

**DEVELOPMENT OF ROAD TRANSPORT NETWORK AND EMPLOYMENT IN  
WAKISO DISTRICT, UGANDA.**

**BY**

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**A RESEARCH REPORT SUBMITTED TO THE COLLEGE OF EDUCATION,  
OPEN AND DISTANCE E -LEARNING IN PARTIAL FULLFILMENT  
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INTERNATIONAL UNIVERSITY.**

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## **DECLARATION**

I Tugume Derrick declare to the best of my knowledge that the work presented here is original and that it has never been presented anywhere for the award of any degree or its equivalent qualification of any institution.

STUDENT

**TUGUME DERRICK**

DATE

.....

.....19/09/2017.....

**SIGNATURE**

## APPROVAL

The research report entitled "**Development of Road Transport Network and Employment in Wakiso district**" was conducted under my supervision and with my approval it is now ready for submission to the College Examination Board for the award of a Bachelor of Arts degree in Education

**SUPERVISOR**

**DATE**

  
.....

19/9/17  
.....

**SIGNATURE**

## **DEDICATION**

I dedicate this work to my sister KaakyoDaphine and Mr. Rugumayo Abdul who have rendered tireless efforts towards the achievements of this work.

## **ACKNOWLEDGEMENT**

I acknowledge the almighty God for giving me the strength to go on and my sincere acknowledgement to Mr. Rugumayo Abdul, Mrs. Rugumayo Rehemah, Madam Kaakyo Daphne and my supervisor Madam Taaligola Nabuseta Deborah for the untimely support they have rendered towards the success of this work respondent.

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## **ABSTRACT**

The study was about Roads Development and Employment in Wakiso District. The study aimed at finding out the contribution of roads towards the creation of employment opportunities in wakiso district. The main methods that were used in the collection of data were interview, quesitonnaires, observation and others. The main respondents were between the age bracket of 20 years to 50 years and were both male and female.

The study had to flow smoothly and the main data collected was presented.



## **CHAPTER ONE**

### **1.0 Introduction**

This study investigated on the road network in relation to employment in Wakiso district central Uganda. Road transport is the dominant mode of transport in wakiso district accounting for over 95% of the volume of freight and human movement. Further, roads are the only form of access to rural communities in wakiso district. Improving road infrastructures is a priority in the national development and wakiso district as a whole.

The wakiso local council with help through the ministry of local government and financial support of the African development bank has embarked on the development and maintenance of the rural feeder roads of wakiso district. The project is being implemented in 24 districts of the country wakiso inclusive giving her a chance to develop her road network at the cost of US dollar 1.5 million.

### **1.1 Background of the study**

#### **Historical Perspective**

The past years the road sector program support phase 2 was implemented in the period of 2003-2007 in wakiso district with support budget of US dollar 1.5 million. The main objective of the road sector program phase 2 was to create a sustainable road administrations and finding mechanism for developing and maintaining all levels of road in support of economic and social development of wakiso district.

The program in the district had five main components namely: the national road sector institution, national labor based training, national gravel roads, district roads and community access. Rural program roads (RRP) were formulated as bringing phrase between the RSPS2 and the new growth program in the district. The two years RRP program 2008-2010 had a budget of US dollar 1.5 million with three components namely: rehabilitation of district

and community access roads, labor based training and capacity building and institutional support to the ministry of works and transport and to the ministry of finance and economic development.

The overall objective of rural roads program in wakiso district was to support the local government of Wakiso district in addressing the problem of poor roads and employment by restoring growth in rural incomes and improving access to markets and new technology.

### **The Theoretical Perspective**

According to the international monetary fund (IMF) survey magazine had hit it in their regular review of the wakiso district economy. International monetary fund staff said that the planned infrastructures overhaul a US dollar 1.8 million program over the next ten years through public investment and public /private partnership arrangement will have a positive spill over on agro-processing manufacturing and trade in the development of the road network.

Upgrading the transportation network is now wakiso district top economic priority. Over three fourth of Wakiso people live in rural areas of the district with most involved in agriculture and only few per now can meet the cost of road transport network. So by developing road network it will lead to the provision of comprehensive road network in the district that will connect farmers to trading centers, add value to production and improve population welfare hence creating employment in the district.

### **Conceptual Perspective**

As part of the reform process act of road development in wakiso district which are formed with the help of the government that has lead to proper delivery of social services in rural areas, provision of employment opportunities to the people of wakiso district provide a smooth run away for the farmers agricultural products to the market centers, generate revenue for the

government of the country and wakiso district as a whole which act has lead to improvement in standards of living and development in the district.

Wakiso was formally linked with the town of Pontywid Wales through local and regional twinning ceremonies in 2005. The link was extended to associate professionals and organizations in ponywid with their counterparts in Africa to improve on their infrastructure development in the district.

### **Contextual Perspective**

Wakiso is a district in central region of Uganda. It is one of the main municipal, administrative and commercial centers of the surrounding sub regions. Wakiso is approximately 30 kilometers by road south west of Kampala on all weather tarmac high way. The city also lies on the Entebbe express high way to Entebbe.

According to the 2002 national census, the population of wakiso was about 70,130. In 2010, the Uganda Bureau of statistics (UBOS) estimated the population at 81,900. In 2011, UBOS estimated the mid year population at 91,800. In 2014 the national population census put the population at 9,618,900.

#### **1.2 Statement of the problem**

New road construction is justified on economic development arguments. The Wakiso local government with its plan for 12000 km of new motorway has produced exactly the same arguments about jobs and international competitiveness as it does the Ugandan government in its road programmed documents. At the local level, local councils and district councils are convinced that new roads will attract industry and reduce their unemployment rate. Uganda National Roads Authority is determined to build a new generation of motorways through the centre of Wakiso to regenerate the urban economy. Wakiso district local council sees by passes and motorways as the key to

prosperity and cites links to other districts of the country as essential to job creation in Wakiso.

The rhetoric of government, international organizations and employee representative organizations has done a great deal to consolidate a generally accepted view that roads are good for the economy. There is no evidence whatsoever in support of this contention.

The evidence of road building and its consequences since the early 2003s shows very clearly that such a crude instrument cannot be expected to deliver improvements in employment, welfare and economic progress. Is it an accident that government has not carried out a detailed audit of a major item of public expenditure in order to verify the claims made for new road construction? The results would not support the next round of road construction.

This report reviews the evidence for "roads bring jobs" arguments and identifies a large number of studies that disprove this simplistic cause and effect link. Original empirical research is then undertaken to test the argument at a regional and sub regional level and concludes that there is no evidence whatsoever to support the myth that roads are good for the economy.

Road construction is self defeating. It generates further rounds of traffic growth that actually slow down commercial traffic and it stimulates organizational and location change in the corporate sector to encourage centralization and specialization. This denies local economies and communities of opportunities to participate fully in economic development.

Road construction continues to have a privileged place in the firmament of transport policy options and public expenditure in support of economic progress and quality of life. It has failed to deliver its policy objectives and represents a major area of wasteful expenditure and bad value for money. Recognizing this failure is the first step towards constructing a transport policy that can deliver results and can recognize the importance of sustainability and

the aspirations of local communities to participate in rewarding and Objectives of the study

### **1.3 General Objective**

The general objective of the study is to assess the study on the development of road transport network and employment opportunities in wakiso district.

#### **1.3.1 Specific Objectives**

1. To assess the level of road transport network development in Wakiso district.
2. To assess the contributions of road transport network towards the creation of employment opportunities in the district.

### **1.4 Research questions**

1. To what extent has a sustainable road transport network has been achieved in wakiso district?
2. What is the contribution of the road network towards creation of employment opportunities in wakiso district?

### **1.5 Scope of the study**

The scope of the study addresses three aspects in the course of the research. This involved the following as stated below:

#### **Geographical scope**

The study was carried out in wakiso district under the ministry of works in wakiso district local government.

#### **Content scope**

The study focused on the road transport network in wakiso district and its contribution towards creation of employment opportunities in wakiso district. It specifically concentrated on the road network in the district and the ways how its can provide better services to the people if well maintained so as to create employment among the people.

## **Time scope**

The study was conducted between January 2017 to September of the same year.

### **1.6 Significance of the study**

Once disseminated, the study is expected to provide an insight into the status of the road sector and its contribution towards creation of employment opportunities in wakiso district.

The study will further contribute to the available pool of knowledge on how the act of roads development has lead to the development of wakiso district as a whole through provision of smooth run ways, social services and many more.

Once completed the researcher is set to be awarded a Bachelor Arts with Education degree.

## **CHAPTER TWO**

### **LITERATURE REVIEW**

#### **2.0 Introduction**

Literature review is any investigation that involves reading what other people have written. This could be on any issue of interest and according to my research the area of interest is roads development and employment in Wakiso district. Therefore this area is my need of investigation.

As the world grows, most of the things in human nature have been researched on. Some have been researched by many people and some by just a few but all the same, there is still more to be researched on by others as continuation of what has already been or on other discoveries of other things on the same. The project of road construction is being funded by the Government of Uganda and a loan from China EXIM Bank. The road is part of the measures to decongest the city. When completed it will be a four-lane grade-separated highway linking Kampala City to Entebbe International Airport with a spur from Kajansi to Munyonyo. The wearing course will be asphalt concrete. The road is being implemented through a design and build contract that commenced in November 2012 and is scheduled to be completed by November 2017.

The annual target was 31% and by June 2016, 65.8% or 32.6km-equiv. of works had been completed. The cumulative progress was 65.8% against the programmed 77.77%. The time elapsed was 72.3%. The underperformance was attributed to delayed compensation of land and property, thefts and damages of certain completed works such as concrete U ditch covers and anti-drop safety nets over bridges. The contract sum is USD 476m and by June 2016, USD 313.1m had been certified for payment; representing 65.8% financial performance.

## **2.1 Theoretical Review**

The report from the international monetary fund survey magazine found that Wakiso district in Uganda has been able to gradually build roads that have provided employment opportunities to the people. This has created sound footing from which the launch of roads development has been done.

At less than 5% the district enjoys low and stable inflation with the help of road development in the district. This has also effectively influenced market for the produced products and improvement in the standards of living.

According to the survey magazine, at 18% of GDP now there is space for new borrowing to finance road development in the country hence favoring the district too.

### **Contribution of roads development towards creation of employment opportunities.**

Road development has led to the provision of employment opportunities to people like tax collectors since the district imposes tax on the transported produce in the district.

It has also led to the imposition of traffic officers on roads of the district to control traffic jam hence providing them with employment.

Market for the products is increasingly being available in the district. This has led to the act of coming up with more business men in the district hence eliminating poverty.

## **2.2 Conceptual Framework**

In this conceptual framework the key variables and their interrelationship are given. The purpose was to show the main concept that underpins the study findings, conclusions and recommendations. The key concept here was the way how roads development in the district has created employment opportunities for the people.



## **Conceptual framework**

### **Independent variables**

Road development

Efficient transport

Security

Social services

### **Dependant variables**

employment

faster movement

law and order

good health

### **Efficient transport**

Efficient transport is characterized by having well developed transport network that is comprised of good roads that enable the faster movement of people and their products, ensuring faster growth of the district hence more employment creation.

### **Security**

The state of the society where vast majority of the population respect rules and laws and where law enforcement agencies observe law that limit their powers maintaining security implies firm dealing with occurrences of theft, violence and disturbances of peace, rapid enforcement of penalties imparted under criminal law. All this may be possible with a well developed road network in the district.

## **2.3. Review of Related Literature**

The art of road development and employment in the district is not new, a case of wakiso updated final report November, 2013 by Uganda national roads authority new plan developed their study on road development and employment in wakiso district. Their main objectives were:

To create efficient transport network in the district, to create more employment opportunities for the people in the district, to understand the importance of roads towards the creation of employment.

Their conclusion was based on the following assumption:

It is clear that if roads development is to succeed, good planning must take place and proper monitoring of the construction sites. A destination planning involves a number of steps that include designing, financing, developing of the constructions and this requires cooperation and commitment of a number of different segments including government, community leaders, engineers, investors, economists, environmentalists and others to ensure the sustainability of a destination,

Improvement in transport infrastructure are frequently proposed as a strategy for economic growth, integration and local economic development. Transport networks have a direct effect on firms' costs for logistics and business travel, as well as indirect effects through improved access to markets and labor, closer economic integration, more competition and increased clustering around business hubs (agglomeration).

## **CHAPTER THREE**

### **RESEARCH METHODOLOGY**

#### **3.0. Introduction**

This chapter focused on the methodology which was used in the study. It specifically describe research design, target population , the area of the study ,and population of the study , sampling techniques , data collection methods and instruments , data analysis to be used in the study

#### **3.1 Research Design**

A case study design was used since it was the best for verifying a cross section of items. It was important in measuring the feelings, perceptions and attitudes of the correspondents towards the road transport network analytical hence helpful in the investigation of the development of road network and employment in Wakiso district.

The study employed both qualitative and quantitative methods. Most of the used education research methods are descriptive. The descriptive research according to best 1970, is the conditions or relationship that exist, practices that prevail, beliefs, point of view or attitude that are held, processes that are going on, effort that are felt or trends that are developing. Sometimes descriptive is concerned with portraying the present. In fact descriptive research method in educational research is not exactly a method because many approaches of data collection are grouped together. However, they present positions of a given situation. The main difference between various types of descriptive research is in the process of description.

The study utilized descriptive research designbecause of the nature of the variables that were at hand, to produce data, required for quantitative and qualitative analysis and to allow simultaneous description of views, perceptions and beliefs at any single point in time (White, 2000).. This enhances the researcher to obtain a better understanding of the levels of road development

and employment in Wakiso District. The method chosen will allow collection of comprehensive, intensive data and provide an in depth study how the act of road development has created employment in the district.

### **3.2 Study Area**

The study area was conducted along Entebbe Express Highway. The road runs from Busega through Entebbe via the international Airport then across section connects to Munyonyo via Kajansi.

### **3.3. Population of study**

The population of the study will be the Wakiso local government officials and the selected few people in the district.

### **3.3 Sample size and Sampling Strategies**

The population sample of the study about road development and employment will target:

Ten local government officials.

Twenty local people in the district.

The research will use random sampling from the few local people and top most local government officials of Wakiso district. The respondent were randomly selected and categorized. They comprised of both gender but of different marital status and age groups. This intended to get a variety of views and unbiased views which made the study a reality.

### **3.5 Data Collection**

The general approach of the data collection that was used was of two types that were primary and secondary data collections. The main methods that were used were interviews, questionnaires and records.

### **3.6 Research Instruments**

The following research instruments were generated to collect Data;

## **Questionnaire**

The researcher formulated closed and open ended questionnaires about the levels of road transport network development and employment in the district. The method was chosen to ensure high proportion of responses and high returns rate.

## **Interview Schedule**

The interview was face to face interpersonal role discussions. This took face to face interactions with the local government officials and the local people of wakiso district.

### **3.7 Data Analysis Procedure**

The data collected was properly analyzed with the help of computer program of Microsoft word 2010 to check on the proper spelling and grammar of the data collected.

### **3.8 Research Procedure**

The researcher got introductory letter from the university and presented it to the area of wakiso district to obtain permission for the study. This gave directive to the local administrators at grass root level for acceptance. After acceptance by the authorities the researcher went ahead and collected data.

The information collected was analyzed and edited to create consistency and completeness. After collecting the questionnaires they were edited for completeness and consistency across the respondent and allocate omissions.

## CHAPTER FOUR

### DATA PRESENTATION, ANALYSIS AND INTERPRETATION OF FINDINGS

#### 4.0. Introduction

The major objective of the study was to investigate the relationship between the development of road transport network and employment opportunities in wakiso district. The following objectives were formulated to guide the study;

1. To assess the level of road transport network development in Wakiso district.
2. To assess the contributions of road transport network towards the creation of employment opportunities in the district.

This chapter deals with the analysis and interpretation of the data collected. The results are presented in table and inform of frequency counts and percentages.

A total of 40 correspondents were selected. The table below shows the various types of respondents that were selected.

#### 4.1. Background characteristics

**Table 1 respondent by age.**

Age bracket	frequency	Percentage
20-25	5	12.5
26-30	15	37.5
31-35	10	25.0
35 and above.	10	25.0
<b>Totals</b>	<b>40</b>	<b>100</b>

**Source: Field Data 2017**

The table shows that the majority of the respondents 37.5% are in the age bracket of 26-30 years and all these were local people of Wakiso District. The remaining percentage consisted of government officials of Wakiso district and people working on road construction sites.

**Table 2: Respondents by gender.**

<b>Gender</b>	<b>frequency</b>	<b>Percentage (%)</b>
Male	28	70
Female	12	30
<b>Total</b>	<b>40</b>	<b>100</b>

**Source: Field Data 2017**

According to table 2 the male respondents were the majority that is 70% and the female were 30%.

#### **4.2 Effects of roads transport development on the creation of employment opportunities in wakiso district**

According to the research carried out, the act of developing road transport network in wakiso district has led to the contribution and creation of a lot of employment opportunities for the people in Wakiso district and among them includes the following:

The act of road construction especially at Entebbe express highway has availed a lot of job opportunities to the youth in Wakiso district who offer both skilled and semi skilled labor like cleaning personnel, car loaders, administrators and many others which act has led to the improvement in the standards of living for the people in Wakiso district.

According to the research again male and female personnel cleaning the roads of Wakiso district as in sweeping, picking litters and removing mud from the water channels. So this implies that all these are the kind of employment opportunities that the road sector has forwarded to the people of the district of Wakiso.

Due to the act of road transport network development, it has increased the volume of vehicles moving along the roads of the district. Among these are the taxis, carriers, busses among others. So by that a lot of people with the skills and qualifications of driving have been hired to offer that service in return for payment hence creating employment for the people of Wakiso.

In Uganda roads are one of the sources of revenue which in turn they are supposed to be people who should collect that revenue on behalf of the government. By holding interview with one of them, some claim to be residents of the district so by that act they are now employed and earning. So credit goes to the development of the road transport sector.

More of it is that the smooth and efficient road network provided in the district there is availability of increased flow of the agricultural products in a way that farmers use this opportunity to move their products to urban area so as to earn more profits. So credit also goes to the development of the sector in Wakiso District.

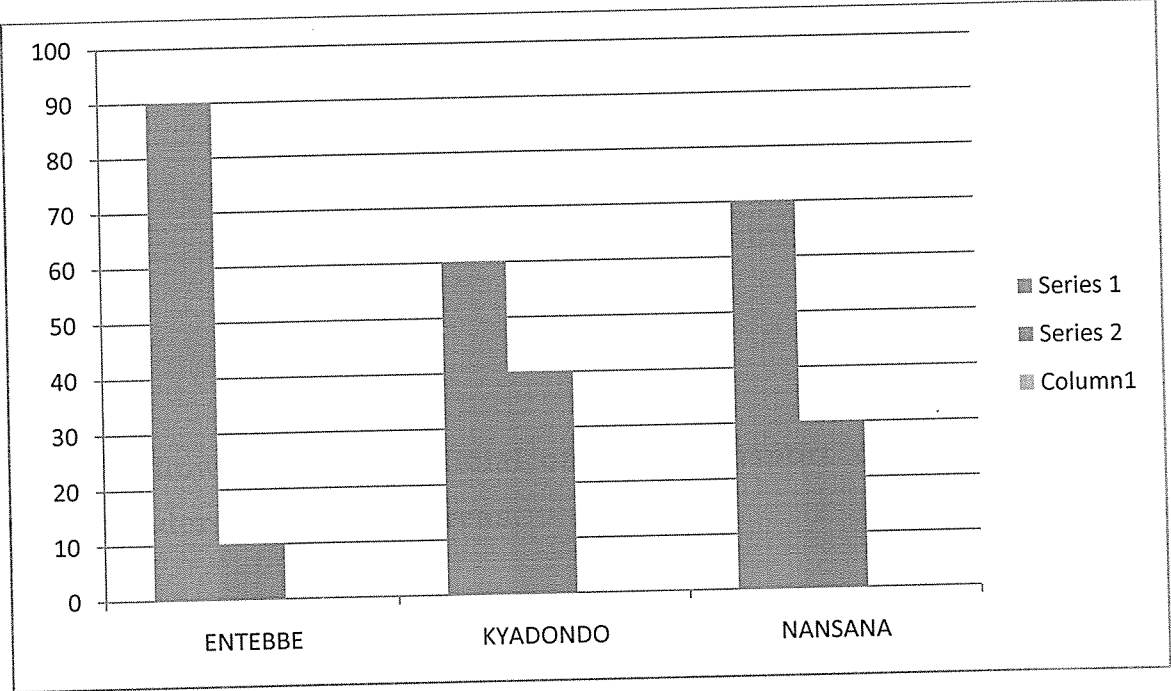
**Table 3: Respondents who simply agree and disagree that the road transport network in wakiso district has created employment opportunities.**

Respondents by gender	Simply agree	agree	disagree	Total
Male	42%	50%	8%	100%
Female	10%	30%	60%	100%

**Source: Field Data 2017**



A Bar graph showing the beneficial of road transport network in wakiso district by gender in different areas.



**Source: Field Data 2017**

A research finding shows that the majority beneficiaries of the road transport sector are male compared to female in the district though all again out of the act of road transport network development.

## **CHAPTER FIVE**

### **SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS.**

#### **5.0 Introduction**

This study dealt with the history in development of road transport network and employment in Wakiso District. After exploring the two basic factors of the nature of road transport network, their contribution towards the creation of employment opportunities. The following conclusions and recommendations were made.

#### **5.1 Summary of Findings**

##### **5.1.1 Research question one: To what extent has a sustainable road transport network has been achieved in wakiso district?**

The findings show that the district needs more government support through allocation of more funds that is needed for efficient development of the road sectors in wakiso district.

The use of more skilled man power with efficient technology and up to date machines is highly necessary for the district to have world class road network that may generate employment for the people. So by that the gap that this research work endeavours to bridge is the emphasis on the urgent need for the contribution of the road transport network sector in wakiso district towards the creation of employment in the district.

##### **5.1.2 Research question two: What is the contribution of the road network towards creation of employment opportunities in wakiso district?**

The road transport network plays a key role in the in the district in the generation of employment opportunities for the people in the district. This was obtained through observing the following achievements of the sector in the district:

Market for the product is increasingly being available in the district. This has led to the act of coming up with more businessmen in the district hence eliminating poverty.

Road development has led to the provision of tax collectors employment since the district imposes taxes on the transported produce in the district.

## **5.2 Conclusions**

It is evident that 75% of the people in Wakiso district do earn a living out of help of the road transport sector. It is also true that a lot of people in the district earn between 150,000/= to 300,000/= UGX for the low income earners per month with the aid of the road transport sector.

By doing so a lot of economic activities have been evidenced along the transport routes like trade, agriculture, fishing, recreation facilities and many others that improve on the standards of living for man.

## **5.3. Recommendations.**

All along the district has been longing for a better and improved infrastructure that may avail the current population with the smooth run and provision of employment opportunities which are being put in place. But to have the climax of it all that following recommendations have to be considered so as to have the best of it.

The issue of improved and efficient technology in the construction of roads. This can be achieved through the use of better gravel stones that last for longer, use of construction graders vehicles and many more that suit to the present generation. Also the construction of fly over roads is nice but efficient and up-to-date materials should be used so as to avoid collapsing. If all these are done then more flow of people in the district will be increased hence creating more employment opportunities..

Favourable government policies are also needed in the district as the district officials together with the government of Uganda they should allocate more and

enough funds to the road sector as this will help in the improvement in the means of transport like roads in the district which later are to be used in the generation of more employment opportunities for the people of Wakiso district through creating a smooth run for the flow of the road merchandise.

Provision of security by the local police force and the Ugandan Army which is needed for the people in the district to use the road sector more and more to improve on their standards of living as the list of threats or fear now they will be no more with the aid of security that may be granted. So by doing that act the road transport network through its development in the district it can create more employment opportunities for the people as explained in the context.

The use of skilled and semi skilled labor is so important as the construction process of roads is going on in the district. This helps the district to be free from poor and bad roads that are composed of loop holes and rough surface run offs. That act may delay the present population in the district together with their commodities to reach the final destination. So as a matter of fact if the skilled labor force with even qualifications documents in that field is used the development of that road sector will be witnessed so the people will be travelling to wherever they wish in the district carrying out trade, supervision acts, administration tasks and many others hence more employment opportunities.

The government officials in the district should wage little and reasonable taxes on the goods that are transported on the roads. This will make the road sector in the district to have a greater chance of being in the highest mode of transport that is being used in the flow of merchandise. So this will make it be with greater chances of people in the district opting for it than any other means of transport. Even by doing that more opportunities will be created for a lot of people in the district both direct and indirect as a lot of profiles will be reserved by the people using the road hence its extension to the other fields like farms, fishing and others hence credit being given to the road sector.

To sum it all, if the local government of Wakiso district is to provide better, more and improved employment opportunities for the people in the district through the development of road transport network the above mentioned recommendations have to be put into consideration.

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## **APPENDIX**

1.What is your gender?

- Male
- Female

2.What is your qualification in education?

- Degree
- Diploma
- Certificate

3.Which district did you conduct your research from?

- Wakiso district
- 

4.What was the common sex among the respondents?

- Males
- Females
- Both

5.What was the common age limit among the respondents?

- 10-20
- 20-30
- 30-40

6.What problems were faced during the research conducted?

- Limited funds
- Language barrier
- Harshness of some locals

7.What measures did you put on so as to solve the above mentioned problems?

- Asking for financial assistance from parents.
- Keeping calm to some harsh respondents
- Applying the use of local languages for easy communication.