the mean and vice versa

4.3.1 Findings on Contribution of Ugandan diaspora in Kenya

Table 4.1: Descriptive Statistics on Contribution of Ugandan diaspora in Kenya

	Percentage responses (%)					Mean	Std Dev.
	SD	D	N	A	SA		
The number of externalized Ugandan labor force in Kenya has been increasing annually	0%	0%	26.7%	50%	42.2%	4.11	.761
The Ugandan diaspora in Kenya have increased on tourism development in Uganda	520%	34.2%	20%	13.3%	6.5%	2.24	1.409
The Ugandan labor force in Kenya forms a great tax base for the country	6.6%	6.6%	20%	71.8%	21.5%	4.07	.809
The rate of skills of externalized Uganda labor force in Kenya has been demonstrated as rising	40%	20%	13.3%	20%	26.7%	1.00	1.408
The Ugandan diaspora in Kenya have been a great resource for marketing Uganda to transport developers	61.8%	20%	6.6%	6.6%	31.5%	1.02	1.098
Public diplomacy has strengthened because of Ugandan diaspora in Kenya	58.8%	42.2%	0%	0%	0%	1.05	6.639

Source: Primary Data, 2020

The result above revealed that majority of the respondents perceived Ugandan diaspora in Kenya as inadequately productive and less significant in contributing to the development of the transport sector. In summary, it is lacking or not convincing. This perception being inclusive of; Ugandan diaspora in Kenya have increased on tourism development in Uganda (2.24); The rate of skills of externalized Uganda labor force in Kenya has been demonstrated as rising (1.00); The Ugandan diaspora in Kenya has been an excellent resource for marketing Uganda to transport developers (1.02); Public diplomacy has strengthened because of Ugandan diaspora in Kenya (1.05). The above responses implied

that Ugandan diaspora in Kenya has not directly positively impacted on the tourism sector. Further, it was perceived that the rate of skills of externalized Uganda labor force in Kenya has been demonstrated as not rising, the Ugandan diaspora in Kenya have not been an excellent resource for marketing Uganda to transport development as well as public diplomacy has not been strengthened because of Ugandan diaspora in Kenya.

However, two of the statements seemed positive as far as the Ugandan diaspora in Kenya is concerned. For instance these perceptions; the Ugandan labor force in Kenya forms a significant tax base for the country (4.07); the number of the externalized Ugandan labor force in Kenya has been increasing annually (4.11). These meant that the many of the respondents strongly agreed that Ugandan labor force in Kenya forms a significant tax base for the country due to the increasing number of the externalized Ugandan labor force in Kenya.

On the side of one interview respondents, it is clear that the most significant portion seemed contrary to the above claim expressed in the questionnaire that Ugandan diaspora in Kenya has made contribution to the tourism sector and very much convincing. For instance, an interview respondent was quoted saying:

“I am convinced that our tourism industry has been developing because of Ugandan diaspora including in Kenya, these Ugandans either knowingly or unknowingly talk about the centers of attractions in Uganda, they demonstrate our cultures and art etc., and these are great sources of tourists...by attracting such tourists, we earn foreign exchange which is fundamental to our transport sector development...”

Another interview respondent added:

“Yes, Ugandan diaspora in Kenya has been doing well especially when it comes to increasing our tax base or remitting revenue to our treasury and it is this remittance that turn out to be important in stimulating transport sector development...”

The above statements can be interpreted to mean that Ugandan diaspora in Kenya has been to a certain extent perceived to be improving the transport sector development in Uganda. The next themes will endeavor to ascertain the growth of the transport industry as a result of Ugandan diaspora in Kenya.

4.3.2 Findings on Foreign Direct Investments in Transport Sector in Uganda

Table 4.2: Descriptive Statistics on Foreign Direct Investments in Transport Sector in Uganda

Items	1	2	3	4	5	Mean	Std Dev.
Capital inflow from Kenyan investors have increased in transport sector in Uganda	6.6%	6.6%	22.5%	53.3%	20%	4.75	.707
Technological inflow from Kenyan investors have increased in transport sector in Uganda	0%	0%	14.6%	29.3%	54.8%	4.67	.966
New construction techniques have been introduced directly by Kenyan investors in transport sector in Uganda	0%	0%	8.8%	32.2%	60%	4.51	.698
The inflow of new management skills has increased by Kenyan investors in transport sector in Uganda	0%	0%	66.6%	69.7%	22.3%	4.20	.650
The quality of transport systems has increased with foreign direct investments from Kenyans	20%	20%	0%	39.4%	44.7%	4.50	.799

Source: Primary Data, 2020

Findings above indicated that the foreign direct investments in Uganda's transport sector have been perceived by the respondents to be increasing and improving over the years. The perceptions being inclusive of; Capital inflow from Kenyan investors have increased in the transport sector in Uganda (4.75); The inflow of new management skills has increased by Kenyan investors in the transport sector in Uganda (4.20); New construction techniques have been introduced directly by Kenyan investors in the transport sector in Uganda (4.51); The quality of transport systems has increased with foreign direct investments from Kenyans (4.50); The inflow of new management skills has increased by Kenyan investors in the transport sector in Uganda (4.20); Technological inflow from Kenyan investors have increased in the transport sector in Uganda (4.67).

With a mean value above 4.00, many respondents strongly agree that; capital inflow from Kenyan investors has increased in Uganda's transport sector, the inflow of new management skills has increased by Kenyan investors in the transport sector in Uganda, new construction techniques have been introduced directly by Kenyan investors in the transport sector in Uganda, the quality of transport systems has increased with foreign direct investments from Kenyans, the inflow of new management skills has been increased by Kenyan investors in the transport sector in Uganda, and technological inflow from Kenyan investors have increased in the transport sector in Uganda. Equally the respondents agreed the Ugandan Diaspora in Kenya have influenced Foreign Direct Investment by Kenyan investors in the transport sector through high demand for the transport services; this is evident by the numbers of buses, air flight schedules, railway services which largely transport Ugandans and their goods. This has greatly been enhanced by the East African

Community protocol in regards to free movement of persons as well as goods. These can be attributed primarily to Ugandan diaspora in Kenya as indicated below;

The above reportage concurred with what an interview respondent indicated in the interview with a good number of critical respondents sharing their opinion on capital inflow from Kenyan investors that has increased in the transport sector in Uganda, the inflow of new management skills has increased by Kenyan investors in the transport sector in Uganda, and technological inflow from Kenyan investors have increased in the transport sector in Uganda. For example, one respondent was quoted,

“Most of the cheaper deals in our transport industry are sourced from Chinese and Indians who are locally from Kenya...there are a number of machineries which we use in road construction and these are obtained directly from Kenyan investors...”

Another interview respondent stated that,

“I will not disclose much but close 18% of our great entrepreneurs and investors operating in Uganda are coming from Kenyans and these have a great role they undertake in our railway and road sector development...”

4.3.3. Findings on transport infrastructural development in Uganda

Table 4.3: Descriptive Statistics on impact of remittances on transport infrastructural development in Uganda

Items	1	2	3	4	5	Mean	Std Dev.
Ugandan diaspora in Kenya have been influential in enabling the government improve transporting systems from Uganda to Kenya	13.3%	10%	26.7%	40%	10%	4.00	.752
Remittances from Ugandan diaspora in Kenya have been instrumental in improving the road network in the country	6.6%	13.3%	13.5%	46.6%	20%	4.02	.779
Remittances from Ugandans in Kenya have been instrumental in reigniting the airline industry in the country	6.6%	6.6%	6.2%	60%	21.5%	4.07	.728
Remittances from Ugandans in Kenya have been instrumental in improving waterway services in the country	0%	0%	6.6%	73.3%	20%	4.11	.580
Remittances from Ugandans in Kenya have been key in renovations of the Uganda Railways	0%	26.7%	6.6%	53.3%	20%	4.17	.723

Source: Primary Data, 2020

Many respondents believe the transport infrastructural development in Uganda has been improving. The following assertions illustrated the respondents' perceptions; Ugandan diaspora in Kenya have been influential in enabling the government to improve transporting systems from Uganda to Kenya (4.00); Remittances from Ugandans in Kenya have been instrumental in improving the road network in the country (4.02); Remittances from Ugandans in Kenya have been instrumental in reigniting the airline industry in the country (4.07); Remittances from Ugandans in Kenya have been instrumental in improving waterway services in the country (4.11); Remittances from Ugandans in Kenya have been vital in renovations of the Uganda Railways (4.17).

The above responses show majority of the respondents and the mean value being above 4.00 agree Uganda's transport infrastructural development has been improving as seen; Ugandan diaspora in Kenya has been influential in enabling the government to improve transporting systems from Uganda to Kenya, remittances from Ugandans in Kenya have been instrumental in improving the road network in the country, remittances from Ugandans in Kenya have been instrumental in reigniting the airline industry in the country, remittances from Ugandans in Kenya have been instrumental in improving waterway services in the country and remittances from Ugandans in Kenya have been vital in renovations of the Uganda Railways.

The findings from the questionnaire seemed congruent with the opinions established in critical informants' interviews. Majority of the respondents agreed Uganda had registered several changes upwards in the development of its transport infrastructure, which is partly attributed to Ugandan diaspora in Kenya. An Interview respondent said,

“We have made some steps in the right direction in our transport infrastructure, for instance, our nation courier resumed business and railway and this can be explained by our friends in Kenya because getting routes is not easy....”

However, one of the interview respondents seemed contrary to the above quotation,

“Yes, the Ugandan diaspora in Kenya are doing a good job but we have not made rightful and needed steps...for instance, in 2017, Kenya failed to work with Uganda on the East African Gauge Railway and also on the pipeline. This delayed our infrastructural development...”

4.3.4 Findings on budgetary support of transport sector in Uganda

Table 4.4: Descriptive Statistics on budgetary support of transport sector in Uganda

Items	1	2	3	4	5	mean	Std Dev.
Remittances obtained from diaspora in Kenya has been instrumental in transport sector budget efficiency	0%	5.2%	16.6%	44%	33.1%	4.22	.722
Remittances obtained from Ugandan diaspora in Kenya forms a major source of funding for our transport sector in Uganda	13.3%	13.3%	6.5%	52%	34.2%	4.14	.864
Remittances obtained from Ugandan diaspora in Kenya forms a major intervention to reduction of the debt burden in transport sector of Uganda	2.5%	2.7%	6.5%	50.2%	37.6%	3.74	.928
Ugandan diaspora in Kenya have been key in seeking for accountability in our transport sector in Uganda	15.7%	17.6%	12.8%	22%	39.8%	4.46	.580

Source: Primary Data, 2020

The study shows many of the respondents believe Ugandan diaspora in Kenya has been significant in the budgetary support of transport sector in Uganda. This is reflected in the following responses; Remittances obtained from the Uganda diaspora in Kenya believed to be instrumental in transport sector budget efficiency (4.22); Remittances obtained from the Ugandan diaspora in Kenya believed to form a significant source of funding for our transport sector in Uganda (4.14); Remittances obtained from the Ugandan diaspora in Kenya believed to form a significant intervention to the reduction of our debt burden in the

transport sector of Uganda (3.74); Ugandan diaspora in Kenya believed to be vital in seeking for accountability in our transport sector in Uganda (4.46).

The study with a mean value above 3.50, majority of the respondents agreed that Ugandan diaspora in Kenya has been significant in the budgetary support of transport sector in Uganda due to increased remittances obtained from the Ugandan diaspora in Kenya which form an instrumental part in transport sector budget efficiency, remittances obtained from the Ugandan diaspora in Kenya forms a significant source of funding for the transport sector in Uganda, remittances obtained from the Ugandan diaspora in Kenya forms a significant intervention to the reduction of our debt burden in the transport sector of Uganda and Ugandans in the diaspora have been vital in seeking for accountability in our transport sector in Uganda.

The interviewees according to the findings seemed in agreement to other participants' responses in the questionnaire had indicated. For example, a bundle of interview respondents reported on remittances obtained from the Ugandan diaspora in Kenya forming a significant source of funding for the transport sector in Uganda. An interview respondent indicated,

“When you calculate Uganda’s GNP from Kenya alone...it has been rising at a percentage of around 0.32-0.4 in the last seven years, this means that money relied on in the budget of the country including transport budget is sourced from diaspora like that of Kenya....”

The next theme will endeavor to assess the extent to which Ugandan diaspora in Kenya explains budgetary support of transport sector in Uganda.

4.3.5 Discussion of the study findings

These discussions of the study findings are made in relation to objectives of study below;

4.3.5.1 Ugandan diaspora in Kenya and foreign direct investment in transport sector of Uganda

The study shows government officials dealing with Ugandan diaspora perceive that there has been an improvement on foreign direct investments in transport sector of Uganda. Thus, the perceptions implied that the more operational and engaged Ugandan diaspora in Kenya is, the higher the foreign direct investments in the transport sector in Uganda. The above findings were in line with the study done by (Filip & Popa, 2014) in Namibia concerning the effect of Namibia's diaspora on direct investment in the country contributing $\frac{1}{4}$ on the overall direct investments in transport infrastructural development mainly highlighted in the road and water transport. In Kenya a study by Kgomotso (2015) established close to 32% of foreign direct investments in air, waterways and roads sector which was realized by the 14.3% improvement in waterways infrastructure, which is mostly invested in by Chinese and Russians.

Remittances from the diaspora as foreign exchange source and the diaspora having the knowledge, expertise and experience that is needed and deployable in enabling private sector investment and public sector development, according to Tumusiime-Mutebile (2014). On the other hand, a study by Ratha et al. (2010) revealed that much as the majority

diaspora have the role in influencing and enabling international development investment, the concept of prioritization is often overlooked as many of the diaspora communities prioritize personal investment through sending money at home without prioritizing investment at the macro-economic dimension, resulting into support for household welfare with little investment in the direct investments in the country.

4.3.5.2 Ugandan diaspora in Kenya and infrastructural development in transport sector in Uganda

The transport infrastructural development in Uganda has equally been perceived by the respondents as improving. The responses were in congruence with a study done by (Almond, 2017) in Ethiopia concerning the effect of Ethiopia's diaspora on the transport sector development in the country, with the diaspora contributing $\frac{1}{4}$ of its investments in transport infrastructural development, and this had been highlighted in air transport with 86% of Ethiopians and friends to Ethiopians in the diaspora are using Ethiopian airways. In India by Negash (2009) , the diaspora was contributing 11.6% on the development of transport sector infrastructures especially when it comes to the inflow of revenue obtained through taxes, foreign exchanges and repatriation of skills needed in the development of transport sector infrastructures either directly or indirectly hence widening the communication and transport infrastructure by 23.5%.

In Uganda, the government look to the diaspora community for assistance in the development of infrastructural capacity, especially in the roads and railways systems of development. However, in conjunction with the banking sector, the Ugandan Ministry of Foreign Affairs, through the president sought to engage the diaspora in the infrastructural

development phases of Uganda through developing programs and a diaspora policy framework that engage the diaspora in infrastructural development (Mawejje, 2017).

Mawejje (2017) also advised on diaspora bonds in 2011 as implemented by Ethiopia in financing projects, case in point being the successful being the grand renaissance dam which cost USD 4.8 million. However, Mawejje further reports that due to the high demand for personal private investments, governments should introduce domestic infrastructure bonds to attract infrastructural financing from the diaspora in the long term.

4.3.5.3 Ugandan diaspora in Kenya and budgetary support of transport sector in Uganda

The study shows that government officials dealing with Ugandan diaspora in Kenya are highly conscious of the role of the Ugandan diaspora in Kenya on improving budgetary support of transport sector in Uganda. Mazarire and Swort (2014) through a study in Equatorial Guinea concerning the effect of Equatorial Guinea's diaspora on the road development in the country showed a contribution of 15.5% on the budget support of roads fund in the country and this had expanded on the growth of the road networks in the country. In Rwanda by (Tevera et al., 2010) while analyzing the role of Rwanda's diaspora on the road development in the country, the diaspora was contributing 13.6% on the budget support of roads fund leading to an expanded growth of the road networks in the country by 13.2% in the last five years. Furthermore, a study was done in Zimbabwe by Pederson (2014) it was established that the diaspora were contributing 17.9% on the budget support of transport sector in the country and this had expanded on the development of railway, waterways and growth of the road networks in the country by 21% with mainly Zimbabweans in South Africa alone contributing 6% on the budget.

CHAPTER FIVE: SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

5.1 Introduction

A summary as well as discussion of findings done in relation to the objectives set for the study are presented in this section. Also presented; conclusions derived and recommendations for improving transport sector development in Uganda, contributions, limitations as well as suggestions for areas of further study.

5.2 Summary

Through the established findings, the summary of the findings are explained here under by theme.

5.2.1 Ugandan diaspora in Kenya and foreign direct investment in transport sector of Uganda

Majority of the respondents showed that Ugandan diaspora in Kenya had improved on foreign direct investments in the transport sector in Uganda. The empirical results being the center, it was concluded that foreign direct investments in Ugandan transport sector relies on a well-functioning and engaged Ugandan diaspora in Kenya. Therefore, to improve the contribution of Ugandan diaspora in Kenya with a view of improving foreign direct investments in Uganda's transport sector, more effort in engaging the diaspora should be done.

5.2.2 Ugandan diaspora in Kenya and infrastructural development in Uganda's transport sector

The government officials agreed that Ugandan diaspora in Kenya has a positive effect on the infrastructural development of Uganda's transport sector. Based on the results of this

study, it is concluded that the infrastructural development of the transport sector does rely on a well-functioning and engaged Uganda's diaspora in Kenya. Therefore, more effort is needed to engage Uganda's diaspora in Kenya with a view of improving the infrastructural development of the transport sector in Uganda.

5.2.3 Ugandan diaspora in Kenya and budgetary support of transport sector in Uganda

The study results showed that many of the respondents perceived that Ugandan diaspora in Kenya positively influences on budgetary support of transport sector in Uganda. Therefore, more emphasis needs to be put on improving the contribution of Ugandan diaspora in Kenya with a view of improving budgetary support of transport sector in Uganda.

5.3 Conclusions

Arising out of the discussion above;

In a nutshell, the reported mean value above 3.00 and perceptions generally from majority of respondents showed the following; there is a positive effect of Ugandan diaspora in Kenya on foreign direct investments in Uganda's transport sector, a positive effect of Ugandan diaspora in Kenya on infrastructural development of the sector as well as a positive effect of Ugandan diaspora in Kenya on budgetary support of transport sector in Uganda.

Increased economic activities, Industrialization, tourist numbers among others demand an efficient transport network which in turn has put pressure on existing transport infrastructure. It is equally noted that today's opportunities are best exploited through

having a multi sectoral approach in that you cannot talk of attracting industries (foreign direct investment) into the country without actually ensuring that there is good infrastructure in place such as adequate electricity, communication facilities, roads among others.

This therefore means, there is great importance in the Government of Uganda injecting more resources, funding as well as recognizing and acknowledging the value of engaging it's diaspora in transport sector development of Uganda, an engaged diaspora is an asset. This can be done through removing of obstacles and instead create opportunities that encourage the movement of Ugandan nationals, engagement as well as involvement of the Ugandan Diaspora in Kenya in Uganda's transport sector. The Diaspora goes beyond the role as senders of remittances, they have created businesses, promoted trade, foreign direct investment as well as transferred knowledge and skills thus the Government of Uganda needs to play a dual role by serving the diaspora as well as facilitating diaspora contributions. This can be done by the Government of Uganda injecting more resources and funds through budgetary support into the improvement of infrastructure, safe avenues or channels for migration that would in turn encourage the Ugandan diaspora in Kenya in taking part in economic activities and equally seduce foreigners to invest in Uganda.

5.4 Recommendations

Below are the suggested recommendations following the conclusions in relation to each objective;

Provision of adequate budgetary support for the targeted sectors like transport. The government should financially support the sectors targeted for investment through adequate provisions in the budgets. The situation where such critical sectors receive paltry

amounts from the budgets would not lead to their growth, and would therefore not be effectively promoted to foreign investors or international patrons.

Improvement of transport infrastructures, especially power and transport networks. The government should vastly improve on infrastructure as a way of making Uganda attractive to foreign investment. It should improve on power generation, and transmission as that is key to industrialization. Also, the government should improve on the road network in order to facilitate trade, not only within Uganda but especially between the country and its neighbors, especially the EAC members. It should also lobby other EAC governments to do the same, as poor infrastructure constrains the inflow of foreign investment (FDI) into the region.

There is also a need for the government of Uganda to create implementation plans for the different migration policies as well as create and increase existing legal channels awareness among the Ugandan population regarding immigration and emigration. Mainly having women in mind because they make up a great percentage of both emigrant and immigrant stock of which the National Development Plans does not sufficiently exploit the migration development potentials, the Ugandan government should increase migrant protection measures. The plans do not mention financial flows for example remittances as well as potential development achieved through the transfer of skills which actually contribute to Uganda's development. Therefore, the Ugandan government should increase efforts towards strengthening the connection and relation between the Uganda and its diaspora which in turn leads to positive contribution to Uganda's development in relation to migration as a whole.

The Ugandans in the Diaspora need to be offered some incentives by the Government of Uganda such as land provision, tax holidays, credit access from financial institution so as to encourage direct investments made at home. Due to family ties, historical links, patriotic sentiments and home bias, the Diaspora investors are mainly stable as well as risk-averse regarding the country of origin.

5.5 Limitations of the Study

Registered limitations in the study are as follows;

First, time constraint, due to the current covid-19 pandemic many offices/institutions had limited staff on ground therefore some participants filled the questionnaires wrongly as they rushed to answer the questions and get back to their work. However, the researcher recovered the well filled questionnaires and discarded the ones filled wrongly.

Another significant constraint was the small sample size, basing on a larger size for the study could have generated more accurate results.

Despite the different challenges, the study was successfully completed.

5.6 Areas Recommended for Further Study

Ministry of Works and transport in collaboration with Ministry of Foreign Affairs by building academic need to spearhead international education initiatives as well as organizing academic exhibitions and conferences within the region and among the partner states to promote the country's education services exports.

To promote the sector which would include provision of land, direct financial subsidies for setting up of utilities and educational infrastructures like online libraries, research

laboratories, matching grants for information as well as infrastructure in relation to communications technology (ICT) as enabling mechanisms that governments can employ.

Longitudinal approach should be followed for future research so as to predict beliefs and behavior over time since the model in this study is cross-sectional, which generally measures the intention only at a single point in time.

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APPENDICES

Appendix I: Questionnaire

Introduction

Dear Respondent,

You have been randomly selected to participate in this study on a voluntary basis. This study is an academic research study titled: *effect of Ugandan diaspora in Kenya on Uganda's transport*. As a representative of your organization, your views are important to my study and I would appreciate you responding to this questionnaire. Your response will be kept confidential and anonymous, this purely for academic purposes.

SECTION A: BACKGROUND DATA

Please circle the numbers representing the most appropriate responses for you in respect of the following items:

DEMOGRAPHIC CHARACTERISTICS:

1. Age Category

1. Less than 30 years	2. 30-39	3. 40-49	4. Above 50

2. Marital status:

1. Single	2. Married	3. Divorced	4. Others (specify)

3. Highest level of education:

1.Diploma	2.Bachelor Degree	3.Master's degree	4.Others (specify)

4. Main reason/s for leaving

1.Education opportunities	2.Family health	3.Employment opportunities	4.Marriage	5.To provide my family with better lifestyle	6.Any other (specify)
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SECTION B: UGANDAN DIASPORA IN KENYA

In this section please tick in the box that corresponds to your opinion/view in relation to the following statements below according to a scale of 1 = Strongly Disagree, 2 = Disagree, 3 = Not Sure, 4 = Agree, 5 = Strongly Agree

No	Statement	1	2	3	4	5
1	The number of externalized Ugandan labor force in Kenya has been increasing annually					
2	The Ugandan diaspora in Kenya have increased on tourism development in Uganda					
3	The Ugandan labor force in Kenya forms a great tax base for the country					

No	Statement	1	2	3	4	5
4	The rate of skills of externalized Uganda labor force in Kenya has been demonstrated as raising					
5	The Ugandan Diaspora in Kenya have been a great resource for marketing Uganda to transport developer					
6	Public diplomacy has strengthened because of Ugandan diaspora in Kenya					

SECTION C: FOREIGN DIRECT INVESTMENT IN TRANSPORT SECTOR

In this section please tick in the box that corresponds to your opinion/view according to a scale of 1 = Strongly Disagree, 2 = Disagree, 3 = Not Sure, 4 = Agree, 5 = Strongly Agree

No.	Statement	1	2	3	4	5
1	Capital inflow from Kenyan investors have increased in transport sector in Uganda					
2	Technological inflow from Kenyan investors have increased in transport sector in Uganda					
3	New construction techniques have been introduced directly by Kenyan investors in transport sector in Uganda					
4	The inflow of new management skills has increased by Kenyan investors in transport sector in Uganda					

5	The quality of transport systems has increased with foreign direct investments from Kenyans					
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SECTION D: TRANSPORT INFRASTRUCTURAL DEVELOPMENT

In this section please tick in the box that corresponds to your opinion/view according to a scale of 1 = Strongly Disagree, 2 = Disagree, 3 = Not Sure, 4 = Agree, 5 = Strongly Agree

No.	Statement	1	2	3	4	5
1	Ugandan diaspora in Kenya have been influential in enabling the government improve transporting systems from Uganda to Kenya					
2	Remittances from Ugandan diaspora in Kenya have been instrumental in improving the road network in the country					
3	Remittances from Ugandan diaspora in Kenya have been instrumental in reigniting the airline industry in the country					
4	Remittances from Ugandan diaspora in Kenya have been instrumental in improving waterway services in the country					
5	Remittances from Ugandan diaspora in Kenya have been key in renovations of the Uganda Railways					

SECTION C: BUDGETARY SUPPORT IN TRANSPORT SECTOR

In this section please tick in the box that corresponds to your opinion/view according to a scale of 1 = Strongly Disagree, 2 = Disagree, 3 = Not Sure, 4 = Agree, 5 = Strongly Agree

No.	Statement	1	2	3	4	5
1	Remittances obtained from Ugandan diaspora in Kenya has been instrumental in transport sector budget efficiency					
2	Remittances obtained from Ugandan diaspora in Kenya forms a major source of funding for our transport sector in Uganda					
3	Remittances obtained from Ugandan diaspora in Kenya forms a major intervention to reduction of our debt burden in transport sector of Uganda					
4	Ugandans in diaspora have been key in seeking for accountability in our transport sector in Uganda					

THANK YOU FOR YOUR COOPERATION!

Appendix II: Interview Schedule

- 1. Position in selected organization.....

- 2. Department

- 1a). How has Ugandan diaspora in Kenya improved on foreign direct investment in transport sector in Uganda?
 - b) Illustrate your view with clear examples?

- 2a). How has Ugandan diaspora in Kenya improved on infrastructural development in the transport sector in Uganda?
 - b) Illustrate your view with clear examples?

- 3a). How has Ugandan diaspora in Kenya improved on budgetary support in Uganda?
 - b) Illustrate your view with clear examples?

THANK YOU SO MUCH

Appendix III: Certificate of Correction



Kenya Institute of Migration Studies (KIMS)

in collaboration with



Maastricht University



Directorate of Immigration Services

Website: www.immigration.go.ke
Email: kims@immigration.go.ke
Tel. + 254-20-2222022/2212780
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Director, Graduate School
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Nairobi

Date: 02/11/2020

RE: CERTIFICATE OF CORRECTION: EUNICE ARAO- Q68/28922/2019

This is to certify that Ms. Eunice Arao has effected corrections form the board of examiners.

A handwritten signature in black ink, appearing to read "Eleni Diker".

Eleni Diker

Supervisor.

Appendix IV: Turnitin Report

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