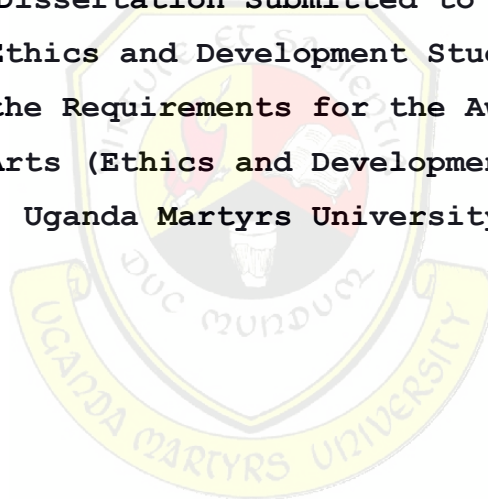


**ASSESSING THE EFFECTS OF BRIBERY ON THE ROAD SAFETY CAMPAIGNS IN
UGANDA'S CENTRAL REGION:
CASE STUDY OF THE TRAFFIC POLICE ALONG KAMPALA MASAKA HIGH WAY**

**A Dissertation Submitted to the
Institute of Ethics and Development Studies in Partial
Fulfillment of the Requirements for the Award of Degree of
Bachelor of Arts (Ethics and Development Studies) Of
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NABAKOOZA CAROLYNE

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Dedication

I dedicate this work to my dear parents Mr. and Mrs. Kaddu for all the support you have offered me in every situation and May the good Lord continue to bless you for me.

My dear sisters, brothers and friends I really appreciate all your help in your different capacities and am grateful for all your efforts.

To my lovely fiancé, Solomon Newtons Kayiwa with GOD's help and your constant support with love you have shown me. I would not have gone this far without you. Thank you.

Acknowledgement

Above all am thankful and grateful to the almighty God and for sure if it was not for God's mercy and love, I would not have made it. GLORY IS TO GOD.

I wish to extend my appreciation to all the people who assisted me in one way or another in order for the research to be accomplished.

I offer sincere gratitude to my supervisor Mr. Mubangizi Denis, who has patiently guided and tirelessly encouraged me during this period of research right from the beginning till this point. Thank you and may the good Lord bless you abundantly.

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List of abbreviations

WHO	World Health Organization.
UNRA	Uganda National Roads Authority.
CSC	Civil Service Commission.
EAC	East African Community
UPF	Uganda police force
URA	Uganda Revenue Authority
ABD	Afro Barometer Data
UEU	Uganda Economic Update
NIS	National Integrity Survey
IFAWPCA	International Federation of Asian And Western Pacific Contractors Associations.
ACC:	Anti-Corruption Commission
SPSS	Statistical Package for Social Sciences

Abstract

This study is "assessing the Effects of Bribery on the Road Safety Campaign in Uganda's Central region. "it was conducted in the central region but particularly along Kampala-Masaka highway and It was inspired by the phenomenon that despite the existence of traffic laws and policies to be implemented by traffic police along Masaka highway has become extremely unprofessional and reduced just to money collecting through impounding vehicles and filling all compounds of police stations awaiting owners to pay them bribes.

The study used two approaches of qualitative and quantitative research methods, which were used to generate data. The quantitative method focused on testing the effects of bribery among the traffic police on road safety campaigns while the qualitative approach was used to analyze non-numerical statements of respondents, mainly their views, perceptions and attitudes towards bribery among traffic officers and road safety campaigns in central region.

The research used both primary and secondary data sources, where the primary data was collected using a questionnaire, and an interview guide. Secondary data was also accessed through reading text books, reports and journals about the effects of bribery among traffic officers on road safety campaigns.

According to the first objective, the findings, revealed that Requesting for money /cash advances from reckless drivers, failing to arrest or detain a road traffic offender, turning a blind eye to a healthy safety or mechanical issue, and Granting favors to individual vehicles that are taking illegal goods affirmed that bribery among traffic officers has a direct relationship with road safety campaigns. Looking at the second objective, it was also established in the findings that, having strong traffic laws that are not effectively implemented and lastly road users using bribery as an escape route from the law also affirmed that bribery among traffic officers has a direct relationship with road safety campaigns. Lastly, about the third objective of suggesting solutions to reduce bribery among the traffic police along Masaka high way, it was identified that through effective use of information technology, ICT use to reduce bribery, Public Sensitization, Increase of police pay, and lastly Regular reshuffle of traffic police officers can help reduce bribery tendencies along the highway.

The study recommends that for bribery tendencies to be reduced or stopped among traffic police along Masaka highway, police officers should be constantly relocated to new places on the road, the salary of officers should be increased and lastly strict laws and policies on bribery among traffic officers should be effectively implemented.

CHAPTER ONE

GENERAL INTRODUCTION

1.1 Introduction

Chapter one presents the effects of bribery on road safety campaign in Uganda's central region and the case study is to be Kampala - Masaka highway. This research is mainly focused on reducing and devising means of tackling bribery in the traffic police because the researcher is focused on finding out why the traffic police carry out bribes. The study is to show the back ground study, problem statement, objectives, research questions, scope, significance of the study, justification, conceptual framework and key terms for which the study will answer.

1.2 Background Study

According to a cross departmental approach by the Irish government to raise awareness of bribery and corruption 2015, Bribery is a specific crime which concerns the practice of offering something, usually money, to gain an illicit advantage and corruption is an abuse of a position of trust in order to gain an undue advantage.

According to the latest East Africa Bribery Index (2011), the Uganda Police Force is the most bribery-prone institution in the five East African Community partner states (Burundi, Kenya, Rwanda, Tanzania and Uganda). Bribery was demanded or "suggested" from about 75% of the people seeking service from the police. This has left the public at their own will in most cases resorting to mob justice since trust has been lost in the authorities mandated.

Annual Crime and Traffic/Road Safety Report 2013, reported that, various complaints and accusations from the public has reverted 103 traffic police personnel to general duties to pave way for closer monitoring and investigation ,the report continues to urge the public to desist from the practice of giving money to traffic personnel as this also tantamount to corruption. The police should also encourage the public to report any incidence in which any police personnel acts unprofessionally and extorts money while on duty.

Civil service commission of Los Angeles report 2009, a traffic Officer patrols an assigned area on foot, bicycle, or in a vehicle to enforce motor vehicle parking regulations;

“Issues warnings or citations for illegal parking by entering information into a hand-held computer; impounds vehicles; and directs vehicular and pedestrian traffic at a specific intersection or other specified locations”.

The service commission report 2009 shows the duties of a traffic police and may include;

Patrols assigned areas on foot, bicycle or in a vehicle in order to identify motor vehicle sparked in violation of the City of Los Angeles Municipal Code and the California State

Vehicle Code; Places chalk marks or uses timing sheets, as a time check, on vehicles parked in time limit parking zones;

Checks vehicles parked in metered parking zones, Issues warnings, notices or parking citations, Impounds vehicles parked in violation of parking regulations, Immobilizes vehicles with confirmed unpaid warrant status by installing boot and may

Release immobilized vehicles upon receipt of proper authority;

The Director of Traffic and Road Safety in Uganda, Kasiima

(2014), said they had worked out a plan to reduce corruption by instituting new rules.

"No traffic officer will confiscate a driving permit from a motorist. This must stop today. If a person has committed a crime, he or she is either given an Express Penalty ticket or taken to the police station,

For all direct quotations, single space and indent both margins".

He said, confiscation of driving permits is not backed by any law in Uganda but it has been used by traffic police officers as a method to extract bribes from motorists". Furthermore traffic officers have also been stopped from removing number plates from vehicles that have broken down on the road.

The IGG and Friedrich (1997) reported that, Road safety campaigns are endeavors taken to reduce and inform the public to be responsible on roads. Through the roads safety council is responsible for promoting safety for road users, to ensure a safe transportation system. This is done through carrying out research on the causes of road accidents.

WHO 2000, reported that road transport is the dominant mode of transport in Uganda, as is the case in most landlocked countries. In Uganda, road transport carries about 95% of the country's goods traffic and about 99% of passenger traffic. The mode offers the great advantages of flexibility, the ability to move many small groups of passengers and goods consignments between many different origins and destinations, and the availability of door-to-door collection and delivery over a widely spread network.

Human error which accounts for about 80% of the road traffic crashes.

Defective vehicle condition which accounts for about 10%

Road condition which also accounts for about 5%

Environment factors which account for about 5%.WHO Report (2000).

According to the World Health Organization, worldwide deaths from road traffic accidents have risen from approximately 999,000 in 1990 to 1.2 million in 2002 and are projected to approach 2 million per year by 2020. It is important to note, however, that while all regions of the world are affected by road traffic accidents, Traffic fatalities 245 developing countries bear a much greater burden than do their relatively more developed counterparts. As evidence, consider that while accounting for only 40% of the world's motor vehicles, developing countries suffer 85% of total road traffic casualties annually (Jacobs,Aekon-Thomas and Astrop 2000).

Annual Crime and Traffic/ Road Safety Report 2013 ,shows that In Uganda the following interventions were suggested:Education,Engineering and Legislation and enforcement,a new Highway Code was introduced in April 2004,the Ministry of Works and Transport together with the Ministry of Education in 2008 introduced Road Safety Education in the Primary School Curriculum. The syllabus for drivers/instructors and testing has been completed in order to produce competent drivers and to regulate the operations of the driving schools

The Traffic and Road Safety Act, 1998 provisions and road safety regulations when strictly enforced will greatly mitigate accident occurrence and improve road safety. These regulation are center stage because if implemented and respected

safety campaigns efforts are not a waste of time more so integrity is upheld thus corruption championed.

A number of regulations have been formulated and gazetted.

Traffic regulations in Uganda

These regulations when effectively implemented are complements to road safety campaigns and also stipulate penalties for bribes (corruption)

Traffic and Road Safety (Public Service Vehicles) Regulations Amendments and (Vehicle Registration) Regulations of 1998.

Traffic and Road Safety (Parking of Motor Vehicles) Regulations, 2001

Traffic and Road Safety (Use of mobile phones) Regulations, (Motor cycle) Regulations, (Rules of road) Regulations, (Prescribed Alcohol Limits) Regulations, (Express Penalty Scheme) Regulations, (Speed Governors) Regulations, (Wearing Safety Belts) Regulations, (Speed Limits) Regulations. All formulated in 2004.

Traffic and Road Safety (Driving Permits) Regulations, 2005.

Traffic and Road Safety (Weighbridges) Regulations, 2009.

Traffic and Road Safety (Driving Schools) Regulations 2010.

Traffic and Road Safety (Driver Instructors) Regulations 2010.

These regulations carry fines but most of all they enable road users to be vigilant in order to reduce fatalities (accidents).

According to Enanga 2014, "though efforts have been made it should be noted that a lot is left to be desired.

Between November 2014 and March, this year, at least 314 police officers have been moved from the traffic department for allegedly soliciting bribes from motorists”.

The director of Traffic and Road Safety, Dr Kasiima, confirmed the corrupt traffic officials were reassigned to other departments after misconduct was proven.

“They were charged in the police disciplinary court which confirmed that they solicited bribes. They were arrested by the Alert Fraud Squad, which was set up in November last year to rid the department of corruption following numerous complaints from the public about corrupt traffic officers”,

He said in an interview in Nation television, April 8 at the Central police station, Kampala.

Uganda Police Force adopts a zero tolerance policy on corruption. It is for this reason that we have the Professional Standards Unit to monitor and punish indiscipline and professional misconduct within the police. It can be noted that this highway has the highest number of accidents in the country mainly due to the miss-conducts of the traffic officers.

Nnajjuma Hellen’s 2013, reported that the most dangerous road in the world is the North Yungas Road in Bolivia. In 2006, statistics showed that between 200 and 300 travelers were killed yearly on the road. statistics from thesis on road traffic accidents in Uganda which revealed that there were 101 fatal accidents, 278 serious accidents and 231 accidents along Masaka-Kampala highway in 2010 and it becomes apparent why the Ugandan road is being labeled a ‘death trap’.

In the last month and a half alone, the Kampala-Masaka highway has claimed several lives, leaving several others injured in a series of accidents that started on the morning of July 1, when at least three people died and eight others sustained injuries. For years now, the highway - dubbed a "killer road" - continues to, sadly, claim lives.

This predicament has at times even got stakeholders tangled in the blame game. Police have often pointed fingers at the Uganda National Roads Authority for doing shoddy work on the road attesting to its surface being slippery, while UNRA dismissed the claims as 'escapist talk'. Last year, in an NTV broadcast, UNRA officials went further to fault motorists for the accidents that had occurred.

As if that was not enough, another school of thought albeit an unconventional one propped up the theory that the road is cursed. Those who subscribe to this theory believe the people killed on the road are a form of sacrifice to some an unknown spirit. This remains hearsay but it does not diminish the fact that the number of accidents on the road is worrying. She further believes there are several causes traffic accidents are a collective blame right from the contractors to the motorists who bribe officers.

1.3 statement problem

To protect and serve is the mission of the Uganda police force for all its departments. However recent revelations prove otherwise with the force being voted by the *East Africa Bribery Index* 2011 as the most corrupt. The traffic police has become very unprofessional and reduced just to money collecting machinery. They impound vehicles and fill all compounds of police stations awaiting owners to pay them bribes. Vehicles

which have been involved in accidents are supposed to be sent to the inspector of vehicles not parked in police yards. Most traffic police officers receive monetary bribes in full view of the public.

This problem with bribery is that it over rides all the road safety campaign by keeping a "blind" eye the wrong doings which later cause death to millions.

Nnajjuma Hellen 2013 reported that in the 2006 statistics that between 200 and 300 travelers were killed yearly on the road. statistics from thesis on road traffic accidents in Uganda which revealed that there were 101 fatal accidents, 278 serious accidents and 231 accidents along Masaka-Kampala highway in 2010 and it becomes apparent why the Ugandan road is being labeled a 'death trap'. This can be seen by various road accidents that exist along the highway which are due to over speeding of the drivers, drunkards, theft of vehicles and lack of experienced drivers. However, the government has tried hard to fight these forms of bribery in the traffic police by putting strict laws against all the culprits and punishing them. Although these strategies have been put in place, there is still a gap for empirical research in this field for the researcher to find out reasons as to why the traffic police officers carryout bribery and the different views as to why the traffic officers still carryout bribes mostly along Kampala- Masaka highway however much there are different measures against that crime.

1.4. Objectives of the study

1.4.1 General objective

To assess the effects of bribery among the traffic police on road safety campaigns in central region.

To establish the nature of bribery among the traffic in central region.

1.4.2 Specific objectives

- To establish the nature of bribery among the traffic in central region.
- To find out what extent bribery among traffic officers affects road safety.
- To suggest solutions to reduce bribery among the traffic police.

1.5. Research questions

- How to establish the nature of bribery among the traffic police in central region?
- What extent is bribery among the traffic police affected on road safety?
- What are the solutions to reducing bribery among the traffic police in central region?

1.6 Scope of the study

1.6.1 Geographical scope

The study was carried out in the central region but particularly focusing on the Kampala-Masaka highway. The location is one of the most deadliest highway claiming the highest accidents per year though there is a high presence of traffic officers. It stretches from Busega $00^{\circ}18'36''N32^{\circ}31'12''E$ to Masaka $00^{\circ}20'28''S31^{\circ}44'10''E$ both in the central region. This is important to the study because it is a main route for

exports and imports in neighboring countries like Rwanda and Burundi approximately 131km from Kampala to Masaka.

1.6.2 Content Scope

The study involved subject matter (literature) relating to the road safety in relation to bribery(corruption).

1.6.3 Time Scope

The study will be conducted for a period of six months and a half.

1.7 Significance Of The Study

Due to the increased rates of road accidents which have been brought about due to the selfish interests of the law implementers for a given consideration(bribe) this violating the mission of the force. Since other research brought up the issue of bribe in the traffic police and the IGP of force reacted positively by reprimanding some office This study therefore ,through its findings intends to contribute to the policy makers of the traffic regulations in tackling the issue of bribery visa vie road safety. To the motorists this study will enable them appreciate and understand the several regulations put forth as regards road safety. The study will put pedestrian on the fore front since they are the most vulnerable. The study will awaken the challenges it faces if corruption (bribery) is not addressed

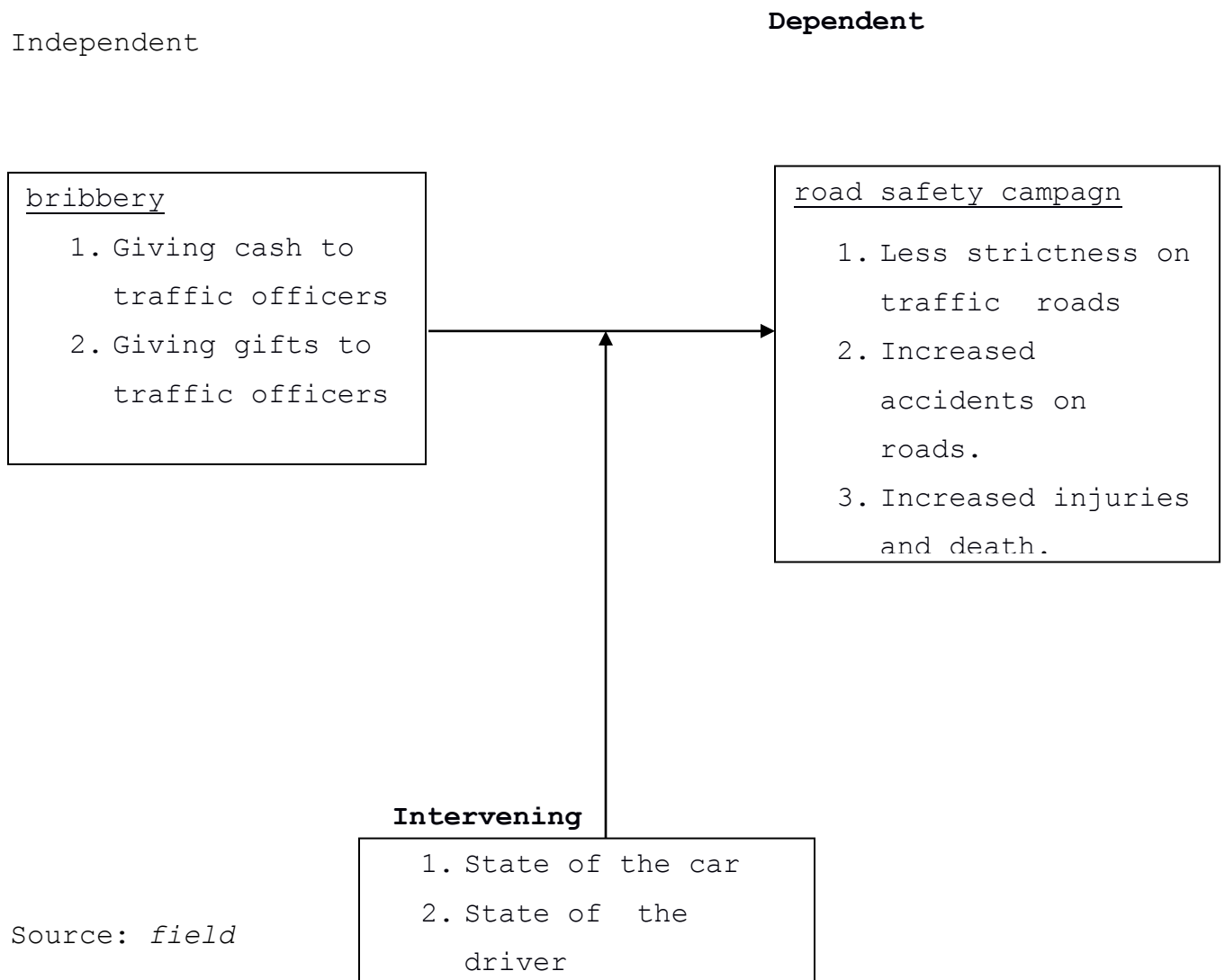
Since bribery is a two way practice ,the study hopes through its findings to draw attention of the public about the effects of this evil to them and the future generation.

1.8 Justification for the study

The study is done in partial fulfillment of the award for The bachelor's degree.

Currently Masaka-Kampala high way is one of the deadliest high ways in Uganda where several people who have died due to avoidable circumstances. This motivated the researcher to pick this topic.

1.9 conceptual framework showing relationships between Variables



According to the East African Bribery Index, a governance tool developed to measure bribery levels in the private and public sectors in the region, no service is offered in these places unless a bribe is offered. In Uganda, URA was found to be the institution with the highest aggregate index of all indicators, which means it performed worst on the bribery index. It replaces the Uganda police, which was worst in the survey last year, but moved up to the second worst position this year. Regionally, Uganda is the second worst performer on the bribery index after Burundi.

The index registers the firsthand experiences of the residents of the region with regard to service delivery and corruption. It seeks to establish the extent of bribery by seeking information on where the respondents were asked to pay bribes, if they acceded to bribery demands and the amount of bribe paid. This shows that bribery is a normal thing to the citizen thus making it difficult to address it regardless its disadvantages.

Bribery Continues to be a Factor of Citizen Interactions with Government Officials; The Afro barometer data chosen for DTM on the extent to which households had to pay a bribe, give a gift, or do a favor to government officials in respect of obtaining permits, getting water or sanitation and avoiding problems with the police show that bribery in the three areas cuts across sectors and functions equally, affecting one out four households in the country.

Definition of key terms and concepts

Bribery is The act of taking or receiving something with the intention of influencing the recipient in some way favorable to the party providing the bribe.

According to transparency international, Corruption is the abuse of entrusted power for private gain. It can be classified as grand, petty and political, depending on the amounts of money lost and the sector where it occurs.

CHAPTER TWO

LITERATURE REVIEW

Chapter two is the presentation reviewed literature and comprised of the ideas put forward by different authors in their endeavor to discuss the effects of bribery on the road safety campaigns.

What Constitutes a Bribe

Kathleen Getz (2002), intimates that bribery and corruption are closely associated phenomena. Corruption is usually defined as the misuse of public power for private benefits (Goudie and stasavagel 997; Klitgaard 1996; Rose-Ackerman 1978).Based on this definition, corrupt activities include procurement fraud, money laundering, embezzlement of public money, and abuse of insider information. However, this study will concentrate on bribery as a criminal act.

The Bribery Act 2010 defines bribery as giving or receiving a financial or other advantage in connection with the "improper performance" of a position of trust, or a function that is expected to be performed impartially or in good faith. Bribery does not have to involve cash or an actual payment exchanging hands and can take many forms such as a gift, lavish treatment during a business trip or tickets to an event.

The types of bribery

Bribery in order to secure or keep a contract, bribery to secure an order, bribery to gain any advantage over a competitor, bribery of a local, national or foreign official to secure a

contract, bribery to turn a blind eye to a health safety issue or poor performance or substitution of materials or false labour charges, bribery to falsify an inspection report or obtain a certificate among others depending on the department or field.

Maria martini (2013), Corruption in Uganda is widespread and seen as one of the greatest obstacles to the country's economic development as well as to the provision of quality public services. Corruption in the country stem from a weak separation between the public and private spheres, leading to extensive clientelistic practices and patronage, as well as wide spread political. When it comes to the transport sector, practices such as bribery compromise the road safety measures put in place.

Uganda Economic Update, (2015), corruption is exacerbated by weak law enforcement, which fuels a culture of impunity, particularly with regards to high-ranking officials involved in corruption schemes. Corruption affects a wide range of sectors and government institutions, including procurement, police and the defense, education and health sectors in different forms.

According to the National Integrity Survey conducted by the Inspectorate of Government in 2008, the most recurrent forms of corruption in the country include the payment of bribes (66% of the respondents); embezzlement of public money (15%), nepotism (5%), and favoritisms (3%).the study showed that a larger percentage of bribery in police was from the traffic department. This in the long run is an impediment to road safety campaigns.

Carl Pacini, (2012) ,defines **bribe** as a business transaction, albeit an illegal or unethical one, that has the effect of corrupting economic and governance systems as it bestows an

unfair advantage upon those paying the, bribe. One "buys" something when the bribe is paid.

A key element that distinguishes unacceptable payments is the corruption of a relationship of trust. In the public sector, a bribe is an inducement that influences a public official to perform his or her duties in a manner contrary to the course that might otherwise be adopted.

According to the lawyer's shop 2015, Bribery is a white collar crime in which money, a favor or something else of value is promised to, given to, or taken from an individual or corporation in an attempt to sway his or its views, opinions, or decisions. For example, if an electoral candidate offered bottles of liquor in exchange for votes, it would be considered a bribe, and therefore, a crime.

Transparency international 2008 Bribe Payers Survey showed three types of bribery assessed included: bribery of high-ranking politicians or political parties, bribery of low-level public officials to 'speed things up 'the use of personal or familiar relationships to win public contracts.

Forms of bribery according to the lawyers shop 2015. Bribery by/of a Public Official. Any public official who demands, receives, or accepts a bribe in exchange for orchestrating an illegal change in his duties will be fined not more than three times the value of the incentive and/or imprisoned. Bribery by/of a Witness: Conversely, anyone who offers a bribe to a public official will be fined and/or imprisoned for no more than two years. Any witness who demands, receives, or accepts a bribe in exchange for altered testimony faces a fine of three times the value of the bribe and/or up to 15 years in prison, while anyone who bribes a witness faces a fine and/or up to two years

in prison. This is according to the American federal laws. Bribery of a Foreign Official, Bribery in Sporting Contests and Bank Bribery among others.

Carl Pacini, Judyth A. Swingen and Hudson Rogers (2002), note another form of bribery is the "against-the rule benefit" which is exemplified by the award of a contract to a party who should not have won the contract (Oldenburg, 1987). The abuse of office here, usually occurring in exchange for large sums of money, involves the discretion of the public official. Bribes paid to secure this type of benefit are referred to as "kickbacks" or "Grand corruption" (Hamra, 2000; Nichols, 1999).

Road safety

According to national road safety policy 2009, road safety depends on the successful interaction of three factors namely, human, vehicle and road environment. Problems arise when the human is challenged by a difficult road environment or defective vehicles and fails to cope with the situation. What is needed is a coordinated Program me for improving road user behavior and skills, ensuring a higher standard of vehicle safety and modifying the road environment to make it less challenging and more forgiving. Experience shows that it is much easier and quicker to make the road environment safer than it is to train road users, though for sustained progress, it is necessary to intervene in all three areas. The occurrence of road crashes is an enormous problem in Tanzania and has serious public health implications. This results in a heavy call on the resources of the Health Sector, which is struggling to meet basic public health needs.

However road safety campaigns and awareness has several Issues to address Road safety has received insufficient attention at

individual, community and national levels. The reasons include lack of awareness and specific information on the scale of the problem, on the health, social and economic costs of road traffic crashes and on the interventions that can prevent crashes or reduce the harm they cause;

Safety measures which are introduced abruptly can be perceived as a restriction in personal freedom and, therefore, impair both credibility and acceptance of road safety work;

There are no entrenched consumer demands to necessitate improvements in road safety.

Effects of bribery on road safety campaign

James Weber 2004, says most economists and ethicists agree that bribery's effects are largely detrimental. The costs of bribery and the resultant corruption can be categorized as political, social, and economic. Bribery is anti-democratic. Political participation is a fundamental human right, regardless of nationality (Donaldson 1989). A public official who fails to act in the public interest because of a bribe payment has violated this right. Further corruption tends to spread, infecting whole societies with moral decay and fatalism and resulting in hopelessness and inaction.

Fisman and Svensson (2007), survey from the Ugandan Industrial Enterprise showed that, an increase in bribery payments were associated with lower annual growth rates for companies in the survey. Indeed, a 1% rise in the rate of bribery payments translated into a 3.3% drop in firms' annual rate of growth. Consequently, it would be accurate to say that bribery had a more negative impact on firm growth rates than did taxation. The

bribes are traced right from the registration, bidding, on the roads to attaining of tenders to mention but a few.

According to James Weber and Kathleen Getz (2004), reported that since bribery transactions are necessarily conducted in secret it is not possible to know with accuracy how frequently bribes are repaid or the average amount of bribes. Experts in the field believe that the scale of international bribery has not diminished, and some even believe that it has increased.

According to Fritz Heiman Chairman of the U.S. chapter of Transparency international observers and analysts believe that there has been a gradual escalation in the bribe amounts to twenty to thirty percent of the contract amount from five percent a decade or so ago.

Corruption watch 2015, say on a grand scale, money intended for maintenance of roads or service provision and the upgrading or provision of facilities is diverted for private gain. On an immediate level, unqualified drivers and non-roadworthy vehicles are granted licenses and certificates.

The traffic focus 2012 shows that the effect of corruption is not only a loss of state revenue. When corrupt officials allow motorists who speed, or who are driving vehicles that are not roadworthy, to proceed with their journey, the consequences for other road users are potentially disastrous for example the rampant accidents due to DMC vehicles that, "dangerously mechanical condition "Breakdown in public trust of the integrity of traffic officials is also likely to result in an increase in lawlessness among road users.

Studies on crime in south Africa revealed that corruption was most evident in encounters with traffic officials

,followed by the police during interactions with officials over employment opportunities . this supports the argument that corruption is a problem in the traffic departments and high lights of discretionary power of some of those officials . for example the public largely interacts with the officials on the road where the actions of corrupt officials are difficult to monitor.Manolito madrasto, Former Secretary General, International Federation Of Asian And Western Pacific Contractors Associations. (IFAWPCA) say, Roads connect food, goods, markets, people, families and lives. They connect politicians, civil servants, the police and the military, the judiciary and governments. But roads can lead from heaven to hell as ugly heads of greed and envy often seize the material opportunities for graft and corruption in the development ,maintenance and the operations of roads

The Extent of bribery among traffic police officers

Precisely to note it is difficult and impossible to obtain the extent of bribery .however through several indicators the extent of bribery can be exposed ; Carl Pacini, Judyth A. Swingen (2002), show an indication of the extent of the bribery problem is the number of bribery scandals reported by the press during the decade of the 1990s. These scandals have involved government officials in all parts of the world and at all levels of government. For example, Prime Minister Roh Tae Woo of South Korea admitted to amassing a \$650 million slush fund as a result of bribes received from numerous American and European companies.

Hudson Rogers (2002), says historically, bribery has been a particular problem in countries that have unstable economies and/or governments. High inflation and uncertainties about the future prompt people to amass private slush funds and to transfer them to bank accounts denominated in more stable currencies. In turn, the prevalence of bribery perpetuates economic and governmental instability.

According to Paterson and Chaudhuri 2007, It's important to note that bribes are not only exchange of consideration to police officers on the roads but stretches and is largely noted as a prevalent activity in the transport sector from the point of bidding.

Bribes are paid by firms to be short listed or prequalified, to win contracts ,to induce site inspectors to compromise their judgment regarding the quality and completion of civil works and to avoid cancellation of contracts for poor performance.

Bribes are typically paid on a one-off basis for a specific task or favor performed. They are often a percentage of the contract of benefit desired. The amount of the bribe is often negotiated ,sometimes causing delays in contract awards, project implementation ,or the payment of invoice.

This in the long run has an impact on the safety of road users since the work done is shoddy in nature.

This insinuates that bribery on road safety starts from the point of road construction and bribery on the roads by police is the late stage of bribery in the transport sector.

Gakwandi 1998, says in the specific context of the fight against corruption, most relevant arm of police, the criminal investigation department is, to date, not adequately equipped or trained to effectively fight crime generally and corruption in particular. The situation is aggravated by lack of effective and strict supervision by senior officers, hence the reported corruption in the force. ie the disappearance of court exhibits thus leading to justice denied at the expense of the public (tax payers, road users and the public at large). The main cause of bribery was related to the low pay i.e. income expenditure gap. The current extremely low salaries/wages paid to members of the public service can be taken as the number one contributory factor to corruption.

However, the low salaries make it impossible for the majority of the officers to meet their daily needs for example education of their children, feeding, clothing and taking care of medical needs of themselves and their families. This has for long and still is a major contributory factor to widespread corruption.

So provided this issue isn't addressed road safety campaigns will be compromised thus the cancer will continue as Owamataze intimated above.

Solutions to reducing bribery among the traffic police on road safety campaign

Police corruption is loosely identified in the literature as deviant, dishonest, improper, unethical, or criminal behavior by a police officer. The ambiguity of the policeman's role in the

dynamic and heterogeneous society further confuses the distinction between proper and improper police conduct.

According Jain 2001, it has sometimes been argued that petty corruption "grease-the-wheels" in the bureaucratic process since it can speed up processes and therefore promote economic growth. However most researchers in the area see it as more likely to be a "sand-in-the-machine", where it slows down the process and it is very often that small payments in petty corruption lead to demands for higher payment. Petty corruption has a strong negative effect on the economic development of a country.

According to outline perspective plan of Bangladesh 2010 the following drastic measure against corruption were proposed;

Anti-Corruption Movement: The Anti-Corruption Commission should function with constitutional guarantees for its powers, free of any constraint by the executive and lower judiciary. A range of effective incentives will be provided to the Commission to ensure their impartiality. Effective measures will also be taken to bring the corrupt to justice. A social revolution is necessary to curb corruption.

Accountability and Transparency: the country should aspire to an accountable and transparent governance system, with the right to information firmly established. The government should set up a high powered Right to Information Commission.

Ethics and Values: These must be inculcated in society, with educational and training institutions acting as the primary medium for their dissemination to young and future leaders.

According to Sannerstedt 2009, in his study about corruption in Kenya, during the interviews once and a while the subject about wages came up. Five of the respondent, two from the lower class and three from the upper middle class said that corruption in Kenya can be blamed on the low wages (Beth, Shaban, Peris,

Sammy, Lewis). Beth argued that people are not satisfied with what they get and they are greedy for more (Beth). Shaban also said that it is all about satisfaction, that if the police would get higher wages they would not ask for bribes (Shaban).

From the upper middle class they also talked about satisfaction and Peris argued that if a person has food on the table and is able to pay the bills, there is no need for asking for bribes. She argued that the wages are too low today and she believed one solution could be to raise them, since it is out of survival the

Police are corrupt (Peris). Lewis also said that they have expenses to take care of and they will not stop until they are paid well. He believes it is an easy way for the police to get money (Lewis). Sammy said that the police see it as an income since their wages are too low and he believed that the reason why people are so corrupt is because of the bad economy in the country (Sammy).

The respondents are discussing a very big issue about the Kenyan economy. At the same time they do not like paying bribes, they have an understanding of why for example the police are asking for bribes; they are paid to low.

However according to Jakob Svensson raising wages is not the solution to the problem. In his article "*Eight Questions about Corruption*" he argues that the correlation between raised payment and reduced corruption is ambiguous. Some cross-country studies do say it reduces corruption while some other says it does not. Svensson argues that it is only under certain conditions that bribe-taking can be reduced through higher wages, and he is pessimistic if such strategy will work in developing countries. He argues that if it will work the bribe that is being offered cannot be seen as the person's wages and if the wages are being raised it should not be a too high raise. For this to be able to be fulfilled it needs to be a well-functioning state, which is rarely in developing countries.

(Svensson 2005:32-33). Jain has also been looking at some empirical test where the result showed a negative correlation between higher wages and corruption. The researchers, who made the test, rejected the hypothesis "that higher pay leads to reduced corruption in the short run" Jain 2001:82). So, even though the respondents saw raising wages as a solution, the scholars in the area do not see this as a sustainable solution.

According to traffic focus 2012, Community involvement ,government and road safety authorities have welcomed media institutions or anyone else who wishes to help stamp out corruption and offered to cooperate and give assistance to them to fight the common enemy ; corruption .strategy to include the community in the fight against corruption include; the whistle -blowing facility ,managed independently of the road and accident fund ,namely the national traffic call center managed by the road traffic management . The purpose of the call center ,as identified in the road to safety 2001-2005 strategy as part of the arrive alive road safety campaign is to, with the assistance of commuters and road users in general ,amongst others identify Fraud, bribery and corruption in traffic management, control and law-enforcement.

CHAPTER THREE

RESEARCH METHODOLOGY

3.1 Introduction

Chapter three presents the methods through which the researcher is obtaining information (data) from the field. It presents a description of the research design the researcher used, the area of the study, the study population, sampling procedures and sample size, sampling techniques, sources of data, quality control methods, data management and processing, data analysis, ethical considerations and limitations and delimitations of the study.

3.2 Research Design

odiya (2009) notes, that the research design is an arrangement that helps in conceptualizing of variables, handling of research methods, sampling of respondents, and handling of data analysis technique. The research design adopted in this study was a case study because it places more emphasis on the full analysis of a limited number of events or conditions and their interrelations (Kothari 2004). Thus, a case study is essentially an intensive investigation of a particular unit under consideration.

In this study, the researcher predominantly used qualitative approach. Marshall and Rossman (1995) observed that qualitative research aims to get a better understanding through first-hand experience, truthful reporting, and quotation of actual conservation. This approach was used to qualify results while at the same time augmenting them with quality data.

Although the research is mainly qualitative, the researcher chooses to apply quantitative method as well for the reason of complementarily and elaboration. Talking about contemporary research in the social sciences, Hentschel (2003:75) affirms: "the desirability and usefulness to combine qualitative and quantitative methods to analyze social realities is pretty accepted in the literature today".

3.3 Area of the study

The study was conducted on Masaka road, which passes through several districts from Wakiso district to Masaka District in the central Buganda region. The researcher chooses this area because it is one of the major highways in Uganda connecting the capital city to the west of the country thus making it the busiest highway in Uganda with its commercial benefits which impacts greatly on the development of the region.

3.4 Study Population

Odiya (2009) observed that study population is the total number of potential units for observation or an entire group of people, objects, or event having at least one characteristic in common. The population study was not able to be determined due to the nature of the case study. Being a highway it's hard to determine the number of users. However, the study population included both male and female respondents road users.

3.5 Sample Size

A sample size is part of the population which the researcher deliberately selects for the purpose of the research. A sample of fifty respondents was selected. This comprised of twenty pedestrians, ten motorists (cyclists), ten drivers, five drivers and motorists association heads respectively. The respondents were either interviewed or given questionnaires, observed or in the focus group discussion.

Table: Showing the categories and numbers of the sampled audience

s/no	Category of Respondents	Number of Respondents
01	Pedestrians	20
02	Drivers	10
03	Motorists	10
04	Cyclists association	05 representatives
05	Drivers association	05 representatives
	Total	50

Source: Field data 2015

3.6 Sampling Techniques

Bloor and Wood (2006) define sampling as the selection of cases from wider populations stating that the units of a sample may be individuals, target groups and associations. The study employed simple random sampling.

3.7 sources of data

3.7.1 Primary sources

The researcher used Interviews, Questionnaire, Observation and Focus Group Discussion as research tools. The selection of these tools has been guided by the nature of the data to be collected, the time available as well as the objectives of the study.

While interviews and observation are flexible research tools, the questionnaires are mainly administered to the elite while focus group discussions to the local people who can not read or write.

3.7.2 Secondary sources

Secondary data was an assessment of the existing literature sources from scholarly works, journals, reports, and topical essays, text books, newspapers, and official and government records relating to the study. This is done in order to understand the analysis, the context and the gravity of the problem under investigation.

It also enables the researcher to discuss the gaps which exist between literature and the study itself.

Research tools.

Interviews guide

Zina (2004) writes: interview refers to a method of data collection that involves the researcher asking respondents mainly open ended questions. This involves face to face exchange of ideas with the respondents. This method is used by the researcher to collect information from some key respondents that can not directly be observed or are difficult to put down in writing. This is preferable because it helps to collect focus information. The researcher uses an interview guide while conducting interviews and this facilitates the collection of qualitative data from the respondents.

Questionnaires

The questionnaire was carefully designed instrument for collecting data in accordance with the specifications of the research questions (Amin, 2005). The researcher administered questionnaires that are semi-structured which are designed to serve as instruments that enable the researcher to get as much information as possible. The questionnaires are mainly administered to the elite. This is used so that sensitive questions are to be answered with ease by the mentioned respondents.

Observation

Marshall and Rossman define observation as "the systematic description of events, behaviors and artifacts in the social setting chosen for the study." Observation enables the researcher to describe existing situations using the five senses, providing a "written photograph" of the situation under study (Erlandson; Harris; Skipper; and Allan, 1993). The researcher observes pretty a number of events without the

respondents' knowledge and this helps to bridge the gap between what respondents say and what actually happens on the ground. It provides the basis to check for non-verbal expression of feelings, gain first-hand experience in its reality.

Focus Group Discussion guide

The study involves holding discussions with the respondents in a group in order to obtain, gain knowledge and information for the study. The researcher approaches the focus group with an open mind and discussions are guided by the objectives of the study and the study itself.

3.8 Research Procedure

The researcher obtains permission from relevant authorities i.e. introductory letter from the department of development studies, and making time appointment with the association representatives of the different towns visited during mid march, 2016 by the use of interviews, questionnaires, observation and focus group discussions. The data is collected by the researcher herself because the researcher believes in experiencing the real situation at hand and to test the feasibility of field researchers.

3.9 Quality Control Methods

To control quality, the researcher endeavors to maintain validity and reliability coefficient of at least 70%. As Kathuri and Pal (1993) confirm that coefficient of at least 0.70 are acceptable as valid and reliable in research. Therefore, the

researcher endeavors to design tools; the interview guide, the questionnaire guide, observation guide and the focus group discussion guides related to the study and link them to the research objectives in order to enable a flow of the research topic.

Validity

Polite et al (2001) define validity as the degree to which an instrument measures what it is supposed to measure. It has got three important aspects: content, criterion-referenced and construct validity (Oso and Onen). Content related validity is the extent the method of measurement includes all the major elements relevant to the concept being measured (Burns and Grove, 2001). In order for validity to be established, the instruments are designed in accordance to the research objectives. The instruments are given to two experts: my research supervisor and my academic supervisor to evaluate the relevance of each item in the instruments of the research, who then will judge, ratify and guide the researcher on how to move on.

Reliability

Reliability refers to the consistency with which an instrument measures the attribute (Polite et al, 2001). To establish reliability, the instruments are tested whether they can accurately reflect the true score of the attribute under investigation. Therefore, the interview guide, questionnaire guide, observation guide and focus group discussion guide are tested and retested in order to assess their consistence.

3.10 Data Processing

Data from the field is edited and classified in view of checking for completeness, accuracy and consistency. Editing data entails a careful scrutiny of raw data collected while classification is used as a process of arranging data in groups on the basis of the research objectives.

3.11 Data Analysis Techniques

Qualitative methods of analyzing and presenting data are employed as well as quantitative method for the purpose of statistical information. Data from the field is analyzed for accuracy and completeness basing on the research objectives. Data from open-ended interviews, questionnaires and group discussions is grouped under broad themes and converted into frequency accounts. The results of this study are presented and discussed in the form of narrative, tables are also used, SPSS (Statistical Package for Social Sciences) version 16.0 and Microsoft Excel are used to analyze data and to illustrate field data using relevant figures.

3.12 Ethical Consideration

Despite the high value of knowledge gained through research, knowledge cannot be pursued at the expense of human dignity. As Kung (1991) noted, development must flow from and lead to a world ethic that is felt at all levels of human society.

Therefore, the researcher ensures that the respondents have an informed consent on the adequate knowledge of the study. The researcher explains to the respondents the purpose of the research, the duration, any benefits and consequences such that

the respondents have the free will to choose to be part of the research.

While carrying out the study, the researcher ensures voluntary participation of the respondents. The researcher ensures that the participants are free to withdraw from participation if they want.

The researcher also makes sure that there is privacy and confidentiality in the data collected. Obtaining information entails access to specific issues which in itself is an infringement on the privacy and confidentiality of the respondents. However, the respondents have the freedom to ignore items that they do not wish to respond to.

The researcher as well is respectful and sensitive to dignity of the respondents. The researcher does not do anything that causes physical or emotional discomfort to the respondents. The researcher is careful with the word selection during the interviews and focus group discussions.

The researcher ensures objectivity such that her personal opinions do not get in the way in research but rather give both sides fair consideration.

3.13 Limitations and solutions of the study

While the research, the researcher foresaw a number of challenges which hinder the flow of the research. Inadequate literature in Joseph Kiwanuka Library Uganda Martyrs University is a challenge, but the researcher uses on line journals and Articles. Coupled with the unreliable internet connection which requires the researcher work late hours and the constant corrections which requires printing every time.

Finance resources to enable the smooth facilitation of the required trips to the field and related items for research like travels and stationery for printing is a challenge. The researcher mobilizes financial resources from family and made appointments with the respondents on same particular days but different time so as to reduce the number of trips in the field study.

The heavy rain during the time of data collection was a challenge. However, since most of the respondents are in the transport sector it is hard to spare time for the researcher. More so they are suspicious of the intention why I am carrying out this study due to intelligence reasons.

Time is a challenge in that I have to travel along masaka road for data collection at the expense of missing lectures. Some of these days the researcher works on an empty stomach.

3.14 Conclusion

Chapter three above is a presentation of the research design the researcher uses, the area of the study, the study population, sampling procedures and sample size, sampling techniques, sources of data, quality control methods, data management and processing, data analysis, ethical considerations and limitations during the study.

CHAPTER FOUR

DATA PRESENTATION, ANALYSIS AND DISCUSSION OF FINDINGS

4.1 Introduction

Chapter four presents the analysis and discussion of the findings obtained from the field that was collected through interviews and questionnaire responses carried out during the study. The results are presented in logical order as per the research objectives and finally in a comparative manner with findings of other researchers.

4.2 Demographic characteristics of respondents

This section presents the Age distribution, gender distribution, road user categories and education levels of all respondents.

4.2.1 Respondents Age.

The age distribution of respondents as indicated in the table below:

Table 1: showing the Age Distribution

Age	Frequency	Valid Percent
18-26	11	22.0
27-40	22	43.0
40 above	17	34.0
Total	50	100.0

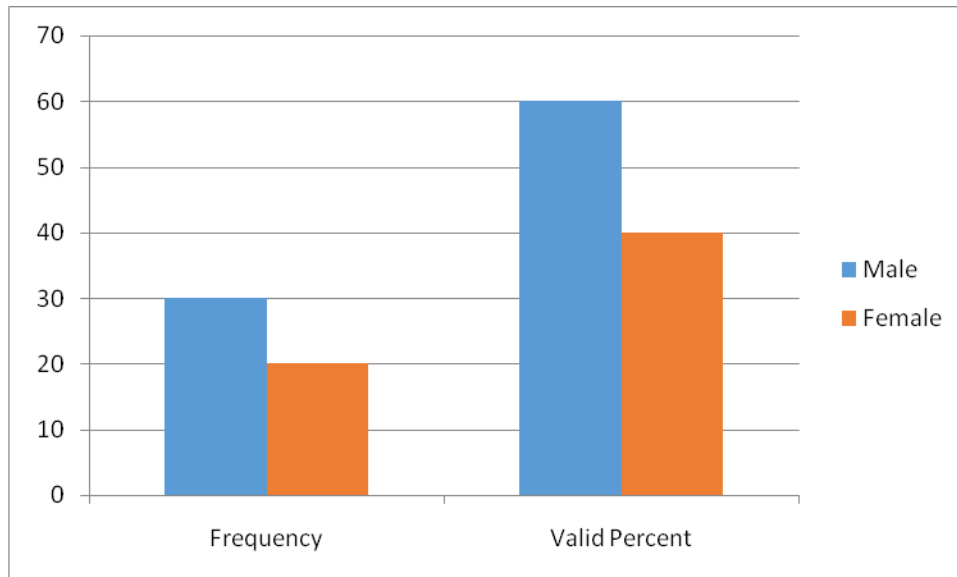
Source: *Primary data 2016*

Table 1 above shows that 22% of the respondents were aged between 18-26 years, 43% aged between 27 - 40 years and lastly 34% aged between 40 years and above. This implies that data was obtained from people that had an idea about my study. The largest number of respondents with a total percentage of 43% was registered among those between the age of 27 and 40, meaning that these were adults who could not be considered minors and could decide for themselves and in terms of gender equality; all ages were involved in the study.

4.2.2 Gender of Respondents

The status of respondent distribution by gender as shown in the figure below.

Figure 1: Gender distribution



Source: *Primary data 2016*

According to the data in the graph above, 60 percent were males and 40 percent females. This means that, more male respondents participated in the study than female respondents. Implying that despite government's efforts of empowering women through women emancipation, men still dominate the transport industry as illustrated above along the Masaka high.

Table 2: Showing respondent level of education

Education level	Frequenc y	Valid Percent
Primary Level	19	38.0
Secondary level	13	26.0
Tertiary level	13	26.0
University level	5	10.0
Total	50	100.0

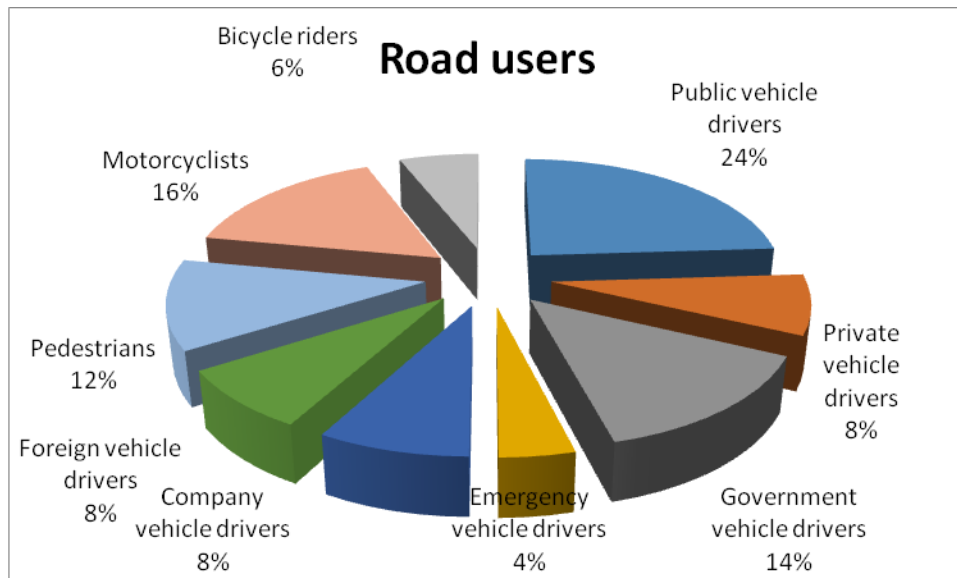
Source: *Field survey data, 2016*

Results in table 2 indicate that, 38 percent of the respondents had spent 7 years of education (primary level), 26 percent had studied for 11years (ordinary level), and others also studied for 5 years (Advanced level of education) while 26 percent had studied for 13 years in school (Tertiary level) and lastly 10 percent of the respondents had been in school for 20 years (University level). These results however indicate that literacy level of the road users is averagely high. This implies that increased level of unemployment and improved education system especially Tertiary education, offers hands on training especially through driving schools, whereby a number of more educated people today has embraced the transport business that has involved them in the road use system.

4. 2. 3 Road users category

The status of respondents with respect to road use was obtained and the findings are indicated in the figure below:

Figure 2: Road category



Source: *Primary data 2016*

According to figure 2 above, about 6% of the respondents were bicycle riders, 24% public vehicle drivers that included taxis, Costas, buses and special hire drivers. 8% were private vehicle drivers especially those who owned or had personal cars, while 14% were government vehicle drivers, 4% being Emergency vehicle drivers such as Ambulances and Breakdowns, then 8% being foreign vehicle drivers, while 12% were pedestrians and lastly 16% of motorcyclists. This suggests that the greatest number of respondents was of public vehicle drivers that included taxis, Costas, buses and special hire drivers with the highest percentage of 24. This number was found because most of the respondents had been directly or indirectly affected in the area of road safety and bribes.

4.3 The nature of bribery among the traffic in central region

The first objective of the study sought to establish the nature of bribery among the traffic in central region. Therefore, through use of questionnaires and an interview guide, respondents were asked to mention the ways in which bribes were carried out by traffic police officers along the Masaka Highway road.

Findings reveal a number of ways in which traffic officers take bribes and they exist in the following ways as noted during the field study.

Requesting for money /cash advances from reckless drivers

During an interview with a special hire vehicle driver at Busega-Nothorn bypass stage, on many occasions they have been asked to pay some money if they are got over speeding, overtaking a wrong sport or driving a DMC-dangerous Mechanical Condition vehicle. During the interview held at Kyengera stage on 27th-03-2016, one of the drivers confessed by stating that;

“One day I got a good deal of transporting mourners from Kasubi to kyotera, so I packed them in my small car, however as I was about to exit Buwama town board, a traffic officer stopped me and I stubbornly refused to stop and so instead drove past him, increasing the speed. So when the traffic officer saw me drive past, he quickly jumped on his patrol motorcycle and chased me up to the Equator where I stopped and quickly wrapped a 10,000/= note in my palm and pleaded with him pretending that I had not seen him stop me. Tactically, quickly put the note under my photocopied driving permit which he had requested for, and on noticing its existence, he just went round my vehicle saw that it was overloaded and I was over speeding warned me and he left me telling me to proceed...” march,2016

So basing on the above confession, where the officer accepted to take cash from a person who broke the law was not acceptable and

indeed this encourages recklessness and promotes road accidents. This is also in agreement with the Bribery Act 2010, which defines bribery as giving or receiving a financial or other advantage in connection with the "improper performance" of a position of trust, or a function that is expected to be performed impartially or in good faith.

Failing to arrest or detain a road traffic offender

This is another way that was revealed by taxi drivers at Kayabwe taxi stage. In another discussion with the taxi drivers at Kayabwe stage, a number of them said they had been arrested for a number of traffic offences and forgiven by traffic officers after paying something to them or promising to give them cash another route or time as they called it. It's interesting to note that one of the taxi drivers said that;

"If you want to survive traffic offence penalties, you have to be so skillful when you are dealing with traffic officers, especially the patrol police. First u need to know what they want and u need to decide so fast. Of course not all of them will accept your offer; however most of them do accept cash advances however small it is.... Babeera banooya mata ga baana olusi nabo baberawo kubanga balina obuvunanyizibwa eka... (This means that they do accept bribes simply because they have to buy milk for their children and also fulfill their family responsibilities...). "Interview 03-2016

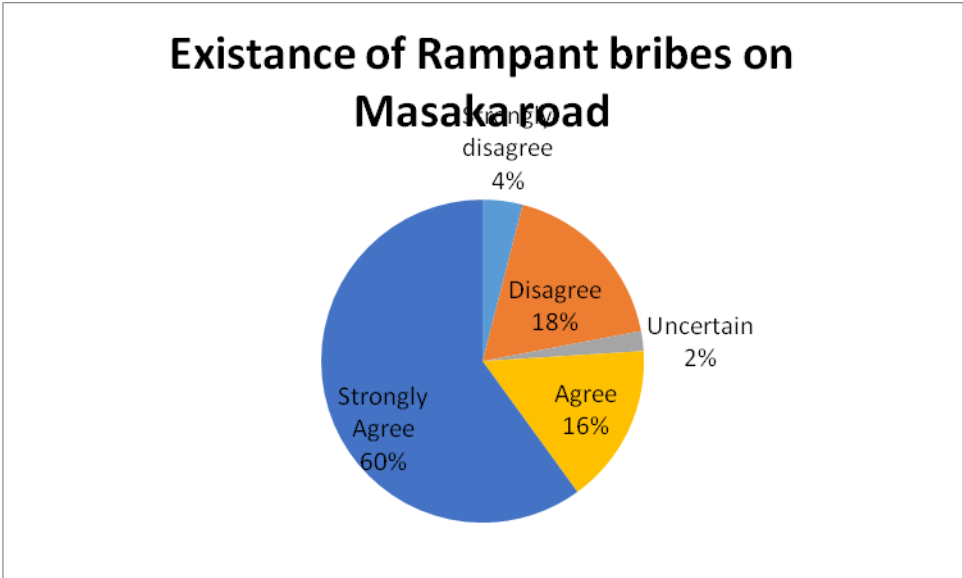
Therefore, this means that not all traffic officers along Masaka highway accept bribes but a few. This is because most of the officers are trained and they know the outcomes of taking bribes, which is in agreement with James Weber and Kathleen Getz (2004), who reported that Since bribery transactions are necessarily conducted in secret it is not possible to know with accuracy how frequently bribes are repaid or the average amount of bribes. Experts in the field believe that the scale of

international bribery has not diminished, and some even believe that it has increased.

In support of the above, when respondents were asked to state whether they agreed with the statement that there was rampant bribery on Masaka high way, their responses are illustrated below;

Does rampant bribery exist along masaka highway?

Figure3: Existence of rampant bribery Masaka road



Source: *Primary data 2016*

From the above findings, figure 3 reveals that majority of the respondents with 60% strongly agreed that indeed there was rampant bribery along masaka road, having 18% disagreed, 16% agreeing, 4% strongly disagreeing and lastly 2% is being uncertain. This strongly supports the above point of failing to arrest or detain road traffic offender.

Pressing false charges on drivers

During the interview, a number of respondents stated that many traffic officers press false charges to a driver or a vehicle simply because they are tired, stressed or who knows if their

salary has been paid. It was revealed that police officers love to be respected, however if you prove to be big headed, then you face their wrath. One of the bodaboda cyclists at Katende stated that;

"These traffic officers are also human beings and are trained to handle people like us. However if you prove to be stubborn, the power is in their hands and they can charge you any case your ride may or may not have. Sometimes it's us who call for it, whereby a police officer asks you a few questions and you answer rudely forgetting that he or she has been under the sun or rain for over 12 hours. So what do u expect from them. They will press charges of disrupting police duties, disobeying the law, idle and disorderly, driving under alcohol influence among others" *interviews: 27th-03-2016*

Turning a blind eye to a healthy safety or mechanical issue

On a number of occasions, it was revealed by many pedestrians that they have observed traffic police officers paying a blind eye or a deaf ear to a number of traffic offences. For example, there are vehicles that are under dangerous mechanic condition that are spotted on the road but are just looked at, taxi drivers over speed and also overload and by pass these officers on the road. This really disturbs the minds of some pedestrians. In support of the above, a business lady narrated her experience stating;

"On a Monday afternoon I boarded a taxi from Kyengera to Masaka, however I was told to pay 10, 000/=, we sat three per seat however as we approached Mpigi town, the conductor started adding in passengers and we sat four passengers per seat yet it was licensed to carry 3 per seat. I was sick and almost wanted to suffocate. So I requested that the conductor lets me out and I board another taxi that was less congested and then I pay for the distance travelled. However the conductor refused

deliberately and forcefully drove me to Masaka in that unfavorable condition. I was squeezed in that I developed headache and when we arrived Masaka town I got out refused to pay and headed to a police officer who stood by the road and told him my story. To my disappointment, he just laughed and told me to pay since I had arrived. I felt bad and up to now I still feel traffic officers are full of bribery." *interviews: 27th-03-2016*

Granting favors to individual vehicles that are taking good

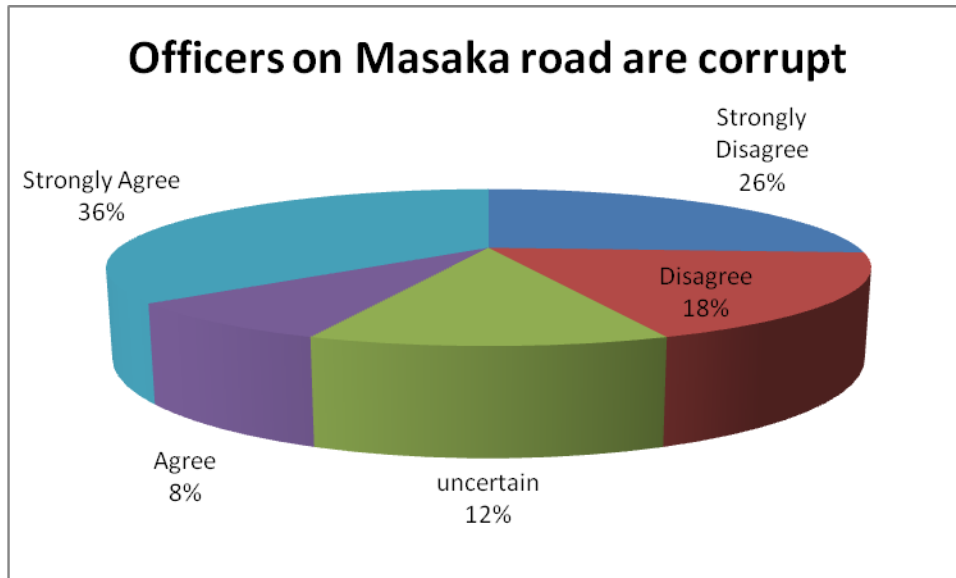
During an interview with some respondents who drove their own cars, it was revealed that some traffic officers sometimes grant favors to daily customers especially taxis, buses and company vehicles whose owners unlawfully deal with the officers and give them bribes (kitukidogo). They do not arrest them and even warn them of other traffic operations. In a deep interview with one responded, he stated that;

"Since these traffic officers are used to these individuals, they deal with them directly and you see them leaving a heavily loaded vehicle and arresting some other person with a similar offence. It looks discriminative especially to private vehicle drivers. So the only way to survive is to offer a bribe and if it's your lucky day you move on, however if it's a bad day then you will curse it, when a fellow driver who has committed the same offence has been released and you are detained" *interviews: 27th-03-2016*

In addition, this is also in line with the majority of respondents that strongly agreed that many traffic officers on Masaka road are corrupt as illustrated below;

Existence of corrupt police officers along masaka highway.

Figure 4: Officers on the road are corrupt



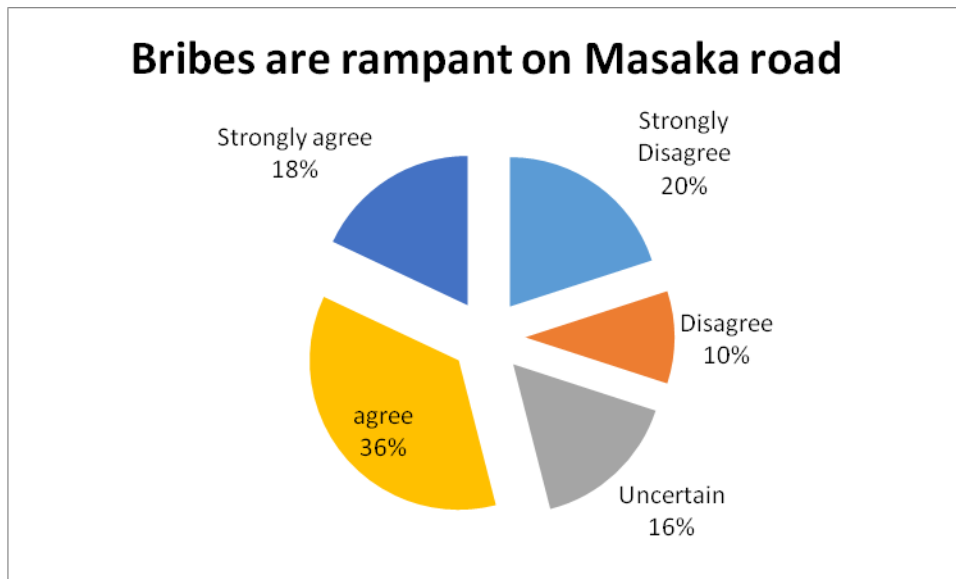
Source: *Primary data 2016*

From the above figure, when respondents were asked to state whether they agreed that along Maska road the practices of corruption by traffic officers existed, it was revealed that majority answered yes with the highest percentage of 36%, followed by those who strongly disagreed giving reasons that it's the drivers that lead the officers into corrupt practices with a percentage of 26, then those who were uncertain had 12%, with 18% being in support of those who strongly disagreed and lastly 8% agreeing. This implies that much as the officers are carrying out corrupt practices such as accepted small money for a brutal crime by a driver, it was revealed that still; it's the drivers /road users who to some extent lead them in to the act of corruption.

4.4 Extent of bribery and its effect on road safety

In a cross sectional analysis of the responses by the different categories of the respondents did not have different perceptions on the extent of bribery and its influence on road safety. When respondents were asked to state the extent of bribery among traffic officers and its effect on road safety, it was revealed that it was not easy to get or obtain the extent of bribery, however through several indicators, the extent of bribery could be exposed as detailed below;

Figure 5: The extent of Bribes along Masaka road



Source: *Primary data 2016*

During the field study, respondents were asked to reveal the degree of the effects of bribery and its extent in their area and in this area; they were questioned to state the level of agreement of whether bribes were rampant along Masaka road. Their responses are captured and illustrated in that, basing on the figure above, 36% agreed, followed by 20% who also strongly agreed, while 18% strongly disagreed, while 16% were uncertain and 10% disagreed. The biggest percentage agreed with 36%,

implying that indeed there is a lot of bribery taking place among police officers along Masaka road and needs to be stopped because it hinders development and road safety efforts.

The above findings are in agreement with Fisman and Svensson (2007), survey from the Ugandan Industrial Enterprise that showed that an increase in bribery payments were associated with lower annual growth rates for companies in the survey. Indeed, a 1% rise in the rate of bribery payments translated into a 3.3% drop in firms' annual rate of growth. Consequently, it would be accurate to say that bribery had a more negative impact on firm growth rates than did taxation. The bribes are traced right from the registration, bidding, on the roads to attaining of tenders to mention but a few.

In an interview with one traffic officer at Buwama town, he stated;

"Bribes are enforced by the road users however; it's criminal and punishable by law. I cannot rule out its existence and occurrences on this highway simply because many officers work at different checkpoints and at different times, so it's possible it exists..."*interview 29th-03-2016*

Therefore, bribery exists and is known to be a bad practice among police officers as stated above

Some drivers pay bribes to seek favors from officers

Table 3: Drivers seek favors form officers

Response	Frequency	Valid Percent
Strongly Disagree	12	24.0
Disagree	3	6.0
Uncertain	4	8.0
Agree	17	34.0
Strongly Agree	14	28.0
Total	50	100.0

Source: *Primary data 2016*

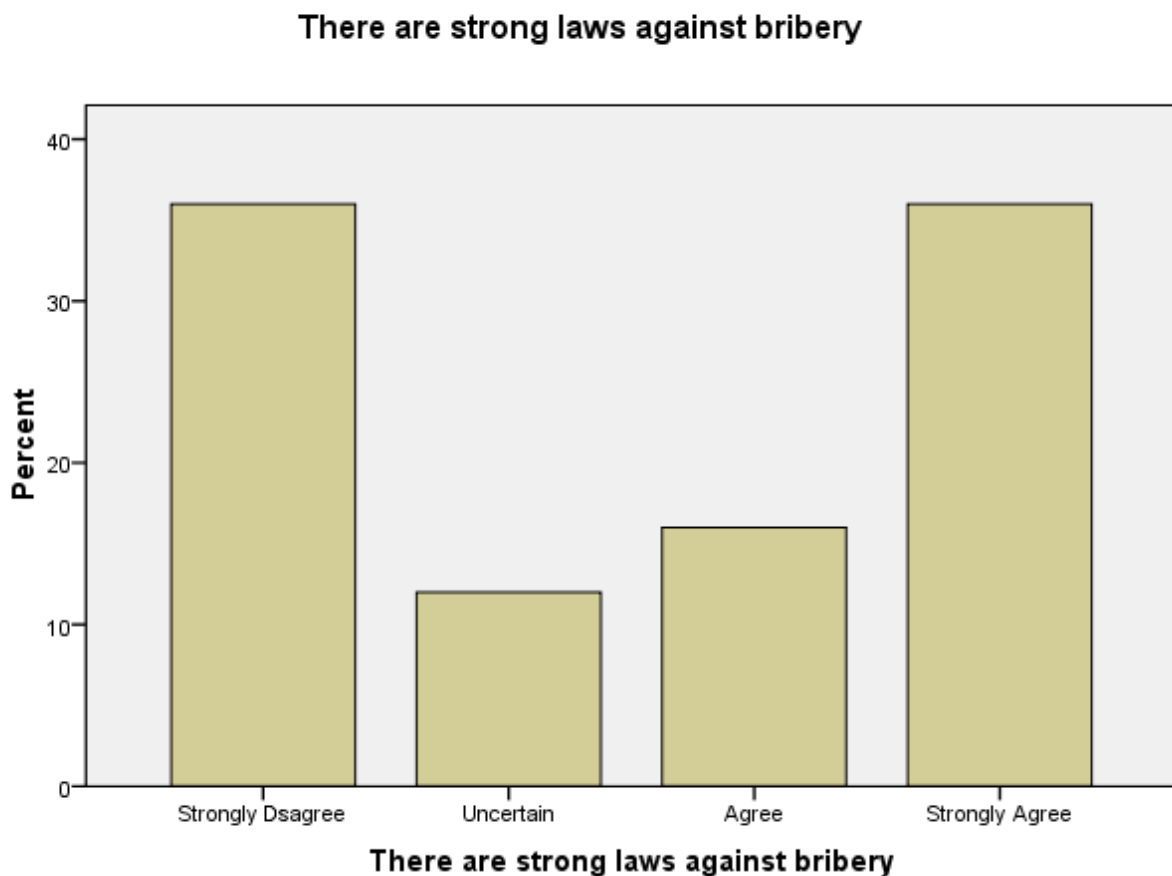
The findings above reveal that when respondents were asked whether drivers along Masaka road give bribes to traffic officers to seek favors, it was found that majority with a the highest percentage of 34% agreed, followed by those with 28% who also strongly agreed, then 24% strongly disagreed, 8% being uncertain while 6% disagreeing. The results are a clear indication that issues such as offering cash to traffic officers among other bribery practices largely exist along the Masaka highway. Therefore there is urgent need to check it especially by government.

The observations above are in line with James Weber and Kathleen Getz (2004), who reported that Since bribery transactions are necessarily conducted in secret it is not possible to know with

accuracy how frequently bribes are repaid or the average amount of bribes. Experts in the field believe that the scale of international bribery has not diminished, and some even believe that it has increased.

In addition, Fritz Heiman Chairman of the U.S. chapter of Transparency International observers and analysts believe that there has been a gradual escalation in the bribe amounts to twenty to thirty percent of the contract amount from five percent a decade or so ago.

Figure 6: Are there strong laws against bribery/corruption?



Source: *Primary data: 2016*

From the above bar graph, it's quite interesting that the findings revealed a double coincidence of the highest percentage of respondents. It shows that 36% strongly disagreed and also 36% of other respondents also strongly agreed. This implies that much as there are laws against bribery and corruption, they are not effective and efficient. It was also revealed that 16% of the respondents agreed too while 12% of the respondents were uncertain.

The above findings are in line with the Government of Uganda that has made efforts to combat corruption, focusing heavily on the establishment of a legal framework - creating laws, regulations and institutions. As early as 1970, Uganda enacted the Prevention of Corruption Act, which has now been superseded by the Anti-Corruption Act of 2009. In addition, in 1988 the IG statute established the IG's Office. The statute has since been superseded by the IG Act. However, the implementation associated with corruption prevention and detection and anti-corruption enforcement has been weak. Global Integrity, an internationally-recognized authority on public integrity and accountability, has noted that Uganda has the largest "implementation gap" of all countries covered in the Global Integrity Report. In an interview with another law enforcer, at Kayabwe police station, on whether there are traffic laws that hinder bribery and corruption; she stated that;

"The laws are in place and that's the main reason we are here to see that they are implemented..." *interviews: 29th-03-2016*

Figure 7: Bribery as an escape route from the law

Though some road users have succeeded, it's now a general routine that people now have the perception that bribery is an

escape route from the law and in proving this, respondents were asked how far this was true as illustrated below;

Some road users have a perception that bribery is an escape route from the law



Source: *Primary data 2016*

It was revealed that 44% of the respondents strongly agreed, followed by 32% who also agreed, then 16% disagreed while 8% were uncertain. The above results manifest that indeed road some users along Masaka highway have the perception that bribery is an escape route from the law. They give small money for favor and also bribe the officers and plead for mercy when in the wrong.

In support of the above findings, during an interview with another officer at Kayabwe police post, she said;

"Many road users think and believe that we are needy and so we cannot do without bribes, however I warn them that what they perceive is not true and they may not like it if they meet a serious officer like me. That perception tarnishes our name and

gives a bad picture to the general public..." *interviews: 29th-03-2016*

This is very unfortunate in that bribery has hindered road safety campaigns at some point, such as encouraging smuggling of goods, overloading, over speeding among others which shows a weakness in the legal application and law enforcement process of traffic laws along Masaka Highway.

4.5 Solutions to reduce bribery among the traffic police

In a cross-sectional analysis of the responses by the different categories of respondents that included the drivers, pedestrians, traffic officers, and motorists, all had different views on how to reduce bribery among the traffic police along Kampala Masaka highway. The responses are discussed below:

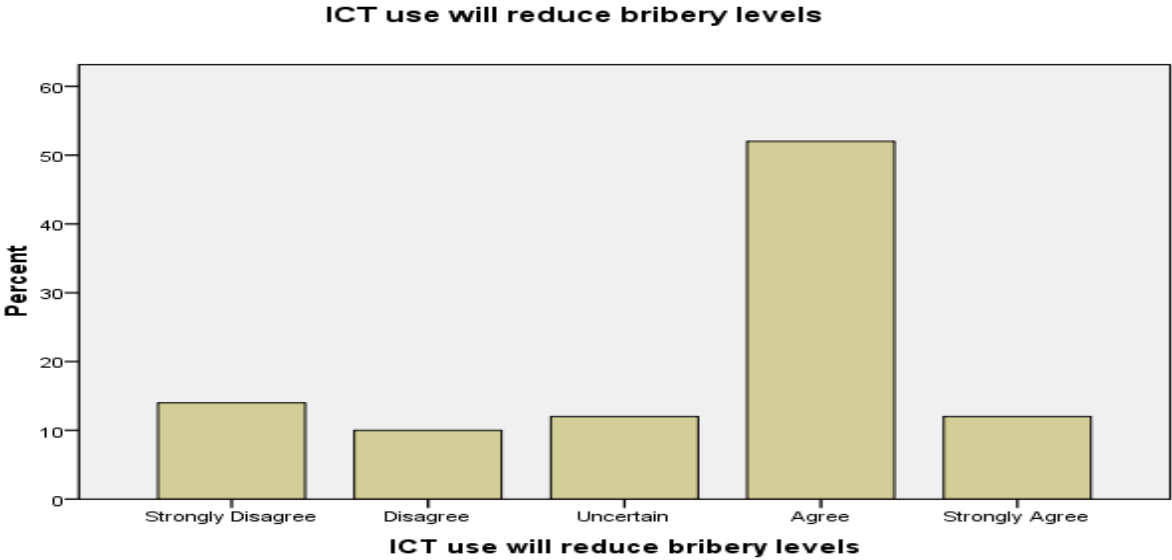
Effective use of information technology

In one of the interviews with the road users in Masaka town, on 25th-03-2016, it was stated that since government is investing in technological development especially in the road transport sector, it should provide means to curb officers automatically to reduce it. In support of this, a driver of a company vehicle stated that;

"For our company, it is not common to commit a traffic offence because our vehicles are tracked and followed online. There are also telephone numbers that are written all over the vehicle alerting people to inform our bosses in case of bad driving or any uncalled for offence. Maybe government could build on that..." *interviews: 29th-03-2016*

In addition to the above, when respondents were asked whether ICT use would help to reduce traffic offences, majority agreed as shown below;

Figure 8: ICT use can reduce bribery

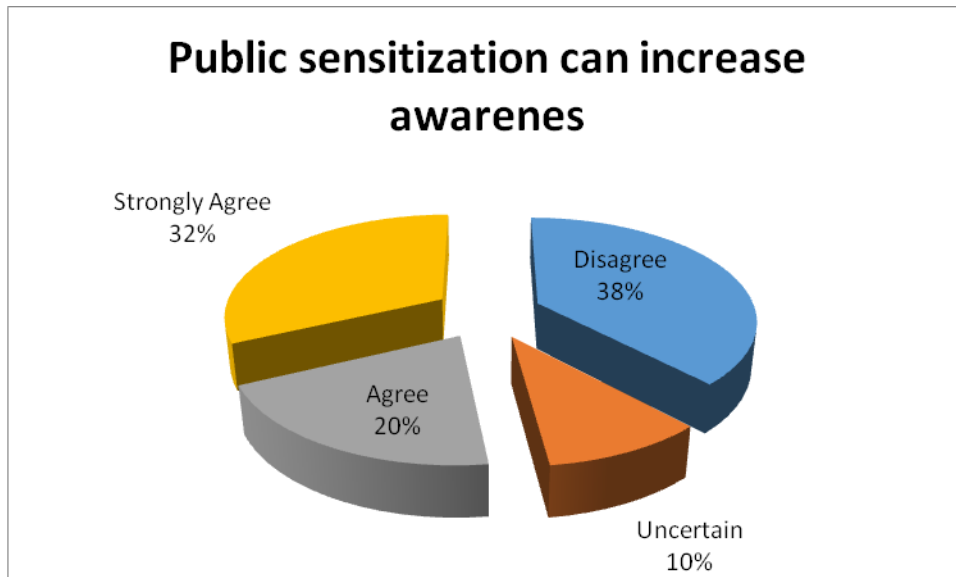


Source: *Primary data 2016*

Public Sensitization

This is another solution that was suggested by a number of road users in Lukaya town. They emphasized that through sensitization, many road users would be well informed and aware of the penalties, where to report and also seek help. Their response is presented below;

Figure 9: Public sensitization



Source: *Primary data 2016*

From the above figure, it was revealed that 32% and 20% of the respondents strongly agreed and agreed respectively that sensitization can help to reduce bribes along Masaka road and from traffic officers. However 38% of the respondents disagree while 10% of them were uncertain. This implies that to a greater extent sensitization can be considered, though other respondents instead that the public knows what to do but road users just pay a deaf ear, thus breaking traffic rules willingly.

Increase police pay

In an interview with bodaboda motorcyclists, many of them suggested that government should consider increasing the salary of traffic officers so as to build in them the spirit of nationalism and also respect their positions. Otherwise they

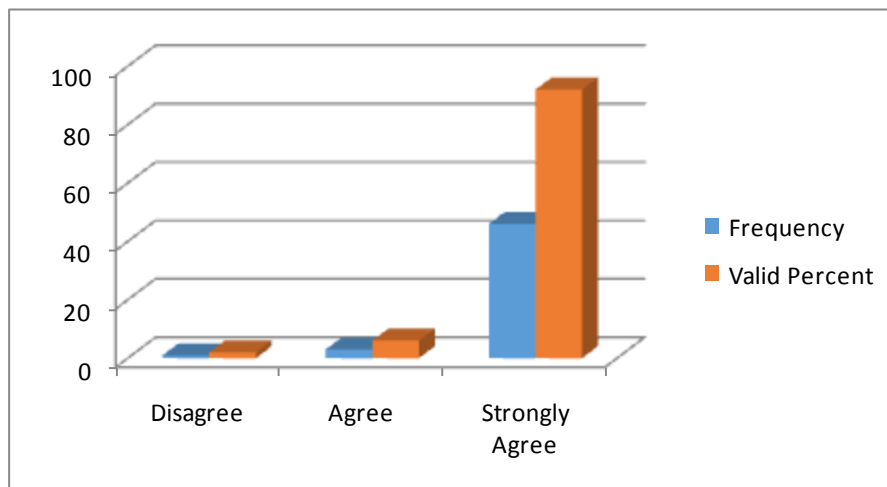
will continue to collect bribes due to the small salary and unfavorable conditions in which they work. One of the respondents, a bodaboda chairman at Centenary bank stage Kayabwe stated that;

"These officers need to be given enough salaries so that they are not easily manipulated with little amounts just like the police staff abroad. This will help in reducing instances of bribery among traffic police officers..." interviews: 29th-03-2016

Regular reshuffle of traffic police officers

When respondents were asked to state whether they agree with the idea of making regular reshuffles of traffic police officers along Masaka highway road to reduce bribes and their responses are captured below;

Figure 10: Regular Reshuffle of officers could enable reduction of bribery



Source: *Primary data 2016*

According to the results from the figure above, almost all the respondents strongly agreed that this could be the most effective method of reducing bribery tendencies among traffic

police officers. In emphasis to the above finding, a truck driver from Nabusanke stated that:

"The only way the acts of bribery can be curbed along Masaka highway is by always changing the traffic police officers on the different police checks so as to avoid tendencies of road users getting used to an officer and try to manipulate him." interviews: 29th-03-2016.

4.6 Conclusion

In conclusion, respondents from interviews and questionnaires adequately answered the three research questions that wanted to understand the effects of bribery among the traffic police on road safety campaigns in Uganda's central region.

CHAPTER FIVE

SUMMARY, CONCLUSIONS AND RECOMMENDATIONS

5.1. Introduction

Chapter 5 presents the summary; conclusions and recommendations of the study and the suggestions for further research are also shown.

5.2 summary

Based on the research objectives and the research questions, the study has made the following conclusions:

The study concluded that indeed bribery among the traffic police affected road safety campaigns in central region especially among traffic police along Kampala Masaka high way. This is greatly emphasized by the latest East African Bribery Index (2011), whereby the Uganda Police Force is the most bribery-prone institution in the five East African Community partner states (Burundi, Kenya, Rwanda, Tanzania and Uganda). Bribery was demanded or "suggested" from about 75% of the people seeking service from the police. This has left the public at their own will in most cases resorting to mob justice since trust has been lost in the authorities mandated.

The study was also composed of a sample of 50 respondents composing mainly of two major categories including of males and females. The findings of this research were based on three specific objectives including; establishing the nature of bribery among the traffic in central region, finding out what extent bribery among traffic officers affects road safety and

lastly suggesting solutions to reduce bribery among the traffic police.

According to the first objective, this has also been evident in the findings above, where many positive effects are noticeable through vast indicators of increasing bribery among the traffic in central region of Uganda especially along the Masaka Kampala highway. Some of which include: Requesting for money /cash advances from reckless drivers, failing to arrest or detain a road traffic offender, turning a blind eye to a healthy safety or mechanical issue, and Granting favors to individual vehicles that are taking illegal goods. So it can be affirmed that bribery among traffic officers has a direct relationship with road safety campaigns. This conclusion, thus, is an affirmation of the study question of establishing the nature of bribery among the traffic police in central region especially along the Masaka high way.

Looking at the second objective, it was also established in the findings above, where many positive effects are noticeable through vast indicators of to what extent bribery among the traffic police affected road safety along the Masaka Kampala highway some of which include: Bribes being rampant along the Masaka high way, drivers paying small bribes to seek favors from traffic police officers, having strong traffic laws that are not effectively implemented and lastly road users using bribery as an escape route from the law. So it can also be affirmed that bribery among traffic officers has a direct relationship with road safety campaigns. This conclusion, thus, is an affirmation of the study question of establishing the extent of bribery among traffic police along Masaka highway.

Lastly, about the third objective of suggesting solutions to reduce bribery among the traffic police along Masaka high way, it was identified that through effective use of information technology, ICT use to reduce bribery, Public Sensitization, Increase of police pay, and lastly Regular reshuffle of traffic police officers can help reduce bribery tendencies along the highway.

5.3 Conclusion

In regard to the above findings, it can be concluded that bribery among traffic police officers is visible in terms of offering small amounts of cash, paying a blind eye and forgiving road offenders just because they have paid something for a favor (KituKidogo) among others as stated above. Theses have encouraged many road users undermine the road safety campaign objectives. However, this can be eliminated by increasing the salary of traffic officers, constantly shifting the officers, using ICT to track corrupt officers, public sensitization among others to reduce bribery tendencies among the Masaka highway.

5.4 Recommendation

In reference to the discussions and conclusions, the following recommendations should be implemented.

Politically, the central government emphasizes that there is need for the experienced politicians to train the upcoming and interested young men and women to ensure that encourage and decamping corruption tendencies in their specific areas that they represent specifically in the area of bribery of traffic officers.

Government should carry out vigorous sensitization on the issue of bribery of traffic officers so as to increase public awareness on the road laws specifically the road users along Masaka road.

Community leaders should help all road users in their communities to encourage them in many of their endeavors especially prevention of bribery.

To all road users, they should be courageous and stand out to participate in all the available patriotic activities of government especially in the area of preventing corruption tendencies.

5.5 Areas of further Research

The following areas are suggested for subsequent research:

Access the salary payment of traffic officers

- The impact of traffic laws on bribery in Uganda
- Exploring government policies that are fighting bribery among traffic officers
- Why bribery /corruption are on the rise in Uganda especially among police officers.
- Exploring education as a determinant for preventing bribery tendencies among traffic officers in Uganda.
- The attitude and perception of traffic officers towards bribery prevention campaigns.

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APPENDICES

APPENDIX A: QUESTIONNAIRE

Dear respondent,

This questionnaire is seeking information concerning the topic of "assessing the effects of bribery on the road safety campaigns in Uganda's central region" this study is intended for academic purpose only and shall be accorded at most confidentiality.

Therefore, by answering this questionnaire, you will have greatly contributed to my academic endeavors. Thank you.

SECTION A: BIO DATA (Please tick where appropriate)

Names

1. In which age group do you belong?

- 1. Below 18
- 2. 18-26
- 3. 27-40
- 4. Above 40

2. Gender

- 1. Male
- 2. Female

3. Category of road user

- 1. Public vehicle drivers
- 2. Private vehicle drivers
- 3. Government vehicle drivers
- 4. Emergency vehicle drivers
- 5. Company vehicle drivers
- 6. Foreign vehicle drivers

- 7. Pedestrians
- 8. Motorcyclists
- 9. Bicycle riders

5. Education Level

- 1. primary level
- 2. Secondary level
- 3. Tertiary institution level
- 4. University level

SECTION B: BRIBERY AND ROAD SAFETY

Please respond to the following statements by indicating the extent to which you agree or disagree as per the given choices.

	NATURE OF BRIBBERY	Strongly	Agree	Uncert	Disagr	Strongly
6	Bribery is rampant among the of officers on MASAKA road					
7	There is a lot of exchange of money to be granted favors from officers					
8	Traffic officers on MASAKA road are corrupt.					
9	Bribery in the traffic department on MASAKA road is a normal trend.					
10	Bribery of officers is usually of small amounts.					

	5	4	3	2	1
EXETENT OF BRIBBERY AMONG TRAFFIC OFFICERS & ITS EFFECT ON ROAD SAFETY					
11.BRIBES ARE RAMPANT AMONG TRAFFIC POLICE CHECKS					
12.SOME DRIVERS PAY BRIBES/FAVORS TO OFFICERS TO GIVE THEM UNFAIR ADVANTANGE OVER OTHERS I.E OVERLOADING					
13. THERE ARE STRONG LAWS AGAINST BRIBERY AND CORRUPTION.					
14. SOME ROAD USERS HAVE A PERCEPTION THAT BRIBBING IS AN ESCAPE ROUTE FROM THE LAW.					
15.BRIBBERY HAS HINDERED ROAD SAFETY CAMPAIGNS					
16. BRIBERY IS PARTLY RESPONSIBLEFOR THE HIGH RATESOF ACCIDENTS ON MASAKA ROAD.					

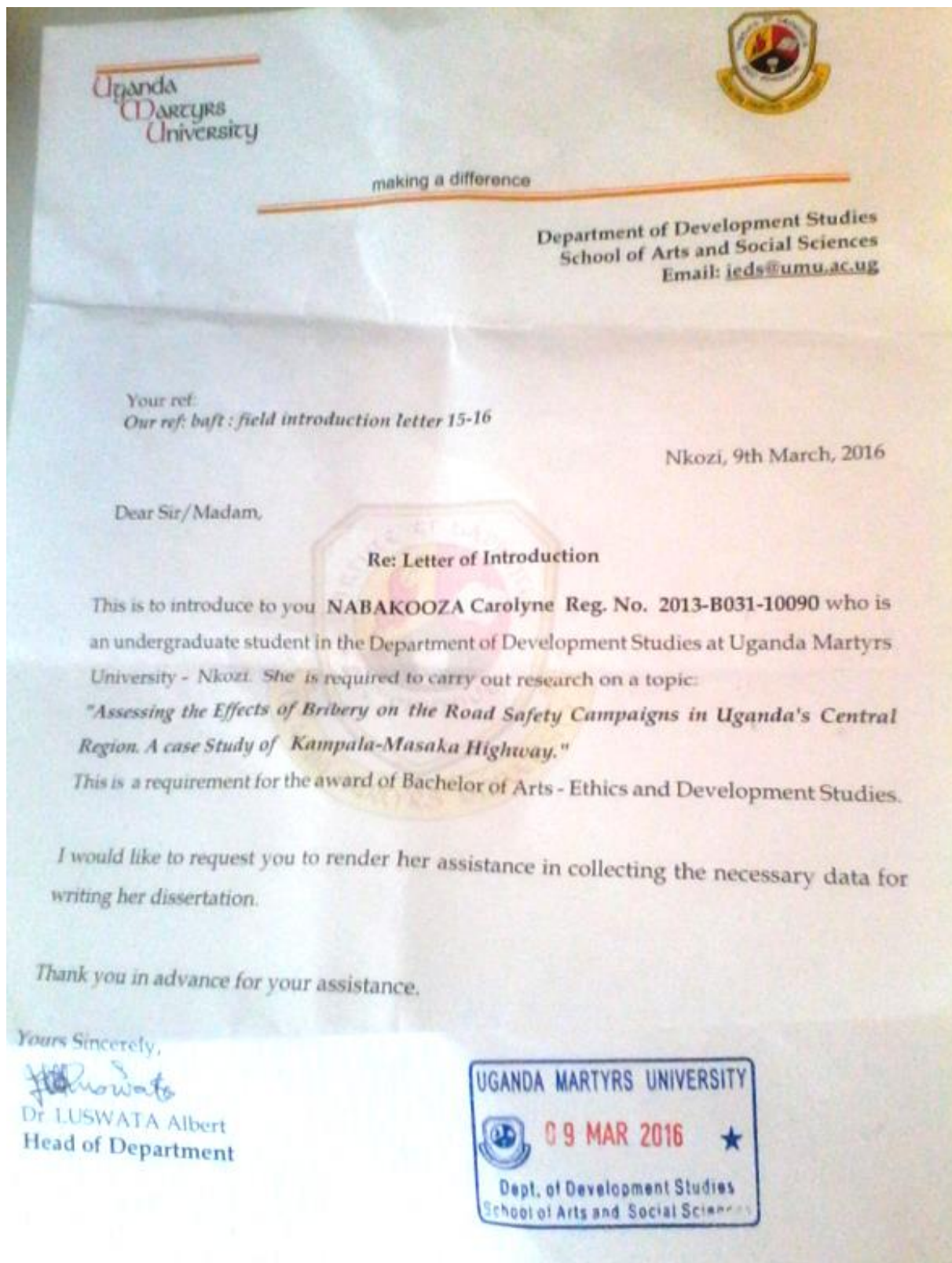
	4	3	2	1
SOLUTIONS TO REDUCE BRIBBERY AMONG THE TRAFFIC POLICE				
17.WITH THE USE OF Ict TO MONITOR ACTIVITIES BRIBERY LEVELS WILL REDUCE				
18.PUBLIC SENSITIZATION COULD ENABLE CITIZENS KNOW THE DANGERS OF BRIBERY				
19.HEAVY PUNISHMENTS FOR CORRUPT OFFICERS COULD REDUCE BRIBERY				
20.REGULAR RESHUFFLE OF OFFICERS COULD ENABLE REDUCTION OF BRIBERY				
21.EDUCATION OF ROAD USERS OF THE TRAFFIC REGULATIONS AND RIGHTS.				

APPENDIX B: AN INTERVIEW GUIDE FOR KEY INFORMANTS

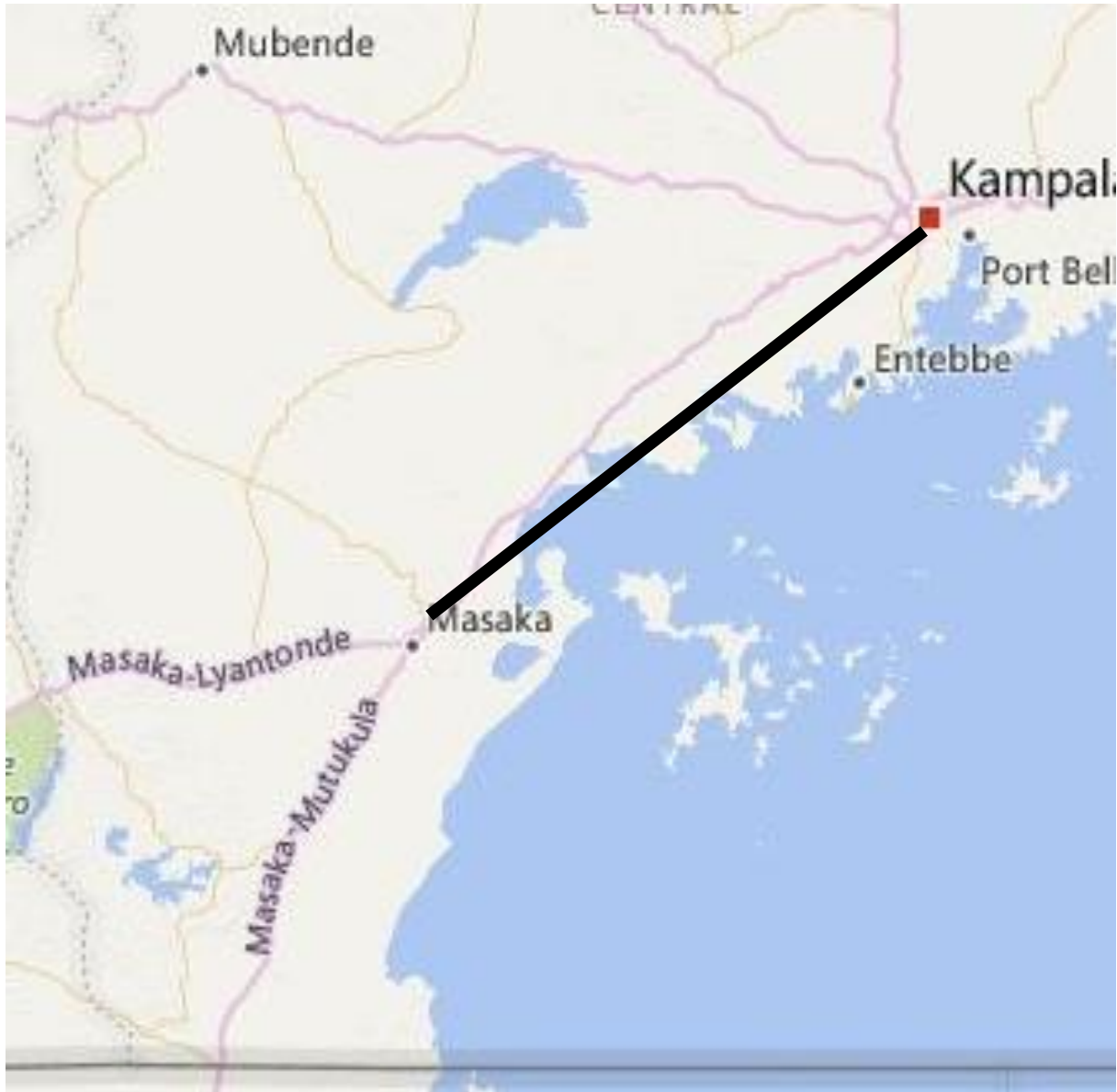
(Drivers, pedestrians and traffic personnel)

- What forms of bribery have you witnessed on masaka road?
- In your view what are the effects of bribery on the roads especially masaka road.
- Are the traffic officers doing their road safety? If no what is the problem?
- How would you implement the laws regarding road safety on masaka road?
- How would you address bribery on masaka road in order for the above polices to work.
- In your view has there been any initiative (effort) to teach road users of the regulations.
- In your view do road users know the traffic rules?
- What would you do to reduce bribery on masaka road?

APPENDIX C: INTRODUCTORY LETTER



APPENDIX E: A MAP SHOWING MY CASE STUDY OF KAMPALA MASAKA
HIGHWAY



KEY

———— Kampala - Masaka highway