

**THE EFFECT OF COMMUNITY KNOWLEDGE, PERCEPTIONS AND
PRACTICES ON THE IMPLEMENTATION OF OIL AND GAS
PROJECTS IN UGANDA: A CASE OF KABAALÉ
INTERNATIONAL AIRPORT,
HOIMA DISTRICT**

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**A DISSERTATION SUBMITTED TO THE SCHOOL OF BUSINESS IN PARTIAL
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September, 2023

Declaration

I, Phoebe Ninsiima hereby declare that this is my original work, is not plagiarised and has not been submitted to any other institution for any award.

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Approval

This dissertation has been submitted for examination with my approval as the academic supervisor.

A handwritten signature in black ink, appearing to be 'B. Yawe', written in a cursive style.

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Signature:

Date: 8/Sept/2023

Dedication

I dedicate this work to my Guardian father Late Robinson Rwandigito, and my mums
Christine

Rwandigito who educated me and shaped me into the woman I am today, and Beatrice
Busingye who brought me into this World.

My children Peruth, Isaac, Isaiah and my dear Husband Apollo Stuart Baryahabwe, who
withstood my absence from home while I worked and studied at the same time!

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Jeremiah 32:27 'I'm the Lord, the God of all mankind. Is anything too hard for me?

I give great thanks to our Lord and Master for without His strength, wisdom and provision, this study would never have seen light!

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List of Acronyms

CAC:	Cronbach Alpha Coefficient
CVI:	Content Validity Index
MEMD:	Ministry of Energy and Mineral Development
NDP:	National Development Plan
SBC:	SBI International Holdings AG
SPSS:	Statistical Package for Social Sciences
UBOS:	Uganda Bureau of Statistics

Abstract

This study was conducted to examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking the case of Kabaale International Airport, Hoima district. Specifically, it assessed the effects of community knowledge, perceptions and practices on the implementation of oil and gas projects in Hoima district. Primary data was collected from 391 respondents in Buseruka Subcounty of Hoima district which hosts Kabaale International Airport. Statistical package for Social Sciences software was used to analyse quantitative data while thematic and content analysis techniques were employed to analyse qualitative data. The study results show that community knowledge had a weak positive effect on the implementation of the Kabaale International Airport in Hoima district ($B=0.457$). The Linear regression results show that community perceptions had a weak positive effect on the implementation of the Kabaale International Airport Project in Hoima district ($B=0.419$). Lastly, community practices had a moderate positive effect on the implementation of the Kabaale International Airport Project in Hoima district ($B=0.519$). In conclusion, the study confirms that there is a statistically significant relationship between community knowledge, perceptions, practices and the implementation of oil and gas projects, particularly Kabaale International Airport. The study therefore recommends that the Ministry of Energy and Mineral Development and oil companies should invest in information-sharing platforms including radios and information centres for community members to access information on oil and gas project developments. A special commission for resolving land conflicts in the Albertine region of Uganda should be established. Lastly, there is a need for incentives to promote agricultural activities in the form of farm inputs to community members living in oil-rich districts.

CHAPTER ONE: INTRODUCTION

1.0 Introduction

This chapter provides an analysis of the level of community knowledge, perceptions and practices towards the implementation of oil and gas projects in Uganda taking the case of Kabaale International Airport, Hoima district.

The chapter is divided into the following sections: background, statement of the problem, purpose and objectives, research questions, research hypotheses, the scope of the study, the significance of the study and the conceptual framework.

1.1 Background to the Study

The world over, oil and gas exploration and production presents a very important resource for national and economic development. It employs many persons involved in related activities as well as goods and services associated with the sector thereby explaining why oil and gas are more of a blessing than a curse (Asasira, 2020). Several countries have harnessed the benefits of oil and gas production: the United States of America, Canada, Norway, the United Kingdom, Russia, the United Arab Emirates, and Saudi Arabia. This is partly attributed to strong institutions that have protected the oil and gas in the said countries.

On the other hand, oil and gas-producing countries especially in Sub-Saharan Africa have witnessed more of a curse than a benefit from oil and gas. For example, Nigeria, Libya, Chad, Algeria, Gabon, Sudan, Equatorial Guinea, Angola, Egypt, Tunisia, Cameroon, and South Africa. This is attributed to civil strife, and mismanagement of oil and gas revenue among others (Asasira, 2020).

In East Africa, the government of Uganda first discovered its commercially viable petroleum resources of oil and gas in the Albertine Region also known as the Albertine Graben in 2006

(Vokes, 2012). However, oil exploration initiatives in Uganda are traced as early as the 1920s when colonial British administrators conducted surveys that mapped out potential oil fields in the Albertine region (Smith & Rose, 2002). Notably, political instability in the post-independence era halted oil exploration activities and they were only resumed in the 1980s when Dr. Apollo Milton Obote was reinstated as the President of Uganda. Even then, they were disrupted by the political turmoil in 1986 that ushered the National Resistance Movement into power (Patey, 2015). More intensive oil exploration activities were observed in the early 1980s when the government of Uganda signed oil exploration agreements with multinational companies including Tullow Oil, Hardman Resources and Heritage Oil which gave them oil exploration rights (Patey, 2015). This partly contributed to the oil discovery in 2006, unlike the earlier attempts that were unsuccessful. A total of 126 oil exploration wells have been drilled along the Albertine region, of which 106 were confirmed to contain either oil or gas resources (Cloke, Cowley, and Rindfuss., 2018). Hence, registering an impressive oil exploration success rate of 88% (MEMD, 2020) as shown in Figure 1.1.



Figure 1.1: Oil and Gas Production Projects in Hoima District and the Albertine

Graben

Source: Cloke, Cowley, and Rindfuss (2018).

Uganda has approximately 6.5 million barrels of oil and gas resources in the Albertine Graben. It is noteworthy that of these, only 1.4 million barrels are recoverable with an anticipated daily peak production rate of 230,000 barrels (MEMD, 2020). Uganda had planned commercial oil production in 2021/22 but it was later postponed to 2025/26 (MEMD, 2019). To harness the oil and gas resources, the government of Uganda together with partners and private investors are establishing the necessary infrastructure: access roads, oil refinery, East African Crude Oil Pipeline, industry park and the Kabaale International Airport among others. The current study will focus on Kabaale International Airport which is being constructed by SBC (Uganda) Limited under a joint venture between SBI International Holdings AG (Uganda) and Colas Limited of the United Kingdom. The Kabaale International Airport project is funded by UK Export Finance (85 per cent) and Standard Chartered Bank (15 per cent). The airport is one of

the key support infrastructures for the next course of fast-paced activities leading to commercial oil production in Uganda. Construction works at the airport commenced on 18 April 2018 and were initially expected to be completed by 17th February 2023 (MoWT, 2021). The overall physical progress of works at the airport was about 60.02 per cent by 30 July 2021. The airport's new expected date of completion is 17th December 2023.

Kabaale International Airport brings some benefits to Uganda: supports oil and gas extraction, serves as an international airport, promotes tourism, promotes exportation of agricultural and horticultural products, job creation and promotion of hospitality and entertainment industry (MoWT, 2021).

To ensure the coherent existence of community members with oil and gas companies operating especially in the Bunyoro region, the Government of Uganda introduced a national communication strategy for the Oil and Gas Sector in 2011. This was aimed at ensuring that the information needs of the different stakeholders in the oil and gas sector were met through regular information dissemination (MEMD, 2011). The various communication mechanisms for information sharing presented in the strategy include community meetings, seminars, newspaper articles, emails, posters, social media, websites and radio programs (MEMD, 2011).

Despite the strategy, the information needs of the local communities affected by oil and gas projects including the Kabaale International Airport in Hoima district have not been met as evidenced by challenges faced by the public in accessing oil-related information. For instance, Magelah (2018) found out that most of the local district officers in Hoima, Buliisa and Kasese were unable to share information related to oil and gas projects with their community members. This is because such information was limited to the central government and the oil companies. The Daily Monitor (2021) also revealed the lack of transparency by the government in

disclosing information related to oil deals in Uganda has raised public speculation and mistrust in oil and gas activities.

Kabaale International Airport was constructed on 29 square kilometres (11 sq mi) of land which has displaced a large number of community members in Buseruka sub-county in Hoima district (MEMD,2021). This has affected the livelihood of the people in the area surrounding the airport project.

Some of the project-affected persons are resentful towards oil projects because of the low non-negotiable land compensation rates offered (Ogwang & Vanclay, 2019). This coupled with land conflicts exacerbated by land grabbing has left several people homeless. Indeed, several land-grabbing and forceful eviction stories in the Hoima district have been published in newspapers. For instance, over 250 families were forcefully evicted from Rwamutonga village in the Hoima district and were temporarily resettled in Kakopo Internally Displaced People's camp (Daily Monitor, 2018).

In addition, Patey (2015) established that there were numerous social grievances of communities living around the Albertine region over the increased military presence in the communities neighbouring oil project sites which has increased restrictions on Lake Albert and affected the livelihoods of fishing communities. Other concerns raised by local communities were limited access to forests for firewood, fruit and herb collection. In addition, there have been concerns from the community members on the likely environmental effects of Kabaale International Airport towards biodiversity, especially the Wambabya Central Forest Reserve, Lake Albert, Bugoma forest and river Wambabya.

Further, conflicts of oil and projects with cultural institutions can disrupt the effective implementation of the Kabaale International Airport project. For example, Bunyoro Kingdom leaders have continuously raised concerns over the destruction of several cultural sites and the

displacement of kingdom subjects by the airport project in the Hoima district (Ogwang, 2018). They demanded compensation for performing cultural rituals to appease the spirits which were never fulfilled. Novoselov, Potravny, Novoselova & Gassiy (2021) note that projects that do not make efforts to preserve cultural sites and compensate local communities often struggle with obtaining community acceptance which is a prerequisite for achieving project success.

A study conducted by CNOOC, Total and Tullow (2015) projected that the oil and gas sector would generate over 100,000 to 150,000 jobs in Uganda. It is important to note that the local content policy of oil and gas that was developed in 2012 stipulates that at least 70% of the employees hired by oil companies ought to be nationals (MEMD, 2017). Over time, it has been observed that there is an influx of people in the Albertine region as people migrate to the area in search of more paying jobs (Ogwang, Vanclay & van den Assem, 2018). Some people in the communities have abandoned farming for construction work on the project sites because of the lucrative wages paid (Ogwang, T., & Vanclay, 2021). The Kabaale International Airport project alone employs 850 staff. However, the local people in Nyamasoga village of Buseruka sub-county expressed dissatisfaction and petitioned SBC (Uganda) Limited for deliberately locking them out of the jobs in the construction of the Kabaale International Airport (Asasira, 2020).

Despite the community grievances, Byakagaba, Mugagga & Nnakayima (2019) reported that the increasing number of people in Hoima district due to oil and gas projects has facilitated the growth of several businesses in the area including merchandise shops, restaurants, and accommodation facilities. There were several cases cited where people sold off their land to venture into business. While some of the businesses were able to thrive, others failed due to mismanagement. However, Ogwang, Vanclay & van den Assem (2018) also observed that the migration of people in the area has contributed to an increase in prostitution and the crime rate in the region.

To examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda, stakeholder theory by Edward R. Freeman was adopted for the study (Freeman,1984). The stakeholders of a project refer to any group of people that can either affect the outcomes of the project or are in any way affected by the project operations (Freeman,1984). The community members living around oil and gas projects such as the Kabaale International Airport are key stakeholders that affect their implementation. The study is therefore necessary to establish the extent to which community knowledge, perceptions and practices affect the implementation of oil and gas projects in Uganda.

1.2 Statement of the Problem

The Uganda Vision 2040 and the NDP III 2020/21-2024/25 propose the establishment of Kabaale International Airport to facilitate commercial oil production in Uganda (NPA, 2020). The implementation of airport project is implemented by SBC Uganda Limited in Buseruka sub-county Hoima. The construction that began in 2018 has experienced delays. For instance, the airport project commissioning date has since been postponed from February 2023 to December 2023 (MoWT, 2021).

The Government of Uganda has put the necessary laws to ensure that community members around the oil and gas projects benefit and are also informed of the activities. These include the National Oil and Gas Policy, a National Content Policy for the petroleum sector, a land acquisition and resentment framework as well as a national communication strategy for the petroleum sector (MEMD, 2019; MEMD, 2011; MEMD 2017; CNOOC, Total & Tullow, 2016).

However, these initiatives were not as effective as earlier anticipated. For instance, the community members in the Buseruka subcounty were not informed about the progress of Kabaale International Airport (Magelah, 2018). The community members expressed

environmental, economic and social grievances towards the airport project. Some community members noted that the noise, dust and vegetation clearance had disrupted biodiversity, especially the Wambabya Central Forest Reserve, Lake Albert, Bugoma Forest and river Wambabya. The airport establishment displaced people from their land and also destroyed cultural heritage sites around Lake Albert. As if that is not enough, the local people in Nyamasoga village of Buseruka sub-county expressed dissatisfaction with SBC (Uganda) Limited for deliberately locking them out of the jobs in the construction of the Airport (Asasira, 2020).

As a result, some local communities argued that they had not benefitted from the opportunities presented by the oil and gas projects including the airport (Ogwang et al., 2018). The extent to which community knowledge, perceptions and practices affect the implementation of oil and gas projects in Hoima district was therefore not known. Community cooperation was key in the effective implementation of oil and gas projects since there was total cooperation with Companies involved in project implementation.

No study had been conducted in Hoima district to provide the necessary answers. The current study therefore provided documentary evidence on the existing relationships between community knowledge, perceptions, practices and the implementation of oil and gas projects in Uganda taking the case of Kabaale International Airport, Hoima district.

1.3 Purpose and Objectives

The purpose and specific objectives of the study are presented below.

1.3.1 General Purpose

To examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case of Kabaale International Airport, Hoima district.

1.3.2 Specific Objectives

- i. To assess the effect of community knowledge on the implementation of oil and gas projects in Hoima district.
- ii. To establish the effect of community perceptions on the implementation of oil and gas projects in Hoima district
- iii. To find out the effect of community practices on the implementation of oil and gas projects in Hoima district.

1.4 Research Questions

- i. How does community knowledge affect the implementation of oil and gas projects in Hoima district?
- ii. In which way do community perceptions affect the implementation of oil and gas projects in Hoima district?
- iii. In which way do community practices affect the implementation of oil and gas projects in Hoima district?

1.5 Research Hypotheses

- i. There is no relationship between community knowledge and the implementation of oil and gas projects in Hoima district.
- ii. There is no relationship between community perceptions and the implementation of oil and gas projects in Hoima district.

There is no relationship between community practices and the implementation of oil and gas projects in Hoima district.

1.6 Scope of the Study

The scope of the current study is divided in terms of geographical, time and context scopes as explained below.

1.6.1 Geographical Scope

The study was conducted in Buseruka sub-county in Hoima district of Western Uganda. This is the area that hosts Kabaale International Airport, the Uganda oil refinery and even Hoima Industrial Park. It shares borders with Masindi and Buliisa Districts in the North, Kyankwazi District in the East, and Kibaale District in the South. The district stretches to the national boundary of the Democratic Republic of Congo on the Western side of Uganda. Following the discovery of Oil and gas in 2006, most of the oil and gas projects take place in Hoima district.

1.6.2 Time Scope

The study considered a time scope of 5 years from 2018 to 2022. This was the period when a lot of oil and gas initial project activities were implemented in Hoima district. Particularly, the construction of Kabaale International Airport commenced in 2018 and was expected to be concluded in 2022. This project was however not completed on time and the current expected date of completion is December 2023.

1.6.3 Content Scope

The study focused on the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case study of Kabaale International Airport. The dependent variable was the implementation of oil and gas projects while the independent variables were community knowledge, perceptions and practices. This study is key in finding out how community members can effectively participate in the oil and gas projects in Uganda.

1.7 Significance of the Study

The study will be essential to the policymakers at the Parliament of Uganda as well as in the Ministry of Energy and Mineral Development in the formulation of best policies and strategies

to ensure the effective implementation of oil and gas projects while involving community members.

In addition, the study will inform oil companies and district local governments hosting oil and gas projects, particularly Hoima district which hosts Kabaale International Airport on the best ways to increase community awareness and good practices. The study will promote the effective implementation of oil and gas projects.

Lastly, the study will provide a reference tool for students and other scholars who intend to widen their knowledge community knowledge, perceptions and practices towards the implementation of oil and gas projects in the Albertine region. The study will hence serve as a basis of reference for future researchers.

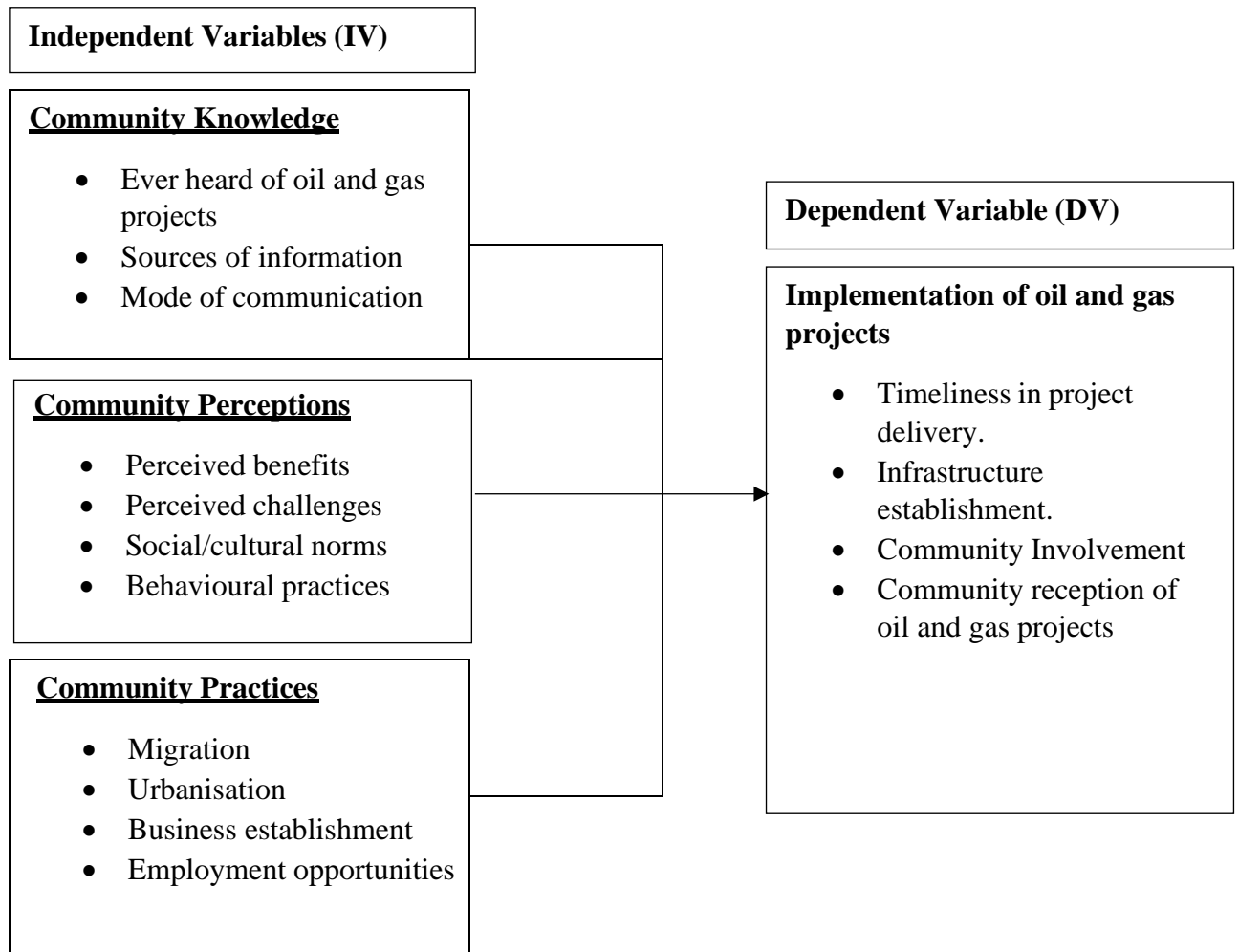
1.8 Justification of the Study

Since the discovery of oil and gas deposits in Uganda in the year 2006, several oil and gas activities have taken place, especially in the Albertine region districts of Uganda such as Hoima. In most cases, the community members are not informed regularly on what is transpiring in the oil and gas sector.

Besides, the companies and areas implementing oil and gas activities are usually guarded by security personnel and have high wall fences that prevent the community members from seeing what is taking place. The oil and gas agreements and other essential documents are usually a secret and cannot be known to the community members. This leaves the community with mere guessing of what is happening and the majority are never absorbed in oil and gas activities.

A study was therefore essential to examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case study of Kabaale International Airport, Hoima district.

1.9 Conceptual Framework



Source: Magelah (2018); Nakayi & Witte, (2019). Modified by the researcher.

Figure 1.1: Conceptual Framework

From the conceptual framework, it can be deduced that the existence of community knowledge, positive perceptions and practices encourage the successful implementation of oil and gas projects such as the Kabaale International Airport in Hoima district (Nakayi & Witte, 2019). On the other hand, lack of knowledge, negative perceptions and poor community practices disrupt the successful implementation of projects such as the Kabaale International Airport.

From the conceptual framework above, the implementation of oil and gas projects such as the Kabaale International Airport project was measured in terms of timeliness in project delivery,

infrastructure establishment, community involvement, and community reception of oil and gas projects. The independent variables included community knowledge, community perceptions and community practices towards oil and gas projects (Magelah, 2018).

1.10 Conclusion

In Chapter One, the dissertation presents the introduction, background to the study, statement of the problem, purpose and objectives, research questions, research hypotheses, scope of the study, significance of the study, justification of the study, conceptual framework and the organisation of the study.

CHAPTER TWO: LITERATURE REVIEW

2.0 Introduction

This study used a synthesis matrix to undertake a literature review on the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case of Kabaale International Airport, Hoima district. The review was guided by the stakeholder theory and is arranged according to 3 study themes. A synthesis matrix is shown in Table 2.1.

Table 2.1: Synthesis Matrix for the Literature Review

Author(year)	Introduction	Theoretical Review	Knowledge gaps	Methodological review	Empirical review	Lessons learnt
Theoretical Review						
Freeman (1984)	Strategic Management: A Stakeholder Approach.	Stakeholder theory	There are many stakeholders in oil and gas projects that are never involved.	Strategic management process	None	Community involvement enhances the implementation of oil and gas projects.
1. Community knowledge of the implementation of oil and gas projects						
Magelah (2018)	Community Information Needs in the Oil and Gas Sector in Uganda	None	The study did not detail the level of Implementation of Oil and gas activities. The current study will address this.	Descriptive analysis and hence rigorous analysis missing e.g. regression.	Most district leaders did not have access to information from oil and gas projects.	Secrecy discourages community involvement in oil and gas.
2. Community perceptions on the implementation of oil and gas projects						
Ogwang & Vanclay, (2019)	Social Impacts of Land Acquisition for Oil and Gas Development in Uganda.	None	However, the study did not show the status of the implementation of oil and gas projects	The descriptive study and the sample size were small. The current study will have a large sample size	Land grabbing, inadequate compensation of project-affected persons, Community uprising.	Positive community perception promotes the successful implementation of projects.
3. Community Practices on the implementation of oil and gas projects						

Nakayi & Witte, (2019).	Making Cultural Heritage Claims on Profitable Land: The Case of the Ngassa Wells in Uganda's Oil Region.	None	The study did not have a mix of quantitative data with qualitative data.	A qualitative study with a combination of anthropological research and doctrinal legal analysis.	There was resistance from some tribes to the destruction of cultural sites.	The study shows that cultural heritage affects project implementation.
Byakagaba, Mugagga & Nnakayima (2019)	The socio-economic and environmental implications of oil and gas exploration: Perspectives at the micro level in the Albertine region of Uganda	None	The study did not interview oil and gas companies to assess project implementation status.	Exploratory research design and a sample of 285 households	Mushrooming of restaurants, hotels and shops among others in oil and gas project areas.	Community harnessing benefits from oil and gas projects bring about their involvement

2.1 Theoretical Literature Review

The study was anchored on the stakeholder theory as propounded by Edward R. Freeman in his book titled *Strategic Management: A Stakeholder Approach* (Freeman,1984). The theory was developed in 1984 and has since been widely used in the field of project management. In the theory, Freedman defined stakeholders of a project as any group of people that can either affect the outcomes of the project or are in any way affected by the project operations (Freeman,1984).

The Stakeholder theory suggests that projects have numerous stakeholders including community members, government officials, environmentalists, suppliers, financiers and media. It also recognizes that stakeholders have varying needs and expectations which ought to be taken into consideration during project implementation. The theory asserts that the success of any project is highly dependent on the relationship built with various stakeholders. Indeed, most resistance to oil projects is due to inadequate engagement of the key stakeholders which are the host communities (Mbelwa, 2018).

Notably, weak stakeholder relationships affect the successful implementation of projects as more costs are incurred in solving disputes (Ndunda, Paul, & Mbura, 2017). In other cases, projects might be discontinued if key stakeholders are dissatisfied with them (Mwangi & Mutiso, 2018). On the contrary, strong stakeholder relationships ensure that projects are completed within the expected timelines with minimal resistance. It is therefore important for all stakeholders to gain a uniform understanding of projects through regular information sharing. This can be coupled with regular stakeholder engagements to address any concerns.

The stakeholder theory was relevant to the study because it explains how stakeholders influence the implementation of oil projects. Besides, various stakeholders are involved in the implementation of oil and gas projects in Uganda including community members, government

officials and environmentalists. However, the theory has been criticised for being unrealistic as project managers cannot take into consideration the interests of various stakeholders during decision-making (Marcoux, 2003).

2.2 Community Knowledge and Implementation of Oil and Gas Projects

The government of Uganda has developed several policies aimed at ensuring that oil production in Uganda stimulates economic growth as opposed to it being a curse as witnessed in several resource-rich African nations (MEMD, 2020). The major policy that guides the oil and gas sector in Uganda is the National Oil and Gas Policy of 2008 (MEMD, 2019). As such, all activities in the sector are geared towards achieving the policy objectives. Some of these are; ensuring efficient utilization of Uganda's oil and gas resources by advocating for the construction of processing, storage and transportation facilities, ensuring revenues generated from the oil and gas resources are utilized in a manner that creates lasting value for the entire nation and ensuring that oil and gas activities take into consideration environmental conservation (MEMD, 2019).

The Uganda National Communication Strategy for the Oil and Gas Sector seeks to meet the information needs of various stakeholders. The various communication mechanisms for information sharing presented in the strategy include community meetings, seminars, newspaper articles, emails, posters, social media, websites and radio programmes (MEMD, 2019). Some of the information needs useful to community members including progress reports, opportunities, oil and gas agreements signed and the involvement of the community members in the monitoring and evaluation.

Despite this, the strategy has been criticized for failing to meet the information needs of the local communities affected by oil and gas projects in the Albertine region evidenced by challenges faced by the public in accessing oil-related information. For instance, most of the

local district officers in Hoima, Buliisa and Kasese were unable to share information related to oil and gas projects with their community members (Magelah, 2018). This is because they did not have access to such information which was limited to the central government and the oil companies.

Most of the community members were unaware of the quantity of oil discovered and claimed that oil was secretly extracted at night. The Daily Monitor Newspaper also revealed the lack of transparency by the government in disclosing information related to oil deals in Uganda which raised public speculation and mistrust in the oil and gas activities (The Daily Monitor, 2021).

It is widely known that companies implementing oil projects acquire huge chunks of land to facilitate infrastructure development and the situation in Uganda is not any different (Ogwang & Vanclay, 2019). It is estimated that the total land taken for the Kingfisher oil development project financed by CNOOC in the Hoima district is 340 hectares (CNOOC, 2018). There are 680 and 2949 households and projected affected persons respectively that will be displaced by the project. Although they will be compensated, they are uncertain about their future since their livelihoods will be affected (CNOOC, 2018).

Although some studies argue that oil and gas activities are a curse to the people, especially in Africa, some countries have harnessed the benefits of oil and gas activities to attain economic development. For example, Asasira (2020) argues that oil and gas activities generate employment opportunities through formal employment and the supply of goods and services (Asasira, 2020). He cites countries such as Norway, Canada, the United Kingdom, the United States of America and Russia as countries that have harnessed the benefits of oil and gas activities. On the other hand, countries in Africa such as Angola, Nigeria, Chad, Equatorial Guinea and Sudan among others have experienced a 'curse' from oil and gas production. In Uganda however, studies show that oil and gas projects have disrupted cultural heritage. For

instance, leaders of the Abayaga clan and the Abayagati clans blamed the Tullow Company oil exploration works on the Ngassa wells for the destruction of the Ijomuka cultural site (Nakayi & Witte, 2019).

2.3 Community Perceptions and Implementation of Oil and Gas Projects

The success of oil and gas projects globally depends on various aspects. One of the key aspects is the involvement of community members and ensuring that they support the projects in place (Wolf & Potluri, 2018). In Uganda, the National Oil and Gas Policy of 2008 aims at the efficient utilisation of oil and gas revenues and the conservation of the environment especially the fish species, wildlife, soil and plantations (MEMD, 2019).

Community members displaced by the oil and gas projects may not support the successful implementation of their projects. The Kingfisher oil development project by CNOOC has occupied in the Hoima district is 340 hectares in Hoima district and displaced 680 households and 2949 persons (CNOOC, 2018). Some of the project-affected persons were offered a low non-negotiable land compensation rate and as a result, the majority of these conflict with the oil and gas projects (Ogwang & Vanclay, 2019). This coupled with land conflicts exacerbated by land grabbing has left several people homeless. For instance, over 250 families were forcefully evicted from Rwamutonga village in Hoima district and were temporarily resettled in Kakopo Internally Displaced People's camp (The Daily Monitor, 2018).

As if that is not bad enough, the failure of oil and gas companies to share feedback on activities implemented with the local communities has made people suspicious of oil and gas activities (Magelah, 2018). Several community members argue that they have not benefitted yet from the oil and gas projects in the Albertine region due to the highly demanded technical skills and inadequate access to finances (Ogwang, Vanclay & van den Assem, 2018). Community

members who do not appreciate the existence of oil and gas projects have a high chance of sabotaging their implementation.

2.4 Community Practices and Implementation of Oil and Gas Projects

Several households in Hoima district are securing their land by processing land titles because of the commercial value accruing from oil and gas activities (Patey, 2015). Those selling usually get a good sum of money because of the high land value. However, some community members had grievances towards the existence of the military in protecting the oil and gas resources because they restricted the movement of community members to access project areas. Communities are stopped from fetching firewood, water and fishing. Besides, community members are not allowed to collect herbal medicine, food and wild fruits (Patey, 2015). A case of resistance like this increases the risk of sabotage from the community towards oil and gas projects. For instance, vandalism of project equipment is likely to be experienced by oil and gas companies. Social uprisings and demonstrations towards the oil and gas companies can easily ensue thereby resulting in disruption of oil and gas project activities.

Community protection of the cultural heritage can hinder the successful implementation of oil and gas projects region (Ogwang, 2018). For instance, the Bunyoro kingdom has protested the destruction of cultural sites in the Albertine region by the oil and gas companies. Specifically, the Abayaga and Abayagati clans of Bunyoro pretested the destruction of the Ijomuka cultural site by Tullow Oil during the oil and gas exploration activities (Nakayi & Witte, 2019). This disrupted the project activities until the Oil company compensated the Bunyoro kingdom to perform cultural rituals to appease their ancestral spirits and prevent possible retaliation on the oil companies and their staff. It should be noted that community acceptance of projects is key to their success, else, they are bound to be opposed and consequently result in their slow or poor implementation (Novoselov, Potravny, Novoselova & Gassiy, 2021). This results in huge costs in terms of revenue lost as a result of stagnation in the project implementation.

Due to high rural-urban migration in the oil and gas project areas, there is likely to increase in cases of social crimes such as prostitution, alcoholism, kidnappings and robberies (Ogwang, Vanclay & van den Assem, 2018). This is because the workers in these areas are perceived to be richer and carry a lot of money due to the lucrative salaries paid. In the end, these social evils can disrupt oil and gas activities due to absenteeism of staff, low productivity and even death.

On a positive note, some local people are employed by the oil and gas companies and this increases community support towards their activities. Due to the lucrative wages usually paid, many people are keen to provide the required labour in the oil and gas sector (Ogwang & Vanclay, 2019). To confirm this, about 9000 Ugandans have enrolled on various oil and gas courses in different institutions of learning in Uganda to obtain the requisite skills to work with the oil and gas companies. The government of Uganda also established the Uganda Petroleum Institute to train skilled labour who will work in the oil and gas companies in the Albertine region sector (The Independent, 2022). Despite this, fewer community members have been recruited in line with the local content legislation for oil and gas companies to employ at least 70% of nationals (MEMD, 2017).

Lastly, some community members engage in economic activities by starting various businesses due to the abundant market provided by the oil and gas companies. In the Albertine region, there was a mushrooming of restaurants, hotels and shops among others (Byakagaba, Mugagga & Nnakayima, 2019). In a situation where community members have business interests with the oil and gas companies, there is an increased likelihood of a successful implementation of oil and gas projects.

2.5 Conclusion

Uganda has joined a league of nations producing oil and gas and hence adequate studies are required to ensure that all possible factors that can hinder the full implementation of oil and gas projects are mitigated. Given the limited studies on oil and gas projects in Uganda, the current study was timely. The study examined the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda, taking a case of Kabaale International Airport in Hoima district.

Chapter Two is structured in the following manner and includes the introduction, theoretical literature review, and reviewed literature on community knowledge, perceptions, practices and the implementation of oil and gas projects.

CHAPTER THREE: METHODOLOGY

3.0 Introduction

This chapter presents the study methodology that was adopted to examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda, taking a case of Kabaale International Airport in Hoima district.

The chapter has the following sections: introduction, research design, study area, target population, sample size determination, sampling techniques, data collection methods, data collection instruments, data analysis, ethical considerations and the limitations of the study.

3.1 Research Design

The study employed a cross-sectional design that uses a combination of both qualitative and quantitative data collection methods to examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Hoima district. The study focused on Kabaale International Airport in Hoima district.

A cross-sectional survey design enabled a researcher to gather detailed information from both quantitative and qualitative data collection methods (Setia, 2016). The cross-sectional survey design was suitable for this study because it enabled the researcher to collect data at a single point in time with no need to make costly repeat visits (Setia, 2016).

3.2 Study Area

The study was conducted in Buseruka sub-county in Hoima district. Three parishes surrounding Kabaale International Airport were specifically considered for the study: Kabaale, Toonya and Nyakabingo parishes.

3.3 Target Population

The study population consisted of 21,772 community members in Buseruka sub-county in Hoima district (UBOS, 2016). The secondary population included local council leaders, cultural leaders, religious leaders, Hoima district local government staff and SBC Uganda staff.

This population was selected because they were knowledgeable about the implementation of oil and gas projects in Hoima district, particularly Kabaale International Airport and hence they were key in informing the study findings.

3.4 Sample Size Determination

The study was based on a sample of respondents obtained using the 1970 Krejcie and Morgan technique presented in Appendix IV (Krejcie & Morgan, 1970). A summary of the sample sizes of the different categories of respondents is shown below (Table 3.1).

Table 3.1: Sample selection of the respondents

Category	Population	Sample	Sampling Technique
Community members	21,772	386	Systematic random
LC1 Chairpersons	26	3	Purposive
SBC Uganda Staff	4	4	Census
Religious and Cultural Leaders	10	2	Purposive
Hoima district staff	5	3	Purposive
Total	21,832	398	

Source: UBOS (2016); MEMD (2020).

3.5 Sampling Techniques

The community members of Buseruka sub-county in Hoima district were selected using systematic random sampling. Lists of all households in the villages were requested from the local council 1 chairpersons. Then, random numbers were assigned to all households and sampling intervals were calculated. Only households whose random numbers lay within the sampling interval were included in the study (Mohsin, 2016). One resident was interviewed in every 3rd household visited particularly, the household head.

On the other hand, a purposive sampling technique was used to select the local council leaders, SBC Uganda staff, cultural leaders, religious leaders and Hoima district local government staff. Purposive sampling was useful in selecting respondents who were well-conversant about a subject of interest (Sharma, 2017). It also enabled the researcher to interview an adequate number of respondents within a short time frame. Lastly, Census sampling was adopted to select all the 4 SBC Uganda staff.

3.6 Data Collection Methods

The following data collection tools were employed during data collection as discussed below.

3.6.1 Survey

The researcher employed a survey method to collect data from community members within the household. A survey refers to a method where a set of questions on a form are asked to a group of persons who are deemed to have particular information required by a particular researcher (Amin, 2005). The survey was free from the interviewer's bias because the responses represented the interviewee's perceptions. Besides, the responses were in the interviewee's own words.

3.6.2 Interview

The researcher conducted interviews with local council leaders, cultural leaders, religious leaders, Hoima district local government staff and SBC Uganda staff. Interviews are friendly fact-finding conversations formulated in question form (Amin, 2005). Interviews are key in any research study because they are enriched with information and tell what is happening at the time of narration, present, past and future time (Mugenda & Mugenda, 2003). Interviews encouraged probing for deeper information from the respondents and hence were appropriate for the study (Mugenda & Mugenda, 2003).

3.6.3 Document Review

The researcher conducted a document review of key documents and data about the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda. Document review is the process of analyzing all of the documentation and books to answer the study objectives (Amin, 2005). Document review involved the extraction of relevant data from reports and other documents. This method of data collection was used to supplement other methods of data collection in understanding the core areas and variables of the study.

3.7 Data Collection Instruments

The following data collection tools were employed during data collection:

3.7.1 Questionnaire

A questionnaire was administered to community members of Buseruka sub-county in Hoima district (Appendix I). A questionnaire is a popular research tool used not only to capture the demographic characteristics of respondents but to also find out reasons for certain courses of action concerning a particular subject matter. A questionnaire is an indispensable tool in research because it makes it possible to gather information from various respondents within a short period (Mohsin, 2016).

3.7.2 Interview Guide

An interview guide was administered to local council leaders, cultural leaders, religious leaders, Hoima district local government staff and SBC Uganda staff (Appendix II). This instrument comprised pre-set questions that limited the discussion to a particular area of interest. Unlike other research tools, an interview guide enabled probing of issues that informed the study (Mugenda & Mugenda, 2003).

3.7.3 Document Review Checklist

A documentary checklist was also used to glean relevant information from documents (Appendix III). The documentary checklist contained: Ministry of Energy and Mineral Development annual reports, Ministry of Works and Transport reports, SBC Uganda Annual reports, Oil and gas project progress reports, newspaper articles, university research publications and journal articles.

3.8 Quality control

Quality control refers to methods and procedures implemented to ensure that data is collected, managed, and utilized with accuracy and precision (Amin, 2005).

3.9.1 Validity

The validity of the research instrument refers to the degree to which an instrument measures what it sets out to measure (Amin, 2005). Content validity indicates a complete range of the attributes that are under study depicted by the content. To calculate the Content Validity Index (CVI), the researcher requested 3 experts in oil and gas including the academic supervisor to rate the items of the data collection tools. The experts rated each item as either relevant or not relevant.

The validity of the research instrument items was calculated by using the Content Validity Index (CVI).

C.V. I=Items rated relevant by both judges divided by the total number of items in the questionnaire as shown hereinafter.

CVI=No. of items rated relevant

Total no. of items

The results of the Content Validity Indices for the various sections of the research instruments are shown below.

Table 3.2: The Content Validity Index (CVI) for the instrument

Questionnaire Section	Number of items	Experts	Content Validity Index
Community Knowledge of oil and gas projects	5	3	0.714
Community Perceptions towards oil and gas projects	5		0.836
Community practices towards oil and gas projects	5		0.759
Implementation of oil and gas projects	5		0.711

Source: Field Data (2023).

From the results of the CVI computation above, all the items of the research instruments had a CVI of 0.7 and above. This implies that the research instrument was valid and suitable for use in the final data collection for the study. According to Mugenda and Mugenda (2003), a CVI of 0.7 and above implies a valid research instrument.

3.8.2 Reliability

Reliability refers to the measure of the degree to which research instruments yield consistent results after repeated trials (Amin, 2005). The reliability of the instrument was determined by piloting the research instrument in Nyakabingo parish of Buseruka sub-county in the Hoima district. The data collected was excluded from the final analysis of the current study. Piloting was aimed at assessing the appropriateness of sentence construction, comprehensiveness of instruments and language clarity.

To measure the reliability index, the Cronbach alpha coefficient reliability test was conducted on the pilot data using the SPSS programme. The findings of the Cronbach alpha coefficient computation are shown below.

Table 3.3: The Cronbach Alpha Coefficients

Questionnaire Section	Number of Items	Cronbach Alpha Coefficient
Community Knowledge of oil and gas projects	5	0.746
Community Perceptions towards oil and gas projects	5	0.788
Community practices towards oil and gas projects	5	0.774
Implementation of oil and gas projects	5	0.846

Source: Field Data (2023).

From the reliability test results above, the Cronbach Alpha Coefficient values were all above 0.7 and confirmed that the research instrument was reliable and suitable for use in the final data collection of the current study. According to Mugenda and Mugenda (2003), Cronbach Alpha Coefficient values of 0.7 and above imply a reliable research instrument.

3.9 Data Analysis

Data analysis was conducted for both quantitative and qualitative data as elaborated below.

3.9.1 Quantitative Data

Quantitative data analysis involves the use of both descriptive and inferential statistics (Mugenda & Mugenda, 2003). Descriptive statistics were generated in terms of mean, standard deviation, frequency distributions and percentages. The results were presented using frequency distribution tables, pie charts and bar graphs (Mugenda & Mugenda, 2003).

Inferential statistics were generated using Pearson Correlation Coefficients and multiple linear regression analysis to examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case of Kabaale International Airport, Hoima district (Field, 2013). The data analysis plan for the current study is shown in Table 3.4.

Table 3.4: Data Analysis Plan

Variables	Data type	Analysis method
Univariate Analysis <ul style="list-style-type: none"> • Background Characteristics of respondents. • Descriptive Statistics on the implementation of Oil and gas projects. • Descriptive statistics on Community knowledge of oil and gas projects. • Descriptive statistics on Community perceptions towards oil and gas projects. • Descriptive statistics on Community practices towards oil and gas projects. 	Nominal scale Ordinal scale Likert scale Discrete Continuous data	Frequency distribution, Percentages, Mean, Standard deviation
Bivariate Analysis <ul style="list-style-type: none"> • Relationship between community knowledge and the implementation of oil and gas projects. • Relationship between community perceptions and the implementation of oil and gas projects. • Relationship between community practices and the implementation of oil and gas projects. 	Likert scale	Pearson Correlation Coefficient (r^2) Test Level of significance (p-value).
Multivariate Analysis <ul style="list-style-type: none"> • The effect of community knowledge, perceptions and practices towards the implementation of oil and gas projects. 	Likert scale	Multiple linear regression model analysis.

Source: Researcher (2023).

3.9.2 Qualitative Data

Qualitative data analysis involved both thematic and content analysis based on the study objectives (Amin, 2005). Qualitative data was collected through interviews and the writing of summaries in a notebook.

Content analysis was used to edit qualitative data and reorganize it into meaningful shorter sentences. Thematic analysis was used to organize data into themes and codes and the results were reported verbatim using quotation marks (Amin, 2005).

3.10 Ethical Considerations

The researcher obtained permission to interview respondents and also to access relevant documents by presenting an introductory letter from the Uganda Christian University (UCU) and Institute of Petroleum Studies Kampala (appendix V). Informed consent was obtained from respondents before involving them in the research study.

Confidentiality was ensured during data collection by not asking or writing the names of respondents on the research instruments. Only direct speech and quotations were used in report writing.

3.11 Limitations of the Study

The following methodological constraints were faced during data collection;

- i. Non-response errors while collecting data in the field. The researcher increased the sample size to minimize the error in the study.
- ii. Some key respondents were not accessed during data collection. This was minimized by building rapport with the respondents and making appointments.
- iii. Incomplete information due to time limitation on the side of respondents. The researcher made prior appointments and, in some circumstances, the researcher allowed the respondents to fill out the questionnaires at a convenient time and later picked them.

3.12 Conclusion

Chapter three begins with an introduction followed by the research design, study area, target population, sample size determination, sampling techniques, and data collection methods. Data collection instruments, quality control, data analysis, ethical considerations and the limitations of the study.

CHAPTER FOUR: DATA ANALYSIS AND PRESENTATION OF RESULTS

4.0 Introduction

This chapter presents both quantitative and qualitative findings gathered from the field of community Knowledge, perceptions and practices on the implementation of Kabaale International Airport in Hoima district.

4.1 Response rate

Table 4.1 shows the response rate of all the respondents reached out to in the study from Buseruka subcounty in Hoima district.

Table 4.1: Response rate of the study

Category	Sample	Respondents Covered	Response rate (%)
Community members	386	382	98.9
LC1 Chairpersons	3	3	100.0
SBC Uganda staff	4	2	50.0
Religious and cultural Leaders	2	2	100.0
Hoima district staff	3	2	66.6
Total	398	391	98.2

Source: Field data (2023)

As observed from Table 4.1, the study obtained an adequate response rate of 98.2%. A few respondents would not be accessed at the time of data collection despite the continuous follow-ups made. However, numerous scholars including Heale and Twycross (2015) assert that a response rate of 70 percent and above is adequate to generate findings that explain the study population.

4.2 Background Information of the Respondents

This section presents the background information of the community members of Buseruka subcounty who participated in the questionnaire survey.

4.2.1 Gender Segregation of the Respondents

Figure 4.1 presents the gender segregation of the respondents.

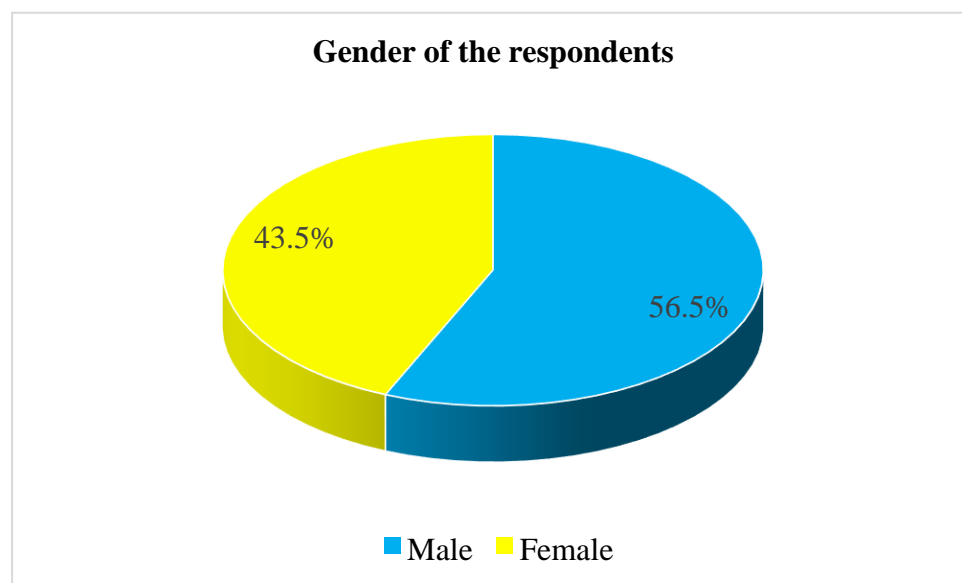


Figure 4.1: Gender segregation of the respondents

Source: Field data (2023)

Figure 4.1 reveals that the majority of the respondents were male (56.5%, 216/382). On the other hand, 166 (43.5%) female respondents were included in the study. This implies that the study was gender sensitive since it captured the views of both male and female respondents.

4.2.2 Age group of the respondents

The percentage distribution of the community members of Buseruka subcounty segregated by age group is presented in Table 4.2.

Table 4.2: Age group of the respondents

The age group of the respondent	Frequency	Percentage (%)
18-25 Years	58	15.2
26-33 Years	116	30.4
34-41 Years	147	38.5
Over 41 Years	61	16.0
Total	382	100

Source: Field data (2023)

The majority of the respondents were aged 34-41 years (38.5%). These were followed by those aged 26-33 years (30.4%), more than 41 years (16.0%) and 18-25 years (15.2%) respectively. This shows that the study findings are generated from people of diverse age groups.

4.2.3 Highest Level of Education of the Respondents

Figure 4.2 shows the percentage distribution of the respondents by the highest level of education.

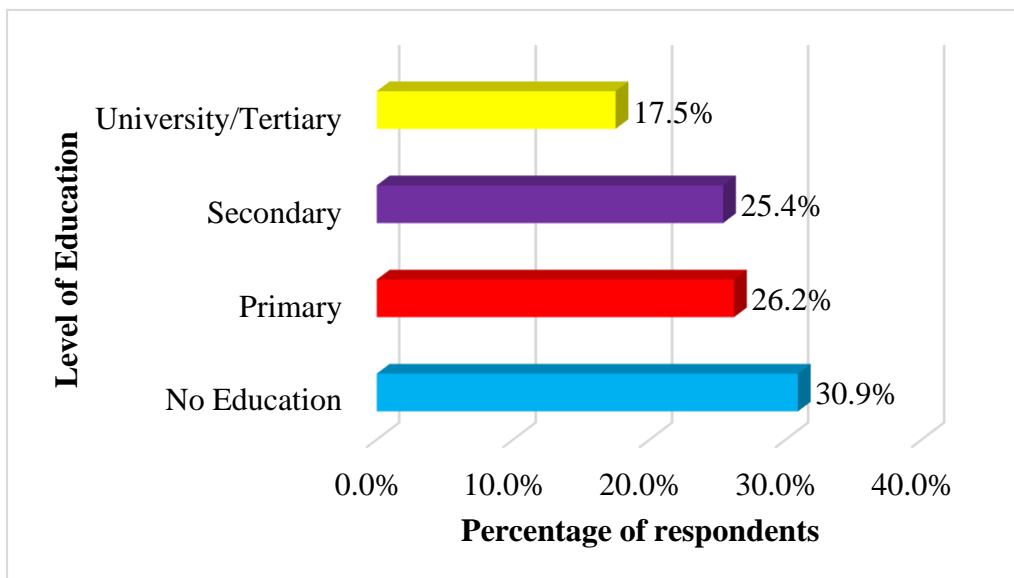


Figure 4.2: The highest level of education of the respondents

Source: Field data (2023).

Figure 4.2 indicates that the majority of the respondents had no education (30.9%, 118/382). These were followed by those who had attained primary education (26.2%, 100/382), secondary education (25.4%, 97/382) and university/tertiary education (17.5%, 67/382). Although most of the respondents had no education, the research assistants translated the questions into Lunyoro for them to understand what was being asked and offer the most appropriate response.

4.2.4 Marital Status of the Respondents

Table 4.3 presents the percentage distribution of the marital status of the community members of Buseruka subcounty in Hoima district.

Table 4.3: Marital Status of the Respondents

Marital Status	Frequency	Percentage (%)
Never Married	82	21.5
Married	186	48.7
Widowed	63	16.5
Divorced	31	8.1
Separated	20	5.2
Total	382	100

Source: Field data (2023).

From Table 4.3, it can be observed that most of the respondents were married (48.7%). These were followed by those who were never married (21.5%), widowed (16.5%), divorced (8.1%) and separated (5.2%). This signifies that the study is very informative since it captured the views of people of various marital statuses.

4.2.5 Religion of the Respondents

The percentage distribution of the religions of the study respondents is presented in Figure 4.3.

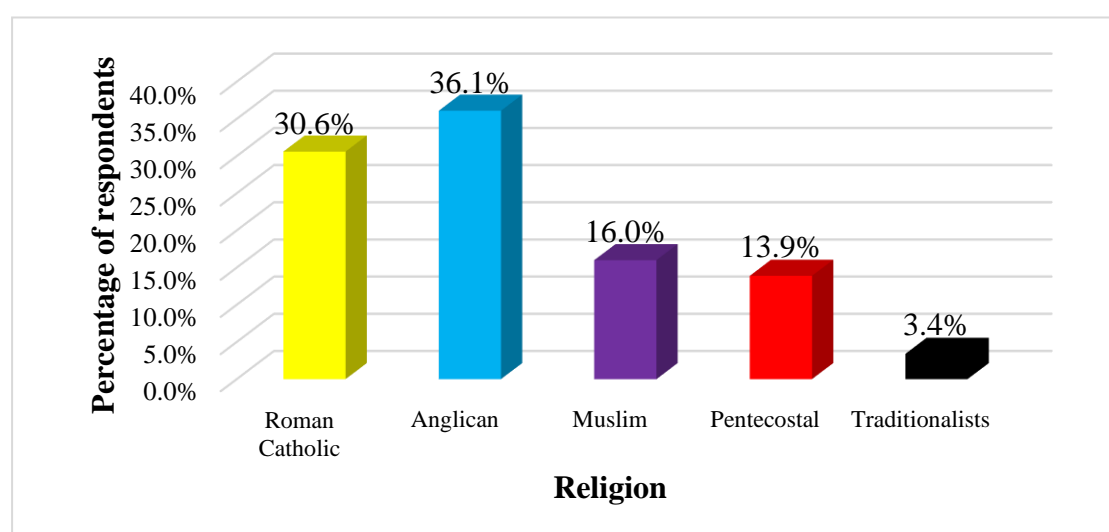


Figure 4.3: Religion of the respondents

Source: Field data (2023).

It can be observed that the majority of the respondents were Anglican (36.1%, 138/382). These were followed by those who were Roman Catholic (30.6%, 117/382), Muslim (16.0%, 61/382) and Pentecostal (13.9%, 53/382). Only 13 (3.4%) respondents were Traditionalists. This therefore shows that the study findings are representative of the views of people of various beliefs.

4.3 Empirical Findings on the Implementation of Kabaale International Airport

The empirical findings on the implementation of Kabaale International Airport in Hoima district are presented in this section. They are presented using both descriptive analysis and qualitative findings.

4.3.1 Descriptive Statistics

The descriptive statistics are presented in the form of a 5-point Likert scale where 1=Strongly disagree, 2= disagree, 3=Not sure, 4=agree and 5=strongly agree. A mean of more than 3.5 signifies the majority of the respondents agreed with a variable statement whereas a mean of 3.5 or less the signifies majority of the respondents disagreed with a variable statement (Field, 2013). Also, a standard deviation value of at least 1.0 implies that the responses received on the variable statement were widely dispersed from the mean while a standard deviation less than 1.0 implies that the responses were concentrated around the mean. Table 4.2 presents the descriptive statistics on the implementation of Kabaale International Airport.

Table 4.4: Descriptive Statistics on the Implementation of Kabaale International Airport

Descriptive Statistics on implementation of the project (n=382)	SD	D	NS	A	SA	Mean	Std
	n (%)	n (%)	n (%)	n (%)	n (%)		
There has been a delay in the implementation of oil and gas projects in Hoima district.	21 (5.5)	42 (11.0)	42 (11.0)	124 (32.5)	153 (40.1)	3.9	1.2
The oil access roads have connected Hoima district to other parts of Uganda.	30 (7.9)	71 (18.6)	42 (11.0)	129 (33.8)	110 (28.8)	3.6	1.3
I was engaged in the designing of the resettlement frameworks of the oil and gas projects.	66 (17.3)	87 (22.8)	45 (11.8)	107 (28.0)	77 (20.2)	3.1	1.4
Social and environmental assessments were conducted before the commencement of the construction phase of oil and gas projects in Hoima district.	32 (8.4)	72 (18.8)	85 (22.3)	129 (33.8)	64 (16.8)	3.3	1.2
There is no community resistance to the implementation of oil and gas projects in Hoima district.	32 (8.4)	120 (31.4)	79 (20.7)	93 (24.3)	58 (15.2)	3.1	1.2
Mean of means						3.4	1.3

Source: Field data (2023)

Table 4.4 shows that various responses were obtained when community members were asked about the implementation of Kabaale International Airport. When asked whether there had been a delay in the implementation of oil and gas projects in Hoima district, 21 (5.5%) strongly disagreed, 42 (11.0%) disagreed, 42 (11.0%) were not sure, 124 (32.5%) agreed and 153 (40.1%) strongly agreed. The mean obtained on the variable statement was 3.9 implying the majority agreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

On whether the oil access roads have connected Hoima district to other parts of Uganda, 30 (7.9%) strongly disagreed, 71 (18.6%) disagreed, 42 (11.0%) were not sure, 129 (33.8%) agreed and 110 (28.8%) strongly agreed. The mean was 3.6 implying that the majority agreed

with the variable statement while the standard deviation was 1.3 implying that the views received on the variable statement were widely dispersed from the mean.

The respondents were also asked whether they were engaged in the designing of the resettlement frameworks of the oil and gas projects, 66 (17.3%) strongly disagreed, 87 (22.8%) disagreed, 45 (11.8%) were not sure, 107 (28.0%) agreed and 77 (20.2%) strongly agreed. The mean was 3.1 implying the majority disagreed with the variable statement while the standard deviation was 1.4 implying that the views received on the variable statement were widely dispersed from the mean.

On whether social and environmental assessments were conducted before the commencement of the construction phase of oil and gas projects in Hoima district, 32 (8.4%) strongly disagreed, 72 (18.8%) disagreed, 85 (22.3%) were not sure, 129 (33.8%) agreed and 64 (16.8%) strongly agreed. The mean was 3.3 implying that the majority disagreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

When community members were asked whether there is no community resistance to the implementation of oil and gas projects in Hoima district, 32(8.4%) strongly disagreed, 120 (31.4%) disagreed, 79 (20.7%) were not sure, 93 (24.3%) agreed and 58 (15.2%) strongly agreed. The mean was 3.1 implying that the majority disagreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

Overall, the mean of means was 3.4 implying that there were inefficiencies in the implementation of the Kabaale International Airport project in Hoima district. The standard deviation was 1.3 implying that the views received on the 5 variable statements were widely dispersed from the mean.

4.3.2 Qualitative Results

The field findings indicated that some projects were ongoing in preparation for the oil exploration. On the ground it was reported by stakeholders interviewed that the airport, roads, markets, and refinery were being constructed and they could be observed as well;

.....The airport is being constructed, land for refinery construction has been procured, there is Infrastructural development going like road and bridge construction in Buhuka King Fisher, proposed industrial park development, Proposed market, and Waste management facility by Enviro-Serve has been constructed. RSW KII, staff Hoima District.

The senior official in the Bunyoro Kingdom in charge of oil and gas had reservations about oil refinery construction and proposed an industrial park that has not kicked off to date. He mentioned that refinery construction had not yet started in the anticipated time and thus;

.....Not yet implemented the oil refinery construction but the industrial park has started, Petrochemical industries are also in plans..... TGP KII Senior official, oil and gas, Bunyoro Kingdom.

Community leaders reported that some projects have already started and they are helping community members. Some of these developments are in education, water, sanitation as well as livelihoods as well as oil production;

.... Training institutions e.g., St. Simon are now being funded, as well as Masindi training institute. Water transmission projects. Resettlement action plan (RAP) for the development of oil Refinery at Kabale, Hoima district in Albertine Graben Region. Goats have been distributed to the group of the affected members through the pipeline area. Living on earth provides livelihood. There is the construction of public toilets.....XLM KII, Local leader, Busenyi LCI.

The community engagements discovered that a lot has been implemented on the ground benefitting communities. Those displaced have been relocated and given compensation, while those in agriculture have been supported. Youth have also been trained in skills development to improve their wellbeing;

RAPS-Resettlement Actions plans for the Airport have been implemented. There has been a support community in agriculture. Support communities have been empowered in business linkages like farming. Youth projects working there like skilling. **TDF KII, Staff in Labour office Hoima.**

4.4 Community Knowledge and Implementation of Kabaale International Airport

This section presents the findings (descriptive statistics, correlation and linear regression results) on the effect of community knowledge on the implementation of Kabaale International Airport.

4.4.1 Descriptive Statistics

Table 4.5 presents the descriptive statistics on community knowledge and the implementation of Kabaale International Airport.

Table 4.5: Descriptive Statistics on Community Knowledge and Implementation of Kabaale International Airport Project

Descriptive Statistics on Community Knowledge (n=382)	SD	D	NS	A	SA	Mean	Std
	n (%)	n (%)	n (%)	n (%)	n (%)		
I am aware of what is going on with the oil and gas projects in Hoima district.	47 (12.3)	128 (33.5)	30 (7.9)	129 (33.8)	48 (12.6)	3.0	1.3
I am satisfied with the amount of information provided by oil companies implementing oil and gas projects.	36 (9.4)	64 (16.8)	63 (16.5)	118 (30.9)	101 (26.4)	3.5	1.3
We regularly have village meetings where we are told about the potential environmental effects of oil and gas projects.	47 (12.3)	71 (18.6)	52 (13.6)	114 (29.8)	98 (25.7)	3.4	1.4
I receive updates on the progress made on the implementation of oil and gas projects via radio.	55 (14.4)	125 (32.7)	36 (9.4)	100 (26.2)	66 (17.3)	3.0	1.4
Our information requests on oil and gas projects are always granted.	40 (10.5)	64 (16.8)	67 (17.5)	119 (31.2)	92 (24.1)	3.4	1.3
Mean of means						3.3	1.3

Source: Field data (2023).

Table 4.5 shows that when respondents were asked whether they were aware of what was going on with the oil and gas projects in Hoima district, 47 (12.3) strongly disagreed, 128 (33.5) disagreed, 30 (7.9) were not sure, 129 (33.8) agreed and 48 (12.6) strongly agreed. The mean was 3.0 implying that the majority disagreed with the variable statement while the standard deviation was 1.3 implying that the views received on the variable statement were widely dispersed from the mean.

On whether respondents were satisfied with the amount of information provided by oil companies implementing oil and gas projects, 36 (9.4%) strongly disagreed, 64 (16.8%) disagreed, 63 (16.5%) were not sure, 118 (30.9%) agreed and 101(26.4%) strongly agreed. The mean was 3.5 implying that the majority disagreed with the variable statement while the

standard deviation was 1.3 implying that the views received on the variable statement were widely dispersed from the mean.

When asked whether they regularly have village meetings where they are told about the potential environmental effects of oil and gas projects, 47 (12.3%) strongly disagreed, 71 (18.6%) disagreed, 52 (13.6%) were not sure, 114 (29.8%) agreed and 98 (25.7%) strongly agreed. The mean was 3.4 implying that the majority disagreed with the variable statement while the standard deviation was 1.4 implying that the views received on the variable statement were widely dispersed from the mean.

Similarly, the respondents were asked to state whether they received updates on the progress made on the implementation of oil and gas projects via radio, 55 (14.4%) strongly disagreed, 125 (32.7%) disagreed, 36 (9.4%) not sure, 100 (26.2%) agreed and 66 (17.3%) strongly agreed. The mean was 3.0 implying that the majority disagreed with the variable statement while the standard deviation was 1.4 implying that the views received on the variable statement were widely dispersed from the mean.

When asked whether their information requests on oil and gas projects are always granted, 40 (10.5%) strongly disagreed, 64 (16.8%) disagreed, 67 (17.5%) were not sure, 119 (31.2%) agreed and 92 (24.1%) strongly agreed. The mean was 3.4 implying that the majority disagreed with the variable statement while the standard deviation was 1.3 implying that the views received on the variable statement were widely dispersed from the mean.

Overall, the mean of means was 3.3 implying that there was inadequate community knowledge of the implementation of Kabaale International Airport project in Hoima district. The standard deviation was 1.3 implying that the views received on the above statements were widely dispersed from the mean.

4.4.2 Correlation Results

Table 4.6 presents the correlation results on community Knowledge and the implementation of the Kabaale International Airport Project. According to Field (2013), the Correlation coefficient (r) 0.8-1.0 implies a strong correlation; 0.5-0.79 implies moderate; and 0.0-0.49 implies a weak correlation. Also, a positive or negative sign signifies the direction of the correlation between the variables.

Table 4.6: Correlation Results on Community Knowledge and Implementation of Kabaale International Airport Project

Correlations		1	2
Community Knowledge[1]	Pearson Correlation	1.000	
	Sig. (2-tailed)	0.000	
	N	382	
Implementation of the Kabaale International Airport[2]	Pearson Correlation	.420**	1.000
	Sig. (2-tailed)	0.000	0.000
	N	382	382

** Correlation is significant at the 0.01 level (2-tailed).

Source: Field data (2023).

Table 4.6 indicates that there is a weak positive correlation between community knowledge and the implementation of the Kabaale International Airport Project ($r=.420^{**}$, $p<0.01$). This implies that an increase in community knowledge will translate into an improvement in the implementation of the Kabaale International Airport Project.

The coefficient of determination (r^2) was computed to ascertain the level of implementation of the Kabaale International Airport Project that could be attributed to community knowledge. The computed coefficient of determination of 0.176 shows that 17.6% of the implementation of the Kabaale International Airport Project can be attributed to community knowledge.

The test of significance (p) shows that the relationship between community knowledge and the implementation of the Kabaale International Airport Project was statistically significant at a 99% confidence interval (p=0.000). Due to this, the null hypothesis stating that “*there is no relationship between community knowledge and the implementation of Kabaale International Airport project*” was rejected and the alternative accepted that there is a relationship between community knowledge and the implementation of Kabaale International Airport in Hoima district.

4.4.3 Linear Regression Results

Table 4.7 presents the linear regression results on the effect of community knowledge on the implementation of the Kabaale International Airport Project in Hoima district. According to Field (2013), the regression coefficient (r) 0.8-1.0 implies a strong effect; 0.5-0.79 implies a moderate effect; and 0.0-0.49 implies a weak effect. Also, a positive or negative sign signifies the direction of the relationship between the variables.

Table 4.7: Linear Regression Results on Community Knowledge and Implementation of Kabaale International Airport Project

Model	Unstandardized Coefficients		Standardized Coefficients	Sig.
	B	Std. Error	Beta	
(Constant)	1.550	0.185		0.000
Community Knowledge	0.457	0.051	0.420	0.000*
Dependent Variable: Implementation of Kabaale International Airport Project R=0.420 R Square=0.177 Std. Error=1.284 Adjusted R Square=0.175 F=81.545 Sig=0.000				

* Effect is significant at the 0.05 level (2-tailed).

Source: Field data (2023).

Table 4.7 reveals that community knowledge had a direct effect on the implementation of the Kabaale International Airport Project in Hoima district (Sig=0.000). From the R squared value of 0.177, community knowledge explains 17.7% of the implementation of the Kabaale International Airport Project.

The Beta Coefficient (B) is interpreted following its size and direction (positive or negative). The results, therefore, show that community knowledge had a weak positive effect on the implementation of the Kabaale International Airport in Hoima district (B=0.457). This suggests that a 100% increase in community knowledge will bring about a 45.7% increase in the implementation of the Kabaale International Airport Project in Hoima district.

4.4.4 Qualitative Results

The liaison officer had done alone to sensitize the masses where the pipeline was going to pass. This helped the masses to remain updated about pipeline construction. This is vital information to both community members and oil production operators;

There is a community liaison officer who gives communities information on how and where the pipeline will be passing. DXR KII, Senior Staff oil and Gas, Bunyoro Kingdom.

There has been both negative and positive information about Kabaale International Airport. Although there is improved infrastructure, there is too much environmental degradation going on;

The information we have got is that both oil and gas have led to improved infrastructure. Both have led to security tightness in the area. Also, both have created environmental degradation.

FDR KII, Transport Incharge. SBC Quarry.

The engineer of the oil firm agreed that there's information on how oil and gas projects have encouraged the construction of Kabaale International Airport to ease/fasten the transportation of oil and gas equipment/products from Hoima district.

4.5 Community Perceptions and Implementation of Kabaale International Airport Project

This section presents the findings on the effect of community perceptions and implementation of the Kabaale International Airport Project in the form of descriptive statistics, correlation and linear regression results.

4.5.1 Descriptive Statistics

Table 4.8 presents the descriptive statistics on community perceptions and the implementation of the Kabaale International Airport Project.

Table 4.8: Descriptive Statistics on Community Perceptions and the Implementation of Kabaale International Airport Project

Descriptive Statistics on community perceptions (n=382)	SD	D	NS	A	SA	Mean	Std
	n (%)	n (%)	n (%)	n (%)	n (%)		
Oil and gas projects have increased land conflicts and disputes in Hoima district.	14 (3.7)	29 (7.6)	42 (11.0)	128 (33.5)	169 (44.2)	4.1	1.1
The ongoing oil activities have revived the old glory of the Bunyoro Kingdom.	20 (5.2)	46 (12.0)	64 (16.8)	124 (32.5)	128 (33.5)	3.8	1.2
The discovery of oil in Bunyoro has increased the threat of cross-border conflicts.	20 (5.2)	44 (11.5)	60 (15.7)	142 (37.2)	116 (30.4)	3.8	1.2
The oil and gas activities will be in the long run lead to environmental degradation and biodiversity loss.	13 (3.4)	27 (7.1)	41 (10.7)	136 (35.6)	165 (43.2)	4.1	1.1
The oil and gas projects are beneficial as they have created jobs for our people.	41 (10.7)	62 (16.2)	71 (18.6)	107 (28.0)	101 (26.4)	3.4	1.3
Mean of means						3.8	1.2

Source: Field data (2023).

Table 4.8 shows that community members of Buseruka sub-county in Hoima district were asked to respond to 5 questions on their perceptions towards the implementation of the Kabaale International Airport Project. When asked whether oil and gas projects have increased land conflicts and disputes in Hoima district, 14 (3.7%) strongly disagreed, 29 (7.6%) disagreed, 42 (11.0%) were not sure, 128 (33.5%) agreed and 169 (44.2%) strongly agreed. The mean was 4.1 implying that the majority agreed with the variable statement while the standard deviation was 1.1 implying that the views received on the variable statement were widely dispersed from the mean.

On whether the ongoing oil activities have revived the old glory of the Bunyoro Kingdom, 20 (5.2%) strongly disagreed, 46 (12.0%) disagreed, 64 (16.8%) were not sure, 124 (32.5%)

agreed and 128 (33.5%) strongly agreed. The mean was 3.8 implying that the majority agreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

When asked whether the discovery of oil in Bunyoro has increased the threat of cross-border conflicts, 20 (5.2%) strongly disagreed, 44 (11.5%) disagreed, 60 (15.7%) were not sure, 142 (37.2%) agreed and 116 (30.4%) strongly agreed. The mean was 3.4 implying that the majority disagreed with the variable statement while the standard deviation was 1.3 implying that the views received on the variable statement were widely dispersed from the mean.

In addition, the respondents were asked if the oil and gas activities will in the long run lead to environmental degradation and biodiversity loss, 13 (3.4%) strongly disagreed, 27 (7.1%) disagreed, 41 (10.7%) were not sure, 136 (35.6%) agreed and 165 (43.2%) strongly agreed. The mean was 4.1 implying that the majority agreed with the variable statement while the standard deviation was 1.1 implying that the views received on the variable statement were widely dispersed from the mean.

On whether the oil and gas projects are beneficial as they have created jobs for our people, 41 (10.7%) strongly disagreed, 62 (16.2%) disagreed, 71 (18.6%) were not sure, 107 (28.0%) agreed and 101 (26.4%) strongly agreed. The mean was 4.1 implying that the majority agreed with the variable statement while the standard deviation was 1.1 implying that the views received on the variable statement were widely dispersed from the mean.

Overall, the means of means was 3.8 implying that the majority of the respondents had negative perceptions towards the implementation of the Kabaale International Airport project. The standard deviation was 1.2 implying that the views received on the statements were widely dispersed from the mean.

4.5.2 Correlation Results

Table 4.9 presents the correlation results on the relationship between community perceptions and the implementation of the Kabaale International Airport Project.

Table 4.9: Correlation of Community Perceptions and Implementation of Kabaale International Airport Project

Correlations		2	4
Community Perceptions [2]	Pearson Correlation	1.000	
	Sig. (2-tailed)	0.000	
	N	382	
Implementation of the Kabaale International Airport Project [4]	Pearson Correlation	.352**	1.000
	Sig. (2-tailed)	0.000	0.000
	N	382	382

** Correlation is significant at the 0.01 level (2-tailed).

Source: Field data (2023)

Table 4.8 shows a weak positive correlation between community perceptions and the implementation of the Kabaale International Airport Project ($r=.352^{**}$, $p<0.01$). This implies that an improvement in the community perceptions will bring about an improvement in the implementation of the Kabaale International Airport Project.

The coefficient of determination ($r^2=0.124$) further shows that 12.4% of the implementation of the Kabaale International Airport Project can be attributed to community perceptions while 87.6% is attributed to other factors.

Also, the test of significance shows a statistically significant relationship between community perceptions and the implementation of the Kabaale International Airport Project ($p=0.000<0.001$). Due to this, the null hypothesis “*there is no relationship between community perceptions and the implementation of Kabaale International Airport in Hoima district*” was rejected and the alternative accepted that there is a relationship between community perceptions and the implementation of Kabaale International Airport in Hoima district.

4.5.3 Linear Regression Results

The linear regression results on the relationship between community perceptions and the implementation of the Kabaale International Airport Project are presented in Table 4.10.

Table 4.10: Multiple Linear Regression Results on Community Perceptions and the Implementation of Kabaale International Airport Project

Model	Unstandardized Coefficients		Standardized Coefficients	Sig.
	B	Std. Error	Beta	
(Constant)	1.529	0.226		0.000
Community Perceptions	0.419	0.057	0.352	0.000*
Dependent Variable: Implementation of Kabaale International Airport Project R=0.352 R Square=0.124 Std. Error=1.325 Adjusted R Square=0.121 F=53.669 Sig=0.000				

** Effect is significant at the 0.05 level (2-tailed).

Source: Field data (2023).

The results in Table 4.10 reveal that community perceptions have a direct effect on the implementation of the Kabaale International Airport Project. Indeed, the R square value of 0.124 shows that 12.4% of the implementation of the Kabaale International Airport Project can be explained by community perceptions.

The Beta Coefficient shows that community perceptions had a weak positive effect on the implementation of the Kabaale International Airport Project (B=0.419). This implies that a 100% improvement in community perceptions will improve the implementation of the Kabaale International Airport by 41.9%.

4.5.4 Qualitative Results

Stakeholders interviewed shared their perceptions regarding oil and gas. Many viewed it as an opportunity for creating jobs, constructing roads that link goods to markets;

I think people view oil and gas projects as an opportunity for job creation, economic growth and development, and improving social services to the people for example construction of roads which connect Hoima to different parts of the country hence making transportation of people and goods easy. XSE KII, Engineer SBE company.

There is a perception that local people from Hoima district must be given priority when considering beneficiaries for opportunities. They view this in terms of jobs, education opportunities;

We as locals should be given priority in any recruitment be it skilled or semi-skilled labour. We should be given scholarships so our kids can have access to oil and gas education and get employed within the project. NGT KII, SBE Engineer.

4.6 Community Practices and Implementation of the Kabaale International Airport Project

This section presents the findings on community practices and the implementation of the Kabaale International Airport Project. They are presented in the form of descriptive statistics, correlation and linear regression results.

4.6.1 Descriptive Statistics

Table 4.11 presents the descriptive statistics on Community Practices and the implementation of the Kabaale International Airport Project.

Table 4.11: Descriptive Statistics on Community Practices and the Implementation of Kabaale International Airport Project

Descriptive Statistics on community practices (n=382)	SD	D	NS	A	SA	Mean	Std
	n (%)	n (%)	n (%)	n (%)	n (%)		
There is an increasing number of people coming to Hoima district to benefit from the ongoing oil and gas projects.	4 (1.0)	42 (11.0)	27 (7.1)	182 (47.6)	127 (33.2)	4.0	1.0
People in this community have enrolled their children in oil and gas courses.	26 (6.8)	75 (19.6)	77 (20.2)	107 (28.0)	97 (25.4)	3.5	1.2
Several businesses are being established in the area because of the ongoing oil and gas projects.	42 (11.0)	55 (14.4)	33 (8.6)	129 (33.8)	123 (32.2)	3.6	1.4
Some of the farmers have abandoned agriculture for casual work on project sites.	27 (7.1)	48 (12.6)	42 (11.0)	153 (40.1)	112 (29.3)	3.7	1.2
There are more cases of crime being reported after the implementation of oil and gas projects in Hoima district.	25 (6.5)	56 (14.7)	44 (11.5)	134 (35.1)	123 (32.2)	3.7	1.2
Mean of means						3.7	1.2

Source: Field data (2023).

When asked whether there is an increasing number of people coming to Hoima district to benefit from the ongoing oil and gas projects, 4(1.0%) strongly disagreed, 42(11.0%) disagreed, 27(7.1%) were not sure, 182(47.6%) agreed and 127(33.2%) strongly agreed. The mean was 4.0 implying that the majority agreed with the variable statement while the standard deviation was 1.0 implying that the views received on the variable statement were widely dispersed from the mean.

On whether people in this community have enrolled their children in oil and gas courses, 26(6.8%) respondents strongly disagreed, 75(19.6%) disagreed, 77 (20.2%) were not sure, 107(28.0%) agreed and 97(25.4%) strongly agreed. The mean was 3.5 implying that the

majority disagreed with the variable statement while the standard deviation was 1.0 implying that the views received on the variable statement were widely dispersed from the mean.

When asked whether several businesses are being established in the area because of the ongoing oil and gas projects, 42 (11.0%) respondents strongly disagreed, 55 (14.4%) disagreed, 33 (8.6%) were not sure, 129 (33.8%) agreed and 123 (32.2%) strongly agreed. The mean was 3.6 implying that the majority agreed with the variable statement while the standard deviation was 1.4 implying that the views received on the variable statement were widely dispersed from the mean.

The respondents were also asked whether some of the farmers had abandoned agriculture for casual work on project sites, 27(7.1%) strongly disagreed, 48(12.6%) disagreed, 42(11.0%) were not sure, 153(40.1%) agreed and 112(29.3%) strongly agreed. The mean was 3.7 implying that the majority agreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

On whether there are more cases of crime being reported after the implementation of oil and gas projects in Hoima district, 25 (6.5%) respondents strongly disagreed, 56 (14.7%) disagreed, 44 (11.5%) were not sure, 134 (35.1%) agreed and 123 (32.2%) strongly agreed. The mean was 3.7 implying that the majority agreed with the variable statement while the standard deviation was 1.2 implying that the views received on the variable statement were widely dispersed from the mean.

Overall, the mean of means was 3.7 implying that there were a lot of ongoing community practices triggered by the implementation of the Kabaale International Airport Project in Hoima district. The standard deviation was 1.2 implying that the views received on the statements were widely dispersed from the mean.

4.6.2 Correlation Results

Table 4.12 presents the correlation results on the relationship between community practices and the implementation of the Kabaale International Airport Project in Hoima district.

Table 4.12: Correlation Results on Community Practices and the Implementation of Kabaale International Airport Project

Correlations		3	4
Community Practices [3]	Pearson Correlation	1.000	
	Sig. (2-tailed)	0.000	
	N	382	
Implementation of Kabaale International Airport Project [4]	Pearson Correlation	.459**	1.000
	Sig. (2-tailed)	0.000	0.000
	N	382	382

** Correlation is significant at the 0.01 level (2-tailed).

Source: Field data (2023).

Table 4.12 shows a weak positive correlation between community practices and the implementation of the Kabaale International Airport Project in Hoima district ($r=.459^{**}$, $p<0.001$). This implies that an increase in good community practices will increase the implementation of the Kabaale International Airport Project.

The coefficient of determination ($r^2=0.211$) shows that 21.1% of the implementation of the Kabaale International Airport Project is attributed to community practices while 78.9% is attributed to other factors.

The test of significance ($p=0.000$) shows a statistically significant relationship between community practices and the implementation of the Kabaale International Airport Project in Hoima district ($p=0.000<0.01$). Due to this, the null hypothesis “*there is no relationship between community practices and the implementation of Kabaale International Airport Project in Hoima district*” is rejected and the alternative accepted that there is no relationship between

community practices and the implementation of Kabaale International Airport Project in Hoima district.

4.6.3 Linear Regression Results

Table 4.13 presents the linear regression results on the effect of community practices on the implementation of Kabaale International Airport in Hoima district.

Table 4.13 Linear Regression Results on Community Practices and the Implementation of the Kabaale International Airport Project

	Unstandardized Coefficients		Standardized Coefficients	Sig.
	B	Std. Error	Beta	
Model (Constant)	1.315	0.189		0.000
Community Practices	0.519	0.052	0.459	0.000
Dependent Variable: Implementation of the Kabaale International Airport Project R=0.459 R Square= 0.211 Std. Error= 1.258 Adjusted R Square= 0.209 F=101.425 Sig=0.000				

**** Effect is significant at the 0.05 level (2-tailed).**

Source: Field data (2023).

Table 4.13 shows that community practices had a direct effect on the implementation of the Kabaale International Airport Project in Hoima district (Sig=0.000). The R-square value of 0.211 shows that 21.1% of the implementation of the Kabaale International Airport in Hoima district can be explained by community practices.

The Beta Coefficient shows that community practices had a moderate positive effect on the implementation of the Kabaale International Airport Project in Hoima district (B=0.519). This

implies that a 100% increase in community practices will bring about a 51.9% improvement in the implementation of the Kabaale International Airport in Hoima district.

4.6.4 Qualitative Results

Stakeholders interviewed shared their perceptions regarding oil and gas. Many viewed it as an opportunity for creating jobs, constructing roads that link goods to markets;

I think people view oil and gas projects as an opportunity for job creation, economic growth and development, and improving social services to the people for example construction of roads which connect Hoima to different parts of the country hence making transportation of people and goods easy. XSE KII, Engineer SBE company.

There is a perception that local people from Hoima district must be given priority when considering beneficiaries for opportunities. They view this in terms of jobs, education opportunities;

We as locals should be given priority in any recruitment be it skilled or semi-skilled labour. We should be given scholarships so our kids can have access to oil and gas education and get employed within the project. NGT KII, SBE Engineer.

4.7 Multiple Linear Regression Results

The multiple linear regression model was used to examine the effect of community knowledge, perceptions and practices on the implementation of the Kabaale International Airport Project and the results are presented in Table 4.14.

Table 4.14: Multiple Linear Regression Results.

Model	Unstandardized Coefficients		Standardized Coefficients	Sig.
	B	Std. Error	Beta	
(Constant)	0.161	0.242		0.507
Community Knowledge	0.266	0.052	0.244	0.000*
Community Perceptions	0.203	0.056	0.170	0.000*
Community Practices	0.370	0.052	0.327	0.000*
Dependent Variable: Implementation of Kabaale International Airport Project R=0.559 R Square=0.313 Std. Error=1.177 Adjusted R Square=0.307 F=57.284 Sig=0.000				

* **Effect is significant at the 0.05 level (2-tailed).**

Source: Field data (2023).

The study shows a linear relationship between community knowledge, perceptions and practices on the implementation of the Kabaale International Airport Project in Hoima district (Sig=0.000). The R square value of 0.313 indicates that 31.3% of the implementation of Kabaale International Airport in Hoima district is explained by community knowledge, perceptions and practices. The F-statistic of 57.284 indicates that the regression model fits the data better than the intercept model only.

The Beta Coefficient shows that community knowledge had a weak positive effect on the implementation of the Kabaale International Airport Project in Hoima district (B=0.266). This implies that a 100% increase in community knowledge will translate into a 26.6% improvement in the implementation of the Kabaale International Airport Project in Hoima district. The effect of community knowledge on the implementation of the Kabaale International Airport Project in Hoima district was statistically significant at a 95% confidence interval ($p=0.000^* < 0.005$).

Similarly, there was a weak positive effect of community perceptions on the implementation of the Kabaale International Airport Project in the Hoima district ($B=0.203$). This implies that a 100% increase in community perceptions will translate into a 20.3% improvement in the implementation of the Kabaale International Airport Project in Hoima district. The effect of community perceptions on the implementation of the Kabaale International Airport Project in Hoima district was statistically significant at a 95% confidence interval ($p=0.000^* < 0.005$).

The multiple linear regression results also show that community practices had a weak positive effect on the implementation of the Kabaale International Airport Project in Hoima district ($B=0.370$). This implies that a 100% increase in community practices will translate into a 37.0% improvement in the implementation of the Kabaale International Airport Project in Hoima district. The effect of community practices on the implementation of the Kabaale International Airport Project in Hoima district was statistically significant at a 95% confidence interval ($p=0.000^* < 0.005$).

Based on the size of the Beta Coefficients, it can be deduced that community practices had the highest effect on the implementation of the Kabaale International Airport Project in Hoima district. This was followed by community knowledge and perceptions respectively.

4.8 Conclusion

Chapter Four shows data analysis and presentation of results. It particularly presents the response rate, background characteristics of the respondents, empirical findings on the implementation of Kabaale International Airport, community knowledge, perceptions and practices, correlations, regression and qualitative findings.

CHAPTER FIVE: DISCUSSION OF RESULTS

5.0 Introduction

This chapter presents a discussion of the findings on the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda taking a case of Kabaale International Airport, Hoima district.

5.1 Discussion of Results

This section presents the discussion of findings on the effect of community knowledge, perceptions and practices on the implementation of the Kabaale International Airport in Hoima district.

5.1.1 Community Knowledge and the Implementation of Kabaale International Airport

The current study findings revealed that there was low community knowledge of the implementation of the International Airport project in Hoima district (mean =3.3; std=1.3). This finding is in line with that of Magelah (2018) who observed that the community information needs of communities in the Albertine region in Uganda were not met. This was attributed to the absence of an effective communication system to appropriately convey the information. The people living in the local communities did not even have access to basic project information and therefore felt left out by the oil companies and the government ministries.

The Pearson correlation analysis results showed that there was a weak positive correlation between community knowledge and the implementation of the Kabaale International Airport Project in Hoima district ($r=0.420^{**}$, $p<0.01$). This is in agreement with Ogwang & Vanclay (2019) who found out that the absence of regular information updates on the oil and gas projects in Uganda exacerbated speculation among locals. The rich who were aware of the oil developments took advantage of the poor by paying unfair prices to land owners and grabbing land which increased community resentment towards the oil developments.

Asasira (2020) reported that the deployment of soldiers on Lake Albert increased community grievances towards the development of oil and gas projects in the Albertine region. Although the soldiers increased the security in the area, the community members were suspicious because they were not aware of what activities they were engaged in. This concurs with the descriptive statistics results of the current study that showed that respondents were not aware of what was going on with the oil and gas projects in Hoima district (mean=3.0; std=1.3).

In addition, Nakayi & Witte (2019) found out that the oil exploration works on the Ngassa wells were conducted before community members were adequately informed. The findings further revealed that the majority (62.3%) of the respondents had never attended any meeting on oil developments in the area. As such, they felt that it was only fair for the oil companies to heavily compensate the community members because they were only interested in drilling oil without paying any concern to the things that mattered to them. This finding is in line with linear regression results that showed that community knowledge had a strong positive effect on the implementation of the Kabaale International Airport in Hoima district ($B=0.457$).

5.1.2 Community Perceptions and Implementation of Kabaale International Airport

The current study findings showed that the ongoing oil activities had revived the old glory of the Bunyoro Kingdom (mean=3.8; std=1.2). This finding is in agreement with that of Wolf & Potluri (2018) who predicted that oil exploration works would increase the popularity of the Bunyoro Kingdom. They also noted that the oil royalties would enable the Bunyoro Kingdom to generate more revenue to fund its activities and the improvement in road infrastructure would ease the transportation of both goods and people. However, the study recommended among others good public investment of oil revenues.

The current study findings at descriptive analysis showed that oil and gas projects have increased land conflicts and disputes in Hoima district (mean=4.1; std=1.1). This finding is in tune with that of The Daily Monitor (2018). It showed that over 250 families were forcefully evicted from their homes in Rwamutonga village in Hoima district and were forced to resettle in Kakopo Internally Displaced People's camp. As a result, the majority of the evictees had negative perceptions towards oil exploration activities they referred to oil as a curse in their lives that they wished had never been discovered.

Magelah (2018) reported that a significant number of local government and cultural leaders in the Albertine region particularly in the districts of Nebbi, Nwoya and Buliisa were not in support of the oil and gas projects because they felt that the environmental safeguard measures were inadequate. They also complained that they were only given access to the findings of the environmental assessments for approval. This finding is in line with the current descriptive study findings which revealed that oil and gas activities will in the long run lead to environmental degradation and biodiversity loss (mean=4.1; std=1.1).

The study findings showed that community perceptions had a weak positive correlation with the implementation of the Kabaale International Airport Project ($r=.352^{**}$, $p<0.01$). This finding is in harmony with that of Ogwang, Vanclay & van den Assem (2018) who revealed that there were a lot of project delays witnessed in the implementation of oil and gas projects in Uganda. This was partly attributed to community resistance in some parts of the Albertine region as some people refused to sell their land. Some of the reasons cited were restricted access to oil wells, unfair land prices and corruption.

5.1.3 Community Practices and Implementation of Kabaale International Airport

The study findings showed a weak positive correlation between community practices and the implementation of the Kabaale International Airport Project in Hoima district ($r=0.459^{**}$, $p<0.001$). This finding is in line with that of Patey (2015) who found that even though community members were appreciative of government and civil society efforts to develop oil-rich areas, these efforts could be counterproductive. The same study found that oil projects could be brought to a halt in cases where conflicts arose due to unequal levels of economic development in the country. In such cases, occupants of the undeveloped areas were forced to advocate for more equitable levels of development.

The current study findings showed that there are more cases of crime being reported after the implementation of oil and gas projects in Hoima district (mean=3.7; std=1.2). This finding is in line with Ogwang, Vanclay & van den Assem (2018) who observed that oil exploration works had increased the cases of prostitution, alcoholism, kidnappings and robberies in the oil-rich communities. More so, the prevalence of crime was higher during the paydays of the manual workers which was dangerous to the oil and gas project construction works as there was a possibility that the thieves would later become more confident and attack oil sites which could sabotage oil projects.

The current study findings showed that some farmers had abandoned agriculture for casual work on project sites (mean=3.7; std=1.2). This finding is in line with Ogwang & Vanclay (2019) who noted that there was a big land take of oil and gas projects in the Albertine region that had reduced land for agriculture. Even then, locals were more interested in manual jobs that were more paying than farm work. However, only a few locals had the required technical skills to be employed in the more paying jobs which increased resentment towards the project. Also, the pay obtained was not as much as expected and at times people from other areas were prioritised.

5.2 Conclusion

Chapter Five presents the discussion of results particularly on the effect of community knowledge on the implementation of oil and gas projects; community knowledge on the implementation of oil and gas projects; and community practices on the implementation of oil and gas projects.

CHAPTER SIX: SUMMARY OF FINDINGS, CONCLUSION AND RECOMMENDATIONS

6.0 Introduction

Chapter six comprises the summary of findings, conclusion and recommendations. The components of this chapter include the introduction, summary of findings, conclusions, recommendations, limitations of the study, contributions of the study and areas recommended for further research.

6.1 Summary of Findings

The summary highlights the key study points organised per study objective including the effect of community knowledge on the implementation of the Kabaale International Airport Project in Hoima district, the effect of community perceptions on the implementation of the Kabaale International Airport Project in Hoima district and the effect of community practices on the implementation of the Kabaale International Airport Project in Hoima district.

6.1.1 Community Knowledge and Implementation of Kabaale International Airport Project

The descriptive statistics showed that there was low community knowledge of the implementation of the Kabaale International Airport project in Hoima district (mean =3.3; std=1.3).

The Pearson Correlation Analysis results showed that there is a weak positive correlation between community knowledge and the implementation of the Kabaale International Airport Project in Hoima district ($r=.420^{**}$, $p<0.01$). This implies that an increase in community knowledge will translate into an improvement in the implementation of the Kabaale International Airport Project.

The linear regression analysis results showed that community knowledge had a weak positive effect on the implementation of the Kabaale International Airport in Hoima district ($B=0.457$). This suggests that a 100% increase in community knowledge will bring about a 45.7% increase in the implementation of the Kabaale International Airport Project in Hoima district.

6.1.2 Community Perceptions and Implementation of Kabaale International Airport

The descriptive statistics showed that the majority of the respondents had negative perceptions towards the implementation of the Kabaale International Airport project in Hoima district (Mean=3.8; Std=1.2).

The Pearson Correlation results show a weak positive correlation between community perceptions and the implementation of the Kabaale International Airport Project in Hoima district ($r=.352^{**}$, $p<0.01$). This implies that an improvement in the community perceptions will bring about an improvement in the implementation of the Kabaale International Airport Project in Hoima district.

The linear regression results show that community perceptions had a weak positive effect on the implementation of the Kabaale International Airport Project in Hoima district ($B=0.419$). This implies that a 100% improvement in community perceptions will improve the implementation of the Kabaale International Airport in Hoima district by 41.9%.

6.1.3 Community Practices and Implementation of Kabaale International Airport

The descriptive statistics show that there were a lot of ongoing community practices triggered by the implementation of the Kabaale International Airport Project in Hoima district (mean=3.7; std=1.2).

The Pearson Correlation results show a weak positive correlation between community practices and the implementation of the Kabaale International Airport Project in Hoima district

($r=.459^{**}$, $p<0.001$). This implies that an increase in good community practices will increase the implementation of the Kabaale International Airport Project in Hoima district.

Lastly, the linear regression results reveal that community practices had a moderate positive effect on the implementation of the Kabaale International Airport Project in Hoima district ($B=0.519$). This implies that a 100% increase in community practices will bring about a 51.9% improvement in the implementation of the Kabaale International Airport in Hoima district.

6.2 Conclusions

This section presents the study conclusions which are focused on; the effect of community knowledge on the implementation of the Kabaale International Airport Project in Hoima district, the effect of community perceptions on the implementation of the Kabaale International Airport Project in Hoima district and the effect of community practices on the implementation of Kabaale International Airport Project in Hoima district.

6.2.1 Community Knowledge and Implementation of Kabaale International Airport

The study assessed the effect of community knowledge on the implementation of Kabaale International Airport Project in Hoima district. From the study findings, it can be deduced that community knowledge had a statistically significant effect on the implementation of the Kabaale International Airport Project in Hoima district. Therefore, to increase the implementation of the Kabaale International Airport Project in Hoima district, there ought to be a deliberate investment in information-sharing platforms that not only convey information but also obtain feedback from the locals.

6.2.2 Community Perceptions and Implementation of Kabaale International Airport

The study sought to establish the effect of community perceptions on the implementation of oil and gas projects in Hoima district. Based on the study findings it can be concluded that community perceptions had a statistically significant effect on the implementation of the

Kabaale International Airport Project in Hoima district. Therefore, investment in projects or activities that have the potential to change the negative perceptions of the community people into positive ones will increase the implementation of the Kabaale International Airport Project in Hoima district.

6.2.3 Community Practices and Implementation of Kabaale International Airport

The study sought to find out the effect of community practices on the implementation of oil and gas projects in Hoima district. From the study findings, it can be deduced that community practices had a statistically significant effect on the implementation of the Kabaale International Airport Project in Hoima district. The investment in projects that facilitate good community practices is therefore key in the implementation of the Kabaale International Airport Project in Hoima district.

6.3 Recommendations

Based on the findings obtained, the study proposes the following recommendations in a bid to improve community knowledge, perceptions, practices and the implementation of Kabaale International Airport.

6.3.1 Community Knowledge and Implementation of Kabaale International Airport

There is a need for the Ministry of Energy and Mineral Development and oil companies to invest in information-sharing platforms including radios and information centres for community members to access information on oil and gas project developments. Even then, a community survey should be conducted to ensure that the conveyed information addresses the information needs of the community members. It should also be translated into the languages that the community members are familiar with. This is likely to increase community awareness of oil and gas projects in Uganda.

There is also a need for oil companies to organise regular community meetings/dialogues to provide updates on the developments of oil and gas projects. These could also serve as a platform for community members to make information requests and therefore address the information needs of the respondents.

The Petroleum Authority of Uganda needs to enforce the implementation of the Uganda National Communication Strategy for the Oil and Gas Sector by instituting heavy punishments for oil companies that do not regularly share information on the developments of the oil and gas projects. This is because the study found that unsatisfied local communities with the amount of information provided by oil companies implementing oil and gas projects. It is expected that the heavy punishments will propel oil companies to regularly share information on the oil and gas projects.

6.3.2 Community Perceptions and Implementation of Kabaale International Airport

The Ministry of Lands, Housing and Urban Development should establish a special commission for resolving land conflicts in the Albertine region of Uganda. This will reduce the increasing land conflicts in the area and at the same time reduce negative perceptions towards oil and gas projects.

There is a need for the National Environment Management Authority to regularly monitor the sites of the oil and gas projects to ensure that they put in place adequate environmental safety measures. This should be coupled with heavy punishments for oil companies that do not implement adequate safety measures. It is expected that this will make the oil and gas projects more environmentally sensitive.

The Petroleum Authority of Uganda should only license oil companies that put deliberate measures in place to hire community members in Hoima district, In other words, the oil companies should have a wholistic short-term and long-term strategy for absorbing local

communities in the various available jobs, the strategy determine to establish skills training programmes for community members to acquire the required technical skills needed in the oil and gas sector in Uganda. This will ensure that more community members are employed in the oil and gas sector thereby improving their perceptions towards the oil and gas projects.

6.3.3 Community Practices and Implementation of Kabaale International Airport

There is a need for the Uganda Police Force to deploy more security personnel in the host communities of oil and gas projects in Uganda. This can be coupled with more community policing initiatives to reduce crime rates in the area.

The Ministry of Agriculture, Animal Industry and Fisheries should promote agricultural activities by providing incentives in the form of farm inputs to community members living in oil-rich districts. This will motivate community members to engage in agricultural work since the study found that some of the farmers had abandoned agriculture for casual work on project sites.

The Ministry of Education and Sports should provide more scholarships for people living in Hoima district to enrol in various oil and gas programmes. Consequently, the number of community members enrolled in oil and gas projects will increase.

6.4 Limitations of the study

The study was conducted by respondents in Buseruka sub-county of Hoima district. There is a possibility that the community knowledge, perceptions and practices on the implementation of oil and gas projects in other oil-rich districts of the Albertine region are different. Hence the findings cannot be used to generally explain what is happening in other oil-rich districts of the Albertine region.

6.5 Contributions of the Study

The oil and gas industry in Uganda is still in its nascent stages and a lot of infrastructural developments are being developed to facilitate oil production. However, few studies have been conducted to establish the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects. This study will therefore add more scholarly work to the existing body of knowledge.

6.6 Areas Recommended for Further Research

This study was only conducted in Buseruka subcounty of Hoima district and hence the opinions of community members in other oil-rich districts of Uganda are not included. Future researchers should therefore examine the effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in all oil-rich districts in Uganda.

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APPENDICES

Appendix I: Questionnaire

**UGANDA CHRISTIAN UNIVERSITY
INSTITUTE OF PETROLEUM STUDIES, KAMPALA**

Dear respondent(s),

I am a student at the Institute of Petroleum Studies (IPSK), pursuing an MBA in Oil and Gas Management. As part of the requirements to graduate, I must conduct a research study and write a report. The study examines the **effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda: a case study of Kabaale International Airport, Hoima district.**

You have been selected to participate in this study, so please spare a few minutes of your busy schedule to respond to the following questions. The responses will be aggregated to the project and used purely for academic purposes. Your honest and sincere responses are highly appreciated and shall be treated with utmost confidentiality and respect.

QUESTIONNAIRE NUMBER	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr> <td style="width: 30px; height: 20px;"></td> <td style="width: 30px; height: 20px;"></td> <td style="width: 30px; height: 20px;"></td> </tr> </table>			
District _____	Parish _____			
Sub-county _____	Village _____			

Section A: Background Information			
01	Gender of respondent	Male... 1 Female..... 2	Enter the correct code <div style="text-align: center; border: 1px solid black; width: 40px; height: 20px; margin: 0 auto;"></div>

02	Age of the respondent (in complete years)		_____
03	Level of Education	No Education... 1 Primary.....2 Secondary.....3 University/Tertiary.....4	Enter the correct code <input type="text"/>
04	Marital Status	Never Married (Single)..... 1 Married.....2 Widowed..... 3 Divorced.....4 Separated..... 5	Enter the correct code <input type="text"/>
05	Religion	Roman Catholics..... 1 Anglicans... 2 Moslems..... 3 Pentecostal... 4 Others(specify).....5	Enter the correct code <input type="text"/>
06	The main source of livelihood 		

For the following questions, please tick the number of your choice as indicated in the key

1. Strongly Disagree	2. Disagree	3. Not Sure	4. Agree	5. Strongly Agree
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Section B: Community Knowledge of oil and gas projects

1.	I am aware of what is going on with the oil and gas projects in Hoima district.	1	2	3	4	5
----	---------------------------------------------------------------------------------	---	---	---	---	---

2.	I am satisfied with the amount of information provided by oil companies implementing oil and gas projects.	1	2	3	4	5
3.	We regularly have village meetings where we are told about the potential environmental effects of oil and gas projects.	1	2	3	4	5
4.	I receive updates on the progress made on the implementation of oil and gas projects via radio.	1	2	3	4	5
5.	Our information requests on oil and gas projects are always granted.	1	2	3	4	5

Section C: Community Perceptions towards oil and gas projects						
1.	Oil and gas projects have increased land conflicts and disputes in Hoima district.	1	2	3	4	5
2.	The ongoing oil activities have revived the old glory of the Bunyoro Kingdom.	1	2	3	4	5
3.	The discovery of oil in Bunyoro has increased the threat of cross-border conflicts.	1	2	3	4	5
4.	The oil and gas activities will in the long run lead to environmental degradation and biodiversity loss.	1	2	3	4	5
5.	The oil and gas projects are beneficial as they have created jobs for our people.	1	2	3	4	5

Section D: Community practices towards oil and gas projects

1.	There is an increasing number of people coming to Hoima district to benefit from the ongoing oil and gas projects.	1	2	3	4	5
2.	People in this community have enrolled their children in oil and gas courses.	1	2	3	4	5
3.	Several businesses are being established in the area because of the ongoing oil and gas projects.	1	2	3	4	5
4.	Some of the farmers have abandoned agriculture for casual work on project sites.	1	2	3	4	5
5.	There are more cases of crime being reported after the implementation of oil and gas projects in Hoima district.	1	2	3	4	5

Section E: Implementation of oil and gas projects

1.	There has been a delay in the implementation of oil and gas projects in Hoima district.	1	2	3	4	5
2.	The oil access roads have connected Hoima district to other parts of Uganda.	1	2	3	4	5
3.	I was engaged in the designing of the resettlement frameworks of the oil and gas projects.	1	2	3	4	5
4.	Social and environmental assessments were conducted before the commencement of the construction phase of oil and gas projects in Hoima district.	1	2	3	4	5
5.	There is no community resistance to the implementation of oil and gas projects in Hoima district.	1	2	3	4	5

Thank you

Appendix II: Interview Guide

UGANDA CHRISTIAN UNIVERSITY

INSTITUTE OF PETROLEUM STUDIES, KAMPALA

Dear respondent(s),

I am a student at the Institute of Petroleum Studies (IPSK), pursuing an MBA in Oil and Gas Management. As part of the requirements to graduate, I must conduct a research study and write a report. This guide as part of the study is designed to enable the researcher to obtain the perspectives and opinions of key persons in Hoima district. The study examines the **effect of community knowledge, perceptions and practices on the implementation of oil and gas projects in Uganda: a case study of Kabaale International Airport, Hoima district**. You have been identified as a key informant in this study, so please spare a few minutes of your busy schedule to respond to the following questions. The responses will be aggregated to the project and used purely for academic purposes. Your honest and sincere responses are highly appreciated and shall be treated with utmost confidentiality and respect.

Date:.....

Organisation:.....

Position:.....

Key questions

1. Kindly tell me about any oil and gas projects and activities being implemented in Hoima district.

.....

What kind of information related to oil and gas projects is given to the community? At Kabaale International Airport, what kind of information is usually shared with the

community members? (when, where and who received the recent information sharing about Kabaale International Airport).

.....

2. In your opinion, what perceptions do people have towards oil and gas projects in Hoima district? What perceptions do community members have about the Kabaale International Airport?

.....

3. What social and economic changes have been brought about by the implementation of oil and gas projects in Hoima district? How has Kabaale International Airport affected the communities around it?

.....

4. In which way do people in Hoima district respond to the ongoing and upcoming oil and gas projects? What activities do community members engage in at the Kabaale International Airport?

.....

5. What are some of the challenges faced in the implementation of oil and gas projects in Hoima district?

.....

6. What strategies should be put in place to fast-track the implementation of oil and gas projects (including Kabaale International Airport) in Hoima district?

.....

7. Any other information?

.....

END

Appendix III: Document Review Checklist

1. Ministry of Energy and Mineral Development annual reports,
2. Ministry of Works and Sports reports.
3. SBC Uganda Annual Reports
4. Oil and gas project progress reports
5. Newspaper articles.
6. University research publications
7. Journal articles.

Appendix IV: Sample Size Determination Table

SAMPLE SIZE DETERMINATION TABLE BASED ON A GIVEN POPULATION

<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>	<i>N</i>	<i>S</i>
10	10	220	140	1200	291
15	14	230	144	1300	297
20	19	240	148	1400	302
25	24	250	152	1500	306
30	28	260	155	1600	310
35	32	270	159	1700	313
40	36	280	162	1800	317
45	40	290	165	1900	320
50	44	300	169	2000	322
55	48	320	175	2200	327
60	52	340	181	2400	331
65	56	360	186	2600	335
70	59	380	191	2800	338
75	63	400	196	3000	341
80	66	420	201	3500	346
85	70	440	205	4000	351
90	73	460	210	4500	354
95	76	480	214	5000	357
100	80	500	217	6000	361
110	86	550	226	7000	364
120	92	600	234	8000	367
130	97	650	242	9000	368
140	103	700	248	10000	370
150	108	750	254	15000	375
160	113	800	260	20000	377
170	118	850	265	30000	379
180	123	900	269	40000	380
190	127	950	274	50000	381
200	132	1000	278	75000	382
210	136	1100	285	100000	384

Source: Krejcie & Morgan (1970)

Note. *N* is population size. *S* is the sample size.

Appendix V: Data Collection Introduction Letter



TO WHOM IT MAY CONCERN

Dear Sir/Madam

INTRODUCTION FOR MS. PHOEBE NINSIIMA TO CONDUCT RESEARCH

Greetings in the precious name of our Lord.

I wish to introduce to you the above-named person, who is a Business Administration in Oil and Gas, of Uganda Christian University of Petroleum Studies Kampala (IPSU).

Her proposal has been approved by our vetting committee. Ms. Phoebe would wish to conduct research in your

The title of her research is “COMMUNITY KNOWLEDGE AND THE IMPLEMENTATION OF OIL AND GAS PROJECTS IN KAMPALA DISTRICT”

By copy of this letter, all respondent institutions, we request you to con-

Sincerely,

Catherine Babalanda
Ag. Dean of Studies