

The Role Played By Transport in the Development of Tourism in Kayonza Subcounty, Kanungu District

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Abstract: *The study was about the role of transport to the development of tourism in Kayonza Subcounty in Kanungu district and was guided by the following objectives: to understand the structure of transport and tourism sectors in Uganda, to determine the role of transport in tourism and to identify challenges facing by transport companies in servicing tourism. The study used a population of 100 individuals who comprised of Transport companies, Tour operators, tourism officials and the community members and a sample of 80 respondents. The research design that was used is a descriptive analytical study that consisted of both Qualitative and quantitative approaches. Generally, this research explored primary and secondary data about the role of transport in tourism in Uganda with specific objectives of identifying nature, types and size of transport in Rwanda, to determine percentage share of transport in tourism, to identify challenges facing by transport companies in servicing tourism and to offer solutions to meet the challenges of transport in Uganda. Respondents were required to explain the structure of transport in Uganda. Concerning to identify nature, types and size of transport in use by the respondent companies, the results from respondents revealed that the majority of respondents are those one doing road transport where in 92.5% of respondents are doing land transport-based activities while the remaining 7.5% are doing air transport. These results imply that in Uganda their transport modes are mainly based on land transport, normally this is significantly as there is only one main airport in Uganda while road reach in every administrative sector of Uganda. Normally, tourists used to use land transport, this will lead the tourists to visit a smaller number of numbers of destination as land transport requires enough time to reach the destinations. Challenges facing by transport companies in servicing tourism. They include; Seasonality or unpredictable variations in car demand with 10% of the total respondents, Lack of adequate transport infrastructure like roads and bridge with 37.5% of the total respondents, Land sliding with 23.3% of the total respondents, Bad service due to unexpected increase in customers with 15% of the total respondents, Loss due to unexpected decrease in customers with 12.5% of the total respondents, Availability of competent human resource with 6.7% of the total respondents, Maintenance of vehicles with 10% of the total respondents. The results above revealed that the main challenge faced by transport companies that currently servicing the tourism. The results reveal the solutions for the respondents to meet transport challenges in tourism. Majority of respondents (50%) opined modern roads as a solution to transport challenges in tourism services followed by another 12.5% of them expressing repairs and maintenance of existing roads, creation of public transport facility at tourism destinations, hiring of quality human resource for 10% while 12.5% of respondents expressed a strong transport policy and another 6.25% of them indicated specialization in transport service as solutions to those challenges. This implies that the potential solutions to meet transport challenges are availability of modern roads followed by repairing and maintenance of existing roads. Normally, modern roads facilitate in promoting tourism by avoiding traffic jams, which will help transport operators to provide good service to tourists by saving time. Adequate maintenance of existing roads will be very helpful for smooth tourist mobility. It shall attract more tourists by enjoying smart roads and less fatigue as roads are maintained.*

Keywords: Role, Transport, Development, Tourism, Kayonza Subcounty, Kanungu District

SECTION ONE: INTRODUCTION

Background of the study

The general population have been utilizing transportation with a specific end goal to head out starting with one place then onto the next since old circumstances. Around then straightforward transportation shapes existed. In any case, in the nineteenth century the steam control motors, and recently diesel-controlled motors were developed, as the self-evident truth the innovations changed the transportation idea. The speed ended up a standout amongst the most essential factors in transportation. In 1841, Thomas Cook understood the principal sorted out movement utilizing train with steam control motor. From that time transportation ended up indistinguishable piece of tourism. Transportation in its straightforward importance is to convey travelers starting with one point then onto the next. At the point when transportation is considered from tourism outline, it basically alludes to conveying visitors from their place of living to where the touristic items are acquainted with them (Eden, 2005). Transport and travel can be talked

about without contemplating tourism, yet tourism can't flourish without movement. Transportation is a vital piece of the tourism business. It is to a great extent because of the change of transportation that tourism has extended. The coming of flight has contracted the world, and the engine vehicle has made travel to anyplace conceivable (Westlake J. furthermore, D. Robbins, 2005).

Transportation modes and administration as the "vital elements of the worldwide tourism framework," recognizing that linkage via air, ocean and land modes is fundamental for the activities and also the accessibility of help administrations, for example, fuel stations, auto repair, motels and rest offices for arrive travel. Transportation in tourism is frequently observed as simply part of the tourism framework which is accountable for conveying the vacationers to the goals, a method for getting around the place and abandoning it once the length of the excursion is finished. Transportation arrangement of a vacationer goal affects the tourism encounter which illuminates the courses on how individuals move without left aside the purpose for of voyaging and transport mode in various goals. The change in transportation modes in addition to low passages has expanded the openness of zones once thought to be out of the way.

Gets to traveler destinations differ as per the idea of the site, the condition of framework, and the proficiency of people in general transport framework (Rufat M, 2012). The travel and tourism experience of tourists and the ideas about tourism products start and end with transportation. That is why it is impossible to consider tourism without transportation. The development of transportation, transportation vehicles, infrastructure and using new technologies in this sector speed up the development of tourism. According to United Nations Economic Commission for Africa (2016), Rwanda's international inbound tourism arrivals have been increasing steadily from 908,009 in 2011 to 1,219,529 in 2014. Most visitors arrive and depart by road. For instance, in 2014 almost 90% of arrivals used land transport. This in turn brought the GDP to increase. This trend can be explained with different factors. But the main important factor here is the rapid development of transportation sector and application of technological innovations which enable the tourists to reach many destinations of the world (United Nations Economic Commission for Africa, 2016).

Statement of the Problem

Typically, transport is very important to tourism activities, as it links people with tourism features. There is most likely that tourism extends increasingly when there are better transportation frameworks. In numerous pieces of the world tourism had been failing to meet expectations contrasted with the common legacy the nation is supplied with. Something uncovered as the explanation behind under execution is poor transportation frameworks (Rufat M, 2012). Transportation requirements for tourism advancement and tourism improvement among others, to be support of the current streets, development of more streets/rail track/ocean and air transportation, and development of nearby airplane terminals and upgrade of neighborhood flight tasks. Inside the travel transportation framework, additionally fitting to separate transport as a necessary chore and transport which is essential to the tourism encounter. The dialog about transport as the facilitator of tourism has, furthestmost part, dominated research into transport as tourism, a point of view which proposes that vehicle can be an integrative piece of the tourism offering instead of basically giving access to the experience. In perceive to the previous detail, Transport is done as process of moving activity from place to locale however in this manner it additionally shows a fascination in its own right, either by method for unmistakable element of its place, and history. (Cooper, 2012). There are some of impediments which make evaluations amongst transport system and tourism ventures unfeasible. In reality, a couple of conveyance administrators would contend that they do now not earnestly pass on vacationers however just a comparative association they mark voyagers.

General objective

The general objective of this study is to assess the role of transport in tourism in Uganda a case study of Bwindi Impenetrable National Park.

Specific objective of the study

The specific objectives of the study include:

1. To understand the structure of transport and tourism sectors in Uganda
2. To determine the role of transport in tourism.
3. To identify challenges facing by transport companies in servicing tourism

SECTION TWO: RESEARCH METHODOLOGY

Research Design

The research design that was used is a descriptive analytical study because it describes the transport scenario in tourism an analyses transport's role in tourism and the challenges thereof. The researcher used quantitative and qualitative approaches to conduct the

study because some of the findings were non-numerical, that is to say; respondent's opinion and view about the variables. In addition, the researcher used descriptive and analytical methods. These methods enabled the researcher to process and analyze the findings in cross-variables under study.

Study Population

The study population consisted of 100 individuals who comprised of Transport companies, Tour operators, tourism officials and the community members.

Sampling Size

The researcher used a sample of 80 respondents out of the study population. The distribution of the sample was shown in the table below;

$$\text{Sample size } S = \frac{N}{1+N(e)^2}$$

Where;

N = target population

e = margin of error = 0.05

l is a constant

Therefore,

$$S = \frac{100}{1+100(0.05)^2}$$

$$S = \frac{100}{1+100(0.0025)}$$

$$S = \frac{100}{1+0.25}$$

$$S = 80$$

Table 1: Distribution of Sample Size

Categories	Study population	Sample size	Sampling strategies
Community members (Residents)	35	32	Simple random sampling
Tour Guides	40	30	Simple random sampling
Tour Operators	10	08	Simple random sampling
Tourism Staff	15	10	Purposive sampling
Total	100	80	

Source: Primary Data, 2021

Sampling Strategies

The study used both purposive and simple random sampling.

Simple random sampling

Simple random sampling was used to select customers. This strategy was chosen because it gave chance to all respondents to participate in the study. Simple random sampling was used to select 70 residents to take part in the study.

Purposive Sampling

The study used purposive sampling where by 10 staff were selected to take part in the study. This helped to ensure interviewing of people with relevant information about the study.

Data Collection Methods

The methods for data collection included questionnaire, interviews and documentary review.

Questionnaire Method

The researcher used this method to collect data from residents because it was convenient as respondents would fill questionnaires during their free time and had a chance to consult for views and information about the research problem. This consisted of a number of questions printed or typed in definite order on a form or set of forms. They were designed to bring out silent aspects of the research. This method was used because it is reliable, simple and needed minimum cost and the required data was collected with a minimum number of errors.

Interview Method

The researcher used interviews during data collection from staff. The aim of using interview method was to explore the respondents' views, feelings, perceptions and experiences about the study. The interviewing method helped in collecting data directly through face-to-face interactions from respondents who were considered to provide more in-depth data.

Documentary Review

Documentary sources contained data that was collected and compiled for other purposes. The secondary sources consist of readily available information and report whose data was used by researchers for their studies. This method was used to collect secondary data by studying the available documents within the financial institutions, such as reviewing records for more information.

Data Collection Instruments

A number of instruments were used during collection of data. Both primary and secondary data was collected.

Questionnaire

Questionnaires were used to collect primary data as questions were designed to collect data from the study respondents. This helped to gather quantitative and qualitative information regarding the variables under study. A questionnaire was used because it increases the degree of reliability due to the many items in it and it enhances the chances of getting valid data (Amin, 2005). The questionnaire was designed in Likert format (ranging from strongly agree to strongly disagree). Questionnaires were also preferred because they were convenient as respondents filled them during their free time and had a chance to consult for views and information about the research problem.

Interview Guide

The interview guide is a research instrument that contains a list of questions you ask your participants during the interview in order to obtain firsthand information about a phenomenon. The interview guide was used to collect data during interviews. The reason for using this guide was to collect firsthand information that will not directly be got using a questionnaire.

Documentary Review Checklist

Documentary review checklist was used for purposes of reviewing data from documents. Data was obtained through the use of published and unpublished documents. Various publications, magazines, financial statements, newspapers, reports, journals, internet, historical documents and others sources of published information was reviewed by the researcher.

Data Collection Procedure

The researcher acquired an introductory letter from the Head of department that permitted him to go to the field to collect data. After obtaining an introductory letter, the researcher visited the sub county authorities to understand their time tables and thereafter make arrangements of the day for collecting data. The researcher had to seek consent from respondents and the purpose of the study and was fully explained to them. Questionnaires were self-administered to the respondents and interviews were conducted by the researcher herself with the respondents in a period of two weeks. After data collection, a report was compiled and presented to the supervisor and later on submitted to the University authorities after being approved by the supervisor.

Data Analysis

Data analysis involved editing, coding, classifying and tabulating the collected data. The researcher employed both qualitative and quantitative data analysis techniques. Qualitative data, particularly responses from interviews were analyzed following the content analysis. The analysis of the quantitative data was done using descriptive statistics that is frequencies and percentages. Descriptive statistics such as frequencies and percentages were used to show the weight of the responses. Data was recorded manually, editing, coding and tabulation was done, tables were drawn using Microsoft excel program of a computer.

SECTION THREE**DATA PRESENTATION, ANALYSIS AND DISCUSSION OF FINDINGS****Response Rate**

During the study, the number of the sampled respondents who participated in the study was computed to establish their adequacy for the generation of the required study data. The response rate of each category of the study respondents is presented in table below.

Table 1: Response Rate

Categories	Study population	Sample size	Response rate	% Response rate
Residents	35	32	32	100%
Tour guides	40	30	30	100%
Tour operators	10	08	08	100%
Tourism Staff	15	10	10	100%
Total	100	80	80	100%

Source: Primary Data, 2021

As presented in the table, the sample size of 80 was selected from the four categories of respondents. Out of the 80 selected respondents, 80 respondents actually participated in the study (100%).

Structure of transport in Uganda

Uganda is land locked country; road is the most predominant transport mode. The main roads were repaired, the project of fielder road is developing, it is easily to get motorcycle for everywhere you are in Kayonza Subcounty. Water transport companies in different rivers and lakes are developed. Finally, air transport was developed where many routes were added especially in western Africa and other. Uganda is still in project and its budget calculated.

4.2.2 Types of transport facilities in Uganda**Table 2: Types of transport facilities in Uganda**

Means of transport	No of the respondents	Percentage
Road	74	92.5
Water	00	00
Air	06	7.5
Total	80	100

Source: (Primary data, 2021).

Respondents were required to explain the structure of transport in Uganda. Concerning to identify nature, types and size of transport in use by the respondent companies, the results from respondents revealed that the majority of respondents are those one doing road transport where in 92.5% of respondents are doing land transport-based activities while the remaining 7.5% are doing air transport. These results imply that in Uganda their transport modes are mainly based on land transport, normally this is significantly as there is only one main airport in Uganda while road reach in every administrative sector of Uganda. Normally, tourists used to use land transport, this will lead the tourists to visit a smaller number of numbers of destination as land transport requires enough time to reach the destinations.

The ways that tours and transport companies offering cars.**Table 3: The ways that tours and transport companies offering cars**

Ways the cars are offered	No of the respondents	Percentage
self-drive	20	25

with driver	25	31.25
With fuel	10	12.5
Without fuel	25	31.25
Total	80	100

Source: (Primary data, 2021).

The results exhibited in table 4. 18 reveal that 25% of the total respondents are offering cars without drive while 31.25% of them are offering cars with drive. In other hand 12.5% of them are providing car with fuel and the remaining 31.25% of the total respondents providing car without fuel. The results above revealed that cars that are offered depending on the need of the customer, when car is with fuel and the driver, the cost are high. Basically, there is choice to driver depending on his own preferences; this will promote tourism by increasing customer satisfaction

Challenges facing by respondent tourism and travel companies in servicing tourism

Respondents expressed their concerns about the challenges that their transport companies facing in servicing tourism. The results are presented in table 4.22.

Table 4. Challenges facing by transport companies in servicing tourism Challenges

Suggested solutions	No of the respondents	Percentage
Seasonality or unpredictable variations in car demand	8	10
Lack of adequate transport infrastructure like roads, and bridge	30	37.5
Bad service due to unexpected increase in customers	12	15
Loss due to unexpected decrease in customers	10	12.5
Availability of competent human resource	10	12.5
Maintenance of vehicles	10	12.5
Total	80	100

Source: (Primary data, 2021).

Table 4.18 reveals those challenges facing by transport companies in servicing tourism. They include; Seasonality or unpredictable variations in car demand with 10% of the total respondents, Lack of adequate transport infrastructure like roads and bridge with 37.5% of the total respondents, Land sliding with 23.3% of the total respondents, Bad service due to unexpected increase in customers with 15% of the total respondents, Loss due to unexpected decrease in customers with 12.5% of the total respondents, Availability of competent human resource with 6.7% of the total respondents, Maintenance of vehicles with 10% of the total respondents. The results above revealed that the main challenge faced by transport companies that currently servicing the tourism is Lack of adequate transport infrastructure like roads and bridge. If nothing changes to the above challenges it will be not easy to develop tourism. Without adequate infrastructure, it will hinder tourism where all destinations will not be explored accordingly.

Solutions to the challenges

Table 5: Solutions to meet the challenges

Suggested solutions	No of the respondents	Percentage
strong transport policy	10	12.5
Availability of modern roads	40	50
Repairing and maintaining existing roads	10	12.5
To encourage specialization in transport	5	6.25
Hiring quality human resource	8	10
To provide public transport in Major touristic sites	10	12.5
Total	80	100

Source: (Primary data, 2021).

Respondents provided solutions to meet the challenges facing by their companies in servicing tourism. The results reveal the solutions for the respondents to meet transport challenges in tourism. Majority of respondents (50%) opined modern roads as a solution to transport challenges in tourism services followed by another 12.5% of them expressing repairs and maintenance of existing roads, creation of public transport facility at tourism destinations, hiring of quality human resource for 10% while 12.5% of respondents expressed a strong transport policy and another 6.25% of them indicated specialization in transport service as solutions to those challenges. This implies that the potential solutions to meet transport challenges are availability of modern roads followed by repairing and maintenance of existing roads. Normally, modern roads facilitate in promoting tourism by avoiding traffic jams, which will help transport operators to provide good service to tourists by saving time. Adequate maintenance of existing roads will be very helpful for smooth tourist mobility. It shall attract more tourists by enjoying smart roads and less fatigue as roads are maintained.

SECTION FOUR: CONCLUSION AND RECOMMENDATIONS

Conclusion

Transport has main role in tourism as it serves as channel that link people and tourism destinations. There are three main modes of transport; Road, air, and water transport. The most used in Uganda is road transport, there is no rail way, there is therefore one main airport but a big project is undertaken for Savanah airstrip. The results from respondents have revealed that there is no clear standardization for car used in tourism and car used in remaining activities, both cars are used in public transport, privates and social service transport. The study found that it still many challenges that are hindering transportation system, the main challenges that tourism transport are used to face is land sliding and unpredictable variation of customers that are hinder their preparation to meet customers car demand. The proposed solution to meet the transport challenges were found as; Strong transport policy, Availability of modern roads. The main solutions to meet transport the challenges are availability of modern road followed by repairing and maintaining of the existing road. Finally, transportation plays vital role in tourism in Rwanda as it links people with their desired destinations.

Recommendations

After doing this study about the role of transport in tourism in Uganda, the following recommendations were formulated on the basis of findings obtained from the respondent transport, tours and travel operators in Uganda.

1. Transport means and modes be targeted to be distinctive and attractive.
2. There is need of standardization in tourism transport to make the transport component also an enjoyable tourism experience.
3. Road maintenance should be streamlined to provide all-weather transport to tourism destinations in Uganda.
4. Mechanized high speed water transport means to be introduced to convert water transport as a source of water sports, leisure and recreation to attract tourists.
5. Creative tourism should be taken up as an element to realize the future of tourism development in Uganda.

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