

**AN ASSESSMENT OF THE SECURITY OF INTERSTATE PASS AS A TRAVEL
DOCUMENT WITHIN THE EAST AFRICAN COMMUNITY REGION.**

JOHN WENJE NYONGESA

REG. NO: Q68/28914/2019


**A RESEARCH PROJECT SUBMITTED IN PARTIAL FULFILLMENT OF THE
REQUIREMENT FOR THE AWARD OF POST-GRADUATE DIPLOMA IN
MIGRATION STUDIES, KENYA INSTITUTE OF MIGRATION STUDIES,
POPULATION STUDIES AND RESEARCH INSTITUTE, UNIVERSITY OF NAIROBI**

2020

DECLARATION

This research project is my original work and has never been presented for an award of diploma or degree in this or any other University.


Name: John Wenje

Signature.....  Date..... 5.5.2020.....

Declaration by the Supervisor

This project has been submitted for examination with my approval as the university Supervisor.

Name: Mr. James Mutua

Signature.....  Date..... 07-05-2020.....

Kenya Institute of Migration Studies

Population Studies and Research Institute

University of Nairobi

DEDICATION

This study is dedicated to my two dear departed souls: my mother Salome Nyongesa and my son Timothy Wenje who went in the months of February and March 2020 respectively, may their souls rest in eternal peace. My wife and two sons: Paul and Stephen Wenje who have cheered me on, being a source of great encouragement to me. Be blessed by the good Lord God.

ACKNOWLEDGEMENTS

I first and foremost wish to thank God the Almighty for enabling me complete this work, secondly the co-operation, guidance and encouragement from my project supervisor Mr. James Mutua, the course coordinators, Dr. Gabriel. Lubale from the Department of Immigration Services and Dr. Anne Khasakhala of University of Nairobi enabled my completion of this study. The lecturers in PSRI Department UON and my colleagues in KIMS class made huge contribution to the realization of this study. Thank you so much and may God bless you for your support.

TABLE OF CONTENTS

DECLARATION	i
DEDICATION	ii
ACKNOWLEDGEMENTS	iii
LIST OF TABLES	vii
LIST OF FIGURES	viii
ABBREVIATIONS AND ACRONYMS	ix
ABSTRACT	x
CHAPTER ONE: INTRODUCTION	1
1.1 Background of the study	1
1.1.1 Security of Travel Document	2
1.1.2 Interstate Pass	2
1.1.3 The East African Community.....	3
1.2 Statement of the problem	4
1.3 Research questions	4
1.4 Objectives of the study	5
1.5 Assumption of the study.....	5
1.6 Justification of the Study.....	5
1.7 Value of the study	5
CHAPTER TWO: LITERATURE REVIEW	6
2.1 Introduction	6
2.2 Theoretical Foundation	6
2.2.1 Street- Level Bureaucracy theory	6
2.2.2 Securitization Theory	6
2.3 Security in Issuance process of Interstate pass.....	7
2.4 Security implications in conditions of use of KUR Interstate pass.....	8
2.5 Summary of Knowledge gap.....	9
2.6 Conceptual Framework	9
CHAPTER THREE: RESEARCH METHODOLOGY	10
3.1 Introduction	10
3.2 Research Design.....	10
3.3 Target Population	10
3.4 Sample size and sampling techniques	10
3.5 Data Collection instruments	11

3.6 Data Analysis Techniques	11
3.7 Ethical Consideration	11
CHAPTER FOUR: DATA ANALYSIS, RESULTS AND DISCUSSION	12
4.1 Introduction	12
4.2 Response Rate	12
4.3. Background information.	13
4.3.1 Respondents were asked to indicate their station of work.....	13
4.3.2 Respondents were asked to indicate years worked in current station. The response was as shown in table 4.2 below	13
4.4 Security in Issuance process of KUR interstate pass.	14
4.4.1 When respondents were asked to list requirements for issuance KUR interstate pass, response was as shown in table 4.3 below	14
4.4.2 When respondents were asked to rate eligibility of requirements for issuance of KUR interstate pass, the response was as shown in table 4.4 below	14
4.4.3 When respondents were asked to name features for authenticity of KUR Interstate pass, response was as shown in table 4.5	15
4.5 Security implications on conditions of use of KUR interstate pass	15
4.5.1. When respondents were asked to rate conditions of use of KUR interstate pass. The response was as shown in table 4.6 below	15
4.5.2 When respondents were asked whether there were any cases of KUR Interstate pass, manipulation response was as shown in in table 4.7 below	16
4.6 Discussion of Findings	16
4.7 Comparison with Theory.....	18
4.8 Comparison with Empirical Studies.....	18
CHAPTER FIVE: SUMMARY, CONCLUSION AND RECOMMENDATIONS	20
5.1 Introduction	20
5.2 Summary of the Finding.....	20
5.3 Conclusions	21
5.4 Recommendations	21
5.5 Limitations of the study.....	22
5.6 Suggestions for further study	22
REFERENCES.....	23

APPENDICES	26
Appendix I: Questionnaire	26
Appendix II: The KUR Interstate Pass.....	28
Appendix III: Introduction Letter for Permission to Collect Data	29
Appendix IV: Certificate of Correction	30

LIST OF TABLES

Table 4.1: Station of work for respondents.....	13
Table 4.2: Years worked in current station by respondents.....	13
Table 4.3: Requirements for issuance of KUR Interstate pass	14
Table 4.4: Eligibility of requirements for issuance of KUR Interstate passes.....	14
Table 4.5: Features for authenticity of KUR Interstate pass.....	15
Table 4.6 Conditions of use of KUR Interstate pass.....	15
Table 4.7: Cases on manipulation of KUR Interstate pass	16

LIST OF FIGURES

Figure 1: Conceptual Framework	9
Figure 2 : Response rate.....	12

ABBREVIATIONS AND ACRONYMS

CTA	: Common Travel Area
EAC	: East African Community
ECOWAS	: Economic Community of West African States.
EU	: European Union
ICAO	: International Civil Aviation Organization
ISP	: Interstate pass
JKIA	: Jomo Kenyatta International Airport.
KIMS	: Kenya Institute of Migration Studies
KUR	: Kenya, Uganda and Rwanda
NAFTA	: North American Free Trade Agreement.
NORDIC	: Norway, Denmark, Sweden, Finland and Iceland
OSBP	: One Stop Border Post
PSRI	: Population Studies and Research Institute
SADC	: Southern African Development Community
SGR	: Standard Gauge Railway.
UK	: United Kingdom

ABSTRACT

To enhance free movement of people within the East African regional bloc, partner states have introduced interstate movement passes as regional travel documents. Issuance and use of travel documents involve security consideration. This study aimed to assess the security consideration in the issuance and use of Kenya, Uganda and Rwanda (KUR) interstate pass as a travel document within East African Community region. The study had two objectives: to examine the issuance process of KUR interstate pass, to examine conditions of use of KUR interstate pass and. The study was carried out at Busia One Stop Border post (OSBP) and Jomo Kenyatta International Airport (JKIA). The target population was thirty (270) Immigration officials, which comprised twenty (20) at Busia OSBP and two hundred and fifty (250) at JKIA. Stratified random sampling was applied to select respondents for the study. A sample size of one hundred and seventy three (173) respondents was chosen. The sample size comprised one hundred and fifty four (154) respondents from JKIA and nineteen (19) respondents from Busia OSBP. The research collected both primary and secondary data. Primary data were collected by administering closed and open ended questionnaires to the respondents and secondary data were collected from records at Busia OSBP and JKIA. Data were analyzed using Statistical package for social sciences (SPSS) and presented in tables and figures. The study found that, issuance of KUR interstate pass in Kenya is restricted to Kenyan nationals with national identification cards (IDs) and foreign nationals with valid resident permits. Even if issuance requirements includes students with student IDs, the study found that the student ID is not honored and therefore students are not issued with KUR interstate pass. The study also found that among requirement for issuance of KUR interstate pass are machine readable ID and passport which are standardized as per ICAO requirement which the KUR- ISP does not meet. The study established limitations on use that, even though issued within the EAC region, KUR –ISP is not used in all member states. It restricts free movement of persons and merchandise within KUR region. KUR interstate pass is a single journey round trip travel document, must be returned where it was issued. For policy the study recommends that security features on KUR- ISP should be enhanced basing on ICAO standards. KUR-ISP may be turned into a permanent card that is swiped and information stored for re-use, post entry surveillance and minimize its manipulation. There should be a way of standardization of student IDs to enable them be honored for issuance of ISPs. For practice, concerned authorities should not be strict on investigation of what documents have been used to enter Kenya, Uganda and Rwanda as restriction to enter Non KUR –EAC region to enhance free movement of persons within EAC region. The study had limitations, COVID 19 phenomenon made it difficult for the researcher to reach all respondents consequently, questionnaires were emailed but not all were returned. The study was done only at JKIA and Busia OSBP. Other stations issuing KUR Interstate passes were not included hence results may not be generalized. The study suggests for further studies on issuance and use of Interstate pass could be done in other stations within and outside Kenya. The study could also be done on interstate pass in areas not covered in this study using different design and context.

CHAPTER ONE: INTRODUCTION

1.1 Background of the study

To enhance economic growth and regional development, various states have formed or joined economic blocs. Such blocs include European Union (EU), North American Free Trade Area (NAFTA), Economic Organization of West Africa (ECOWAS) and Southern Africa Development Co-operation (SADC). Ease of movement of people and merchandise within such regional blocs has been enhanced as key ingredient in regional development. This has informed partner states within the regional blocs to develop regional inter-state movement passes to ease facilitation (Makame, 2012; Ligami 2014). Such passes include national identity documents (IDs) (Magoba, 2017; Susanne et al. 2018,), temporary paper travel documents and endorsements within travel documents Aderanti et al. 2010. Information on issuance and use of such interstate movement documents is however scanty.

This study was guided by securitization theory as advanced by Buzan, Wilde and Olewaener(1998) as cited in Leonard and Kaunert(2010) and Street- Level Bureaucracy Theory (Lipsky, 1980) as cited in Ermin Erasmus(2014)..Securitization theory (Leonard & Kaunert 2010) observes that securitization is based on four major elements that are: actor, threat object and the audience. Initially security focus was on military and state protection. Currently attention has shifted to societal, environmental and economic issues. Securitization theory now argues that any issue or object can be of security concern. Street –Level Bureaucracy theory (Ermin 2014) explains that government officials constantly interact with clients. They implement policy in their organizations and government departments. They are considered as professionals with experience, therefore they are given chance and freedom of making decisions on services they provide to their clients. They provide specialized services where clients have little control. They at times make decisions that are not in line with the policies of their organizations.

These theories were applied in the assessment of the issuance and use of interstate pass within EAC region. In efforts to enhance ease movement of persons and merchandise within the bloc, the East African Community introduced various interstate passes. Such passes include the East African passport which is now being phased out and the temporary permit. Both documents have eased movements within the region covering the five East African partner states. Eligibility for

acquisition of these documents is limited to citizens of the partner states. However, with the introduction of a third interstate pass, named the inter-state pass (ISP), and meant for movement within Kenya, Uganda and Rwanda, eligibility has been extended to foreign national residents. Its validity is six months and must be used once. Unlike the other two, ISP acquisition is issue free of charge and is meant for visit only (EAC, CM Protocol 2001).

1.1.1 Security of Travel Document

Security of travel documents has been discussed in various fora (Osman & Guyo, 2016; ICAO 2017; IOM, 2017; Mutua & Machuki, 2019). Much of this discussion has centered on security features of already issued documents (IOM, 2011; Machuki & Mutua 2019) as well as issuance procedures (ICAO, 2015). International Civil Aviation Authority (ICAO 2015) emphasizes the presence of security features such as watermarks, security fibers, threads and personalization techniques such as microchip, laser engraving, and extra images. ICAO (2015) views are also echoed by Guyo and Wario (2016) and Mutua and Machuki (2019). IOM 2011 includes validity and authenticity of a document into the argument about travel document security.

This study views travel document security as encompassing issuance methods, security features and intended usage. The issuance methods entail the requirements, procedures of incorporating holder details and issuance authority within the travel document.

1.1.2 Interstate Pass

Interstate passes have been in use as early as 450 BC for travelling within territories across Europe and Far East as indicated in the Hebrew Bible (Nehemiah, 2: 7-9, New International Version). In Far East Asia, Chinese used passports referred to as Zhuan in as early as the Qin Dynasty (Travelwif 2018). In the 16th century Europe, King Henry V introduced a passport for identification of his subjects travelling outside England. The passport is an interstate pass since it is a means of travelling across states. This study includes the passport into the concept of an interstate pass since it is for travelling across states.

Even in today's world, some regional blocs use passports as forms of interstate passes. Such regional blocs with own passports include IGAD, (Topol 2019), AU (Zhou 2020) and COMESA

(COMESA Protocol 2018) In other regional blocs, partner states have introduced interstate passes other than passports for use within the regional blocs. For instance, in the European Schengen region, there is the use of Schengen Visa and ID (Crepeau, 2018). In the NAFTA region, citizens of member states use IDs and passports as regional interstate passes. According to United Nations Economic Commission for Africa.(UNECA, 2017), ECOWAS region has a common passport, formally referred to as ECOWAS Travel Certificate and are currently working on a joint Visa for non-ECOWAS citizens referred to as the Eco-Visa.

In the EAC region, various interstate passes have been introduced for use within the bloc. Such documents include the East African passport, the temporary permit and the KUR interstate pass. The temporary permit is meant for movement within EAC partner states. The KUR ISP was developed through an agreement among three EAC member states, Kenya, Uganda and Rwanda. Therefore, this ISP is meant for movement of people and merchandise within the region covered by the three partner states. This study therefore views Interstate Pass from the perspective of the travel document issued by the three EAC partner states.

1.1.3 The East African Community

East African Community (EAC) as a regional economic bloc comprises Kenya, Uganda, Rwanda, Burundi, and the United Republic of Tanzania, its headquarters are in Arusha, Tanzania. The initial effort of having an East African economic bloc was in 1967, by three states: Kenya, Uganda and Tanzania however it collapsed in 1977. There was its revival through a treaty signed in 1999, and ratified in the year 2000 by the Partner States. Its main objective is to widen and deepen co-operation among the Partner States in the Social- political and economic fields. The main pillars are to have a Customs Union, a Common Market, a Monetary Union and finally, a Political Federation. (Kimori 2011). Out of the four EAC pillars, much emphasis has been on the common market. It led to the establishment of the EAC Common Market Protocol. In this protocol, ease of movement of people and merchandise is stressed (Article 9 of EAC, CM Protocol 2001).

This led to an increase in free movement of persons and services across the East African partner member states and this in turn made it important to have a secure travel document. Three East African Community member states of: Kenya, Uganda and Rwanda agreed on the use of a non-

conventional travel document referred to as an Interstate pass. This study reviewed the East African Community along three countries where the East African Interstate pass is used. They are Kenya, Uganda, and Rwanda where the East Interstate pass is used. It focused on the issuance and security of East African Interstate pass, a non-conventional travel document used among Kenya, Uganda and Rwanda (EAC, CM Protocol 2001)

1.2 Statement of the problem

Interstate passes have been used in various parts of the world. In the EU there is the Schengen Visa and an Identification card. Security of travel documents has always been emphasized (ICAO 903). Free movement of persons within regional economic blocs has been encouraged by developing regional travel Documents: NAFTA has an Identity Card or valid passport, EU has Schengen visa on Valid passport, ECOWAS came up with an ECOWAS passport and SADC proposed a SADC passport. In all these regional Economic blocs, secure use of travel documents by their citizens has been emphasized (Gustav 2013). Various regional blocs found it important to come up with a secure way of issuance and use of their travel documents basing on clear processes and procedures (EAC CM Protocol 2001, Gustav et al 2013, SADC Protocol, 2005)

In East African Common Market protocol, Article 9, the Partner states, Kenya, Uganda, Rwanda, Burundi and Tanzania decided on the use of a machine readable and electronic national identity cards to come up with an agreed on travel document (EAC, CM Protocol 2001). Three partner states, Kenya, Uganda and Rwanda came up with use of interstate pass (KUR-ISP) as a common travel document by their citizens; however, there is little literature on its secure issuance process and security implications of conditions of use. Voter's card and student school identification card are listed on the interstate pass as qualification for issuance of the interstate pass but they are not security documents. This study set out to answer the identified gaps. Is the interstate pass used within East African Community issued and used in a secure way?

1.3 Research questions

- i) How secure is the issuance process of KUR Interstate pass?
- ii) What are security implications in conditions use of KUR interstate pass?

1.4 Objectives of the study

- i) To examine how secure is the issuance process of KUR interstate pass.
- ii) To examine security implications in conditions of use of KUR Interstate pass.

1.5 Assumption of the study

Interstate pass is a secure Travel Document within the East African community.

1.6 Justification of the Study

The East African Economic bloc has been emphasizing easy movement of persons and goods to enhance economic development of the region. This has necessitated of production of interstate passes such as East African passport, Temporary Permit. Recently, the East African Community Partner states comprised of Kenya, Uganda and Rwanda introduced another regional movement pass referred to as Kenya, Uganda and Rwanda (KUR) Interstate pass for easy movement of persons and goods. This development has driven the researcher to assess the security of the Interstate pass in the areas of issuance process and conditions of use to minimize chances of its misuse and reduce criminal activities related to document manipulation.

1.7 Value of the study

It is in the view of the researcher that this study will provide a guideline to policy makers on formulating appropriate policies concerning free movement of persons within EAC regional bloc and beyond. Management practitioners might find study useful in their daily management operations. Other researchers interested in the area of movement within regional blocs might also benefit from this study.

CHAPTER TWO: LITERATURE REVIEW

2.1 Introduction

This chapter discussed relevant theories and literature from other writers in relation to the study topic.

2.2 Theoretical Foundation

2.2.1 Street- Level Bureaucracy theory

The Street- Level Bureaucracy Theory (Lipsky, 1980) as cited in Ermin Erasmus (2015) explains that government officials are in constant interaction with clients. They implement policies in their organizations and government departments. They have chance and freedom of making decisions on processes and procedures of services they provide because they are considered as experts and professionals. However, they work under conditions of with inadequate resources, lack of training and difficulty in measuring their performance as they various duties.

2.2.2 Securitization Theory

Securitization theory (Leonard& Kaunert, 2010) observes that securitization has four elements: the actor, threat, object and the audience. Securitization theory advocates for expansion from the traditional concern given to military and states protection to all issues that may be a threat to society, and environment. It explains that any object including travel documents can be a security concern and should be given attention. This theory refers to how document security can be securitized. It informs this study that various economic blocs have come up with agreed on travel documents for identification of their citizens to protect them from any form of competition from non-citizens and enhance free movement of persons and Merchandise.

Security of travel documents has been emphasized as states have put in place measures to ensure travel documents issued are free from any form of manipulation. For secure issuance and use of travel documents, countries have internal mechanisms on the process of acquiring requisite primary documents.

2.3 Security in Issuance process of Interstate pass

All over the world, various regional economic blocs have issued interstate passes to enable free movement of persons within their territories. Issuance process is varied based on the issuance authority or agreements among partner states. For example, to obtain a Schengen Visa the requirements are a fully filled visa application form, two recently taken passport size photos and a valid passport (Gustav et al, 2013; Crepeau (2018)). Schengen visa has a photo of the holder, a signature unique to applicant an individual passport number and is printed in security paper. However literature is inadequate on the process of issuance of ISPs in the NAFTA region. It is only indicated that Citizens of partner states obtain identification cards or a valid passport for free movement. ICAO (ICAO doc 9303) sets standard measures to be adhered to by various contracting states which include security features like watermarks, security fibers and threads and must have a chip for holder's biometric information. The document should also be on a security paper. The Schengen visa and other ISPs in form of passports like the ECOWAS, IGAD, AU and COMESA passports have adhered to (UNECA 2018, IOM, 2011). However, inadequate literature on the issuances and no standard methods of obtaining the ISPs in other regional blocs like NAFTA, SADIC and KUR. Each and every Economic bloc has its own method, process and procedure for issuance of their ISPs.

Non-conventional travel documents used by various economic blocs have agreed on security details that ensure their authenticity. (EAC CM Protocol 2001 New Vision, Jan. 11, 2017). There are established procedures and processes and requirements for issuance of the non-conventional travel documents generally referred to as interstate passes to make them genuine (Aderanti 2010; UNECA 2010). To facilitate free movement of persons and goods, the five EAC partner states embraced the EAC passport that was valid for 10 years, a Temporary Permit valid for one year (EAC, CM Protocol, 2001). Finally, Kenya, Uganda and Rwanda agreed on the use of KUR Interstate pass whose requirements have been simplified not as required by ICAO (EAC, CM Protocol 2001, Ligami 2014). This study looked into security in issuance process and security implications in conditions of use of KUR- ISPs, examining the procedures applied in issuance, and conditions of use.

2.4 Security implications in conditions of use of KUR Interstate pass

Interstate passes have been used by different regional blocs for free movement of persons and merchandise within their region. The uses of the interstate passes are only limited to those regional economic blocs and not beyond. The Schengen visa is only limited to the Schengen region and though allowed for multiple entries for three years is limited to 90 days stay within the Schengen Area (Gustav et al 2013). NAFTA - ID, ECOWAS passport and the SADC passport among other ISPs are not used for permanent residence or work related engagements. Citizens of partner states require work permits or residential permits from the host countries (Crepeau 2018). Some ISPs like the NORDIC- ID have been single journey documents especially a single journey visa and a round trip document. In the Norway, Denmark, Sweden, Finland and Iceland (NORDIC) region, a Nordic ID is used for travel as an Interstate pass but not for residence.

Though interstate passes are meant to facilitate free movement of persons and merchandise world over, conditions of use hinders the supposed free movement. The use of ISPs is limited to within regional blocs. For example the Schengen visa is not used In United Kingdom however; UK has a common travel area(CTA) with Ireland since 1923 where there is no use of passport for travel (Ford,2007).This alienates the UK and Ireln from the rest of the EU Schengen visa agreement area. AU passport cannot be used beyond the AU region and the East African temporary permit cannot be used beyond the East Africa region. Some regional blocs use specialized ISPs that are conventional for example passports and some use non- conventional travel documents. The non-conventional ISPs may likely be subjected to document manipulation.

To enhance free movement of persons and goods within the EAC region, partner states have introduced various ISPs. There is the East African passport valid for 10 years, the temporary permit whose validity is one year and the KUR-ISP valid for six months (Makame, A. 2012). Although the East African passport has adhered to ICAO standards for travel documents, the use of temporary permit and the KUR ISP rely mostly on the national ID card (Ligami, 2014). However due to inability to make endorsements on IDs, the KUR –ISP is issued instead. Literature is inadequate on whether the security implications on conditions of use witnessed in other regional economic blocs are there in the KUR Interstate pass. This study indented to examine security in

issuance process and implications in the conditions of use of KUR-ISP against what has been observed in other regional blocs.

2.5 Summary of Knowledge gap.

Basing on the literature review, there is literature on ISPs used in various regional economic blocs, especially on how they have enhanced free movement of persons and goods. Information on process of issuance and conditions of use has been found to be inadequate. Therefore this study aimed to find out security in the issuance process and implications on conditions of use of ISP especially in the KUR region.

2.6 Conceptual Framework

Figure 2.1 below is a conceptual model illustrating the main variables of this study. It shows process of issuance, use and limitations of KUR Interstate pass.

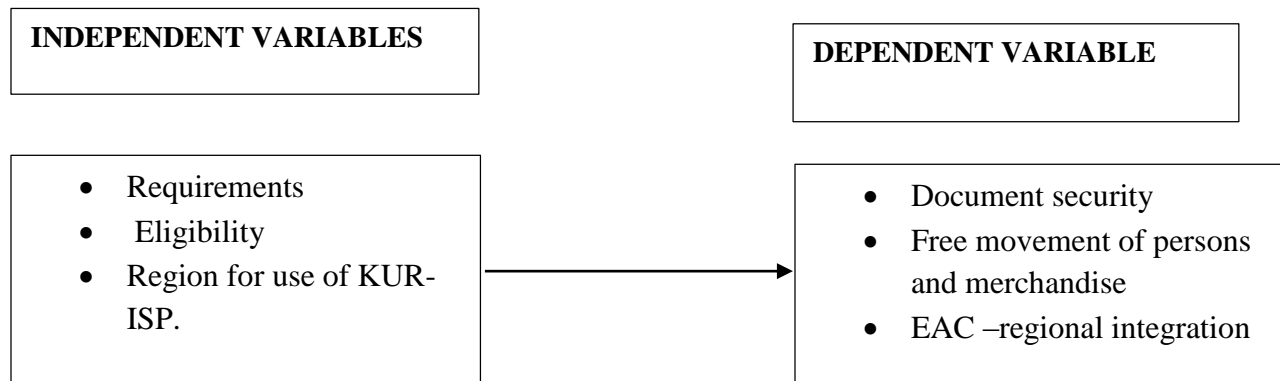


Figure 1: Conceptual Framework

Source: Author, 2020

CHAPTER THREE: RESEARCH METHODOLOGY

3.1 Introduction

This chapter explains about research design, target population, sample size, sampling techniques, data collection and data analysis methods and finally the ethical considerations.

3.2 Research Design

Cross sectional survey was applied. The researcher studied Busia OSBP and JKIA at that point in time. The study also applied descriptive approach in such a way that there was no manipulation of the environment. Descriptive research approach attempts to collect data from members of a population to determine the current status of that population in respect to one or more variables (Kombo & Tromp, 2006, Orodho, 2005).

3.3 Target Population

The target population involved two hundred and seventy (270) Immigration officials, two hundred and fifty (250) from Jomo Kenyatta International Airport (JKIA) and twenty (20) from Busia One Stop Border Post (OSBP).

3.4 Sample size and sampling techniques

Sample size is determined by considering variables in a population and measured characteristics of a population using formula $n = \frac{N}{1 + N(e)^2}$ (Israel 2012)

Where n = sample size

N = target population

e = confidence ratio/ margin of error

A sample size of one hundred and seventy three (173) respondents was chosen for the study. The researcher applied stratified random sampling to select respondents for the study. In this method the researcher applied eight strata based on four shifts in each station, four from Busia OSBP and four in JKIA based on working shifts. The researcher spread respondents equally along shifts in each station except one shift in each station had an extra respondent. Respondents chosen were 19 from Busia OSBP and 154 from JKIA.

3.5 Data Collection instruments

Primary data were collected through administering Open ended and closed ended questionnaires to the one hundred and seventy three (173) respondents by email. Secondary data were collected from records in the DIS office on ISPs.

3.6 Data Analysis Techniques

Is examining what have been collected, scrutinizing the acquired information, (Kombo and Tromp, 2005) Data were analyzed quantitatively using SPSS applying descriptive statistical techniques. Outputs were presented in terms of tables and figures.

3.7 Ethical Consideration

The researcher was granted Permission from DIS through KIMS under the department of PSRI at UON. The respondents were informed that the purpose of the study was purely academic. Voluntary participation was encouraged and informed consent was obtained from the respondents before their filling questionnaires Anonymity and confidentiality of respondents was assured for the respondent's privacy.

CHAPTER FOUR: DATA ANALYSIS, RESULTS AND DISCUSSION

4.1 Introduction

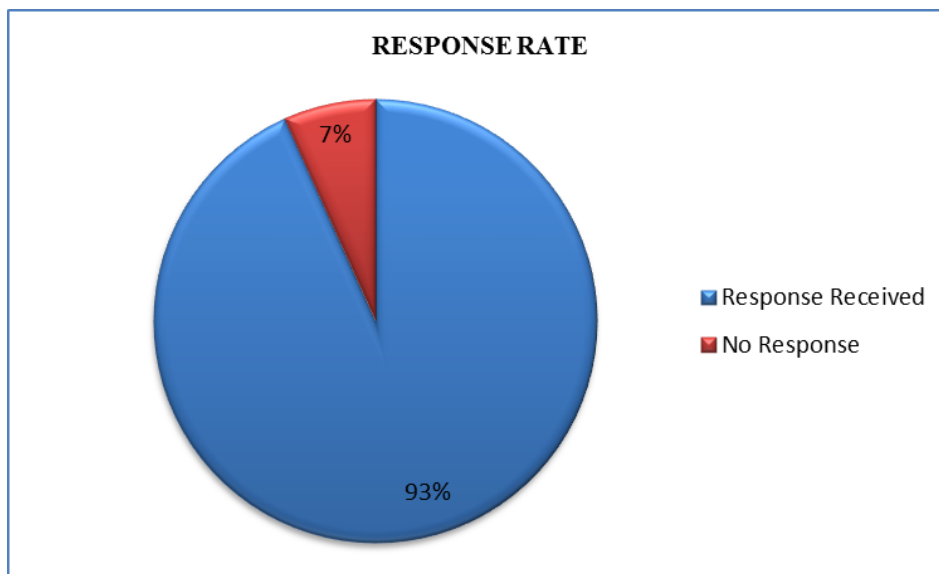
This chapter presents analysis and interpretation of data collected by means of questionnaires administered to the immigration officials and reviews of documents held at DIS. This chapter also has data analysis methods, results, discussion of the findings, comparison of the research findings with theory and empirical literature.

Objectives of the study were to examine the security in issuance process and implications of conditions of KUR interstate pass.

4.2 Response Rate

The researcher administered questionnaires to a sample of one hundred and seventy three (173) immigration officials. One hundred and fifty four (154) questionnaires were sent to respondents at JKIA and nineteen (19) to Busia OSBP.

Figure 2: Response rate



Source: Field Data, 2020

Figure 2 above shows the response rate. Response from JKIA was 96% and 90% from Busia OSBP' in total the response rate was 93% and 7% did not respond.

4.3. Background information.

4.3.1 Respondents were asked to indicate their station of work.

The response was as shown in table 4.1 below

Table 4.1: Station of work for respondents

Station	Frequency	Per cent
JKIA	148	90
BUSIA OSBP	17	10
Total	165	100

Source, field data 2020

Results from the table 4.1 shows that, 90% of the respondents came from JKIA and 10 % came from Busia OSBP.

4.3.2 Respondents were asked to indicate years worked in current station. The response was as shown in table 4.2 below

Table 4.2: Years worked in current station by respondents

Years	frequency	percentage
Below 1	0	0
1-2	72	44
3-4	69	42
5-6	22	13
Above 6	2	1
Total	165	100

Source: Field data, 2020

Table 4.2 above shows that 44% of the respondents have worked in their current station for 1- 2 years, 42% have worked for 3-4 years, 13% for 5- 6 years and 1% indicated that they have worked for above 6 years. None of the respondents has worked for below 1 year in their current station of work.

4.4 Security in Issuance process of KUR interstate pass.

4.4.1 When respondents were asked to list requirements for issuance KUR interstate pass, response was as shown in table 4.3 below

Table 4.3: Requirements for issuance of KUR Interstate pass

Requirement	Frequency	Per cent
National ID	165	100
Resident permit	165	100
Applicant in person	165	100

Source, Field data 2020

From table 4.3 above all the respondents (100%) indicated that requirements for issuance of KUR interstate pass were: national ID, resident permit, and an applicant in person.

4.4.2 When respondents were asked to rate eligibility of requirements for issuance of KUR interstate pass, the response was as shown in table 4.4 below

Table 4.4: Eligibility of requirements for issuance of KUR Interstate passes

Requirement	Per cent					Total
	Very Secure	Secure	insecure	very insecure	undecided	
National Id.	65	35	0	0	0	100
Resident permit	59	29	0	0	12	100
Applicant in person	76	18	6	0	0	100
Voter’s Card	0	0	59	29	12	100
Student Identity Card	0	0	65	29	6	100

Source, field data 2020

From table 4.4 above, 76 % of respondents indicated that applicant in person is a very secure requirement followed by use of national Identity card and resident permit at 65% and 59% respectively. Use of Student Identity Card and voter’s Card were considered to be insecure by 65% and 59% of respondents respectively. Some respondents were undecided as indicated by 12% on Resident Permit, 12% on voter’s Card and 6% on student Identity Card.

4.4.3 When respondents were asked to name features for authenticity of KUR Interstate pass, response was as shown in table 4.5

Table 4.5: Features for authenticity of KUR Interstate pass

Feature	Frequency	Per cent
National flags	165	100
Serial numbers	165	100
Colour	165	100
Size	117	71

Source, field data 2020

From table 4.5 above 100% of respondents mentioned that National flags, Serial numbers and the colour indicate Authenticity of the KUR interstate pass. 71% of the respondents mentioned the size.

4.5 Security implications on conditions of use of KUR interstate pass

4.5.1. When respondents were asked to rate conditions of use of KUR interstate pass. The response was as shown in table 4.6 below

Table 4.6: Conditions of use of KUR Interstate pass.

Condition	Per cent					Total
	Very Easy	Easy	Difficult	Very Difficult	Undecided	
Cost	100	0	0	0	0	100
Availability	80	12	8	0	0	100
Travel with under 18 year old	0	0	85	15	0	100
To non- KUR region	0	0	90	10	0	100
Re- use	0	0	100	0	0	100
Seek employment	0	0	100	0	0	100
Long duration of stay	82	10	8	0	0	100

Source, field data 2020

From table 4.6 above 100% of respondents mentioned that the cost of KUR interstate pass was easy. Majority of the respondents 80% mentioned that the KUR was very easily available. Majority of the respondents 82% also mentioned that it was very easy to get a long duration of stay using KUR interstate pass. However 100% of respondents indicated that it was difficult to re-use or use

KUR interstate pass to seek for employment. 90% of the respondents mentioned that it was difficult to use KUR interstate pass beyond KUR region against 10% who indicated that it was very difficult. From the response, 85% of respondents mentioned that it was difficult while 15% indicated that it was very difficult to travel with under 18 year old using KUR interstate pass.

4.5.2 When respondents were asked whether there were any cases of KUR Interstate pass, manipulation response was as shown in in table 4.7 below

Table 4.7: Cases on manipulation of KUR Interstate pass

Variable	Frequency	Per cent
No	145	88
Yes	16	10
Undecided	3	2
Total	165	100

Source field data 2020

From table 4.7 above 88% of respondents mentioned that there were no cases of KUR interstate pass manipulation. 10% indicated that there were reported cases while 2% of the respondents were undecided.

4.6 Discussion of Findings

The purpose of the study was to assess the security of interstate pass as a travel document within the East African community region. Objectives of the study were: to examine security in the issuance process of KUR interstate pass; to examine security implications in conditions of use of KUR interstate pass.

The findings were based on a target population of 270Immigration officials where 173 participated in the study. Sampled were 90% of the respondents from JKIA and 10% from Busia OSBP which were considered as major Ports of entry where KUR interstate pass is used. The response rate was 93% and 7% did not respond. Background information on respondents was sort where work stations and years of service in those station where indicated. Years of service were considered where majority of the respondents were found to have worked in their current station between 1-4 years, 44% 1-2 years and 42% 3-4 years. This was important as years of work, experience and

exposure to issuance and use of KUR interstate pass enables the respondent give accurate information.

The study found that, eligibility considered by officials in the issuance of KUR interstate pass is national ID and resident permit which were considered to be very secure by 65% and 59% of respondents respectively. But a student card despite appearing in requirements is not honored basing on the findings respondents did not list it as a requirement when asked and 65% mentioned that it was it insecure.. The study found that authenticity of ISP is anchored on the national ID with security features and identifiers which include national flag of KUR states, unique ID number of the applicant serial number, color and size of the card as mentioned by 100% of .respondents.

Findings of the study on security implications in conditions of use of KUR interstate pass were that; the cost of movement was cheap as KUR-ISP is issued free of charge as mentioned by 100% of respondents. 82% of respondents indicated that it was very easy to have a long duration of stay as KUR –ISP is valid for six months while 80 % mentioned that KUR-ISP is very easily available. The long duration of stay and availability of KUR-ISP enhances free movement of persons and merchandise within the KUR region. However this could also encourage negative effects like relaxed restrictions at border crossings that may encourage transnational criminal activities like human trafficking, migrant smuggling, money laundering and drug trafficking. This may also result into migrant workers who compete with locals for job opportunities.

The study also found that majority of respondents 100% mentioned that is was difficult to re-use the interstate pass. It is a six months single journey round trip travel document which may inconvenience a traveler who wishes to travel regularly a few days and to different regions of KUR states.

The study also found that 90% of respondents mentioned that it was difficult travel to non KUR region with KUR-ISP. 85% of respondents mentioned that it was difficult to travel with the under 18 year old persons as they are not eligible for KUR-ISP. This hinders free movement of persons and does not encourage regional integration as KUR-ISP is used only within KUR states while the East African Community has five partner states. The segregation leads to economic development

imbalance and competition. This is a security risk to EAC integration that led to its collapse in 1977 only to be revived in 2001

However majority of the respondents 88% mentioned that there were no cases of KUR interstate pass manipulation only 10% stated that there were reported cases of forgeries and imposters as 2% of the respondents were undecided. This indicates that the KUR interstate pass has been issued and used in a secure way within KUR states of EAC region.

4.7 Comparison with Theory

The study findings on requirements of issuance of the East African Interstate pass are closely related to the securitization theory (Leonard& Kaunert, 2010). The use of a machine readable national ID and resident permit as eligibility requirements aims at reducing the risk of improper issuance use of KUR interstate pass, which may be a threat to East African citizens and residents. The aim is to safeguard not just individual persons but also society and environment within the member states

The street -level bureaucratic theory (Ermin Erasmus, 2015) is also informed this study. The Study established that free movement of persons within KUR states of EAC region is enhanced by the facilitation by border officials. This compares with the Street- Level bureaucratic theory which explains that government officials implement policies of their organizations and use their discretion when performing their duties. Here border officials make decisions on persons travelling on KUR-ISP, profile the applicants basing on the set eligibility requirements and state whether the applicant qualifies for KUR-ISP or not.

4.8 Comparison with Empirical Studies

This study aimed at assessing the security in the issuance process and security implications in conditions of use of KUR interstate pass. Security of the document translates to the security of citizens and the member states. This is compared to the same situation in the European Union where it was found that verification of authenticity of a travel document identifies the holder and approximately 23, 000 travel document manipulation cases are reported at Schengen border controls yearly (Gustav et al 2013) Security in the issuance process and conditions of use are

important for a secure travel and residence of persons in different regional blocs. This explains why different regional blocs have come up with unique eligibility requirements. (EAC- CM Protocol 2001; UNECA, 2018; Topol, 2019). In the Schengen visa the requirements of a duly filled visa form, the applicant's photograph are emphasized same to the KUR region where national ID, the applicant in person and the resident permit are among the eligibility requirements.

CHAPTER FIVE: SUMMARY, CONCLUSION AND RECOMMENDATIONS

5.1 Introduction

This chapter gives a summary of the key findings, then draws conclusions and gives recommendations from the findings. It also gives limitations of the study and suggestions for further study.

5.2 Summary of the Finding

The study aimed to assess the security of interstate pass as a travel document within the EAC region. Objectives of the study were: to examine security in the issuance process of KUR interstate pass; to examine security implications in conditions of use of KUR interstate pass.

The study found that officials considered eligibility for issuance of KUR interstate pass as national ID, resident permit and the presence of applicant in person. Though a student ID card is listed in among the requirements, it is not honored. Features to identify authenticity of KUR interstate pass were: national flags of partner states, Serial number, the color and size.

The study found that cheap travel by the KUR interstate pass together with a long validity period enhances free movement of persons and merchandise however may equally encourage transnational criminal activities such as Human trafficking, migrant smuggling, drug trafficking and money laundering. This may also lead to economic insecurity as cheap labor from migrant workers cause competition on job market with locals that may lead to conflict.

The study also found that KUR interstate pass creates a semi community of KUR states within the EAC region. This is a threat to the EAC regional integration as it creates unfavorable suspicion, economic competition that led to the collapse of the East African Cooperation in 1977. It was difficult to travel with children under 18 years of age as they are not issued with KUR interstate pass.

Despite the above indicated findings, the study established that cases of KUR –ISP manipulation have been minimal especially on forgeries and imposters.

5.3 Conclusions

From the analysis, the research made the following conclusions: The issuance process of KUR interstate pass is secure except its security features are minimal. From the study the KUR –ISP has been found as much as is meant to enhance free movement of persons within the EAC region, it also minimizes free movement as children under 18 years of age are not considered. Free movement of persons especially on free six month validity KUR –ISP gives a long duration and less scrutiny at border crossings. This may encourage transnational criminal activities like human trafficking, migrant smuggling, drug trafficking and money laundering.

The study also concluded that the KUR could cause economic imbalance in the EAC region where some partner states may have more developed economies than others. This will lead to cheap labor migrants, low wages and conflicts within the EAC partner states a situation that led to the collapse of the East African Cooperation in 1977. However, the study established that there were minimal cases of KUR interstate pass manipulation reported. The few reported cases were on forgeries and imposters which are a big risk and should not be ignored.

5.4 Recommendations

Based on the findings, the study recommends the following: On policy, to enhance free movement for all citizens and residents in KUR region, children under the age of 18 years should also be allowed to obtain KUR –ISP. They could use requisite documents such as birth certificates or parents / guardian's ID cards. The study also recommends that security features on KUR interstate pass can be enhanced. ICAO recommends some standards of travel document security features such as watermarks, security fibers and threads among others. More features that may also be included are image of the applicant, signature of issuing authority and a microchip. Economic related policies should be applied to regulate employment of foreign nationals from EAC region to balance with local needs reduce conflict on labor market.

For practice, the study recommends that: border officials should accept traveller's preferred travel document. They should not deny entry of an applicant who previously used ISP from KUR – EAC region. Practitioners should enhance KUR post entry surveillance to minimize incidences of transnational crime.

5.5 Limitations of the study

Limitations to the study were: The researcher had planned to meet respondents and administer the questionnaires however due to Covid 19 phenomenon questionnaires were emailed to the respondents and some respondents did not email back the filled questionnaires, The study was done only at JKIA and Busia OSBP, other stations issuing Interstate pass were not included, and results may not be generalized.

5.6 Suggestions for further study

The study suggested that further studies could be done on secure issuance and use of Interstate pass in other stations within and outside Kenya. The study could also be done on Interstate pass in areas not covered in this study, using different techniques and approaches.

REFERENCES.

- Aderanti Adepoju, Alistair Boulton and Mariah Levin. 2010. *Promoting integration through mobility: Free movement under ECOWAS*. United Nations High Commissioner for Refugees. Retrieved from <http://www.unhcr.org>
- Bryman, A. (2012) 'Formulating suitable research questions, Social Research Methods', Oxford: Oxford University Press
- Bloch, A., N. Sigona & R. Zetter (2011) Migration routes and strategies of young undocumented migrants in England: a qualitative perspective, *Ethnic and Racial Studies*, 34(8):1286-1302
- Buzan, B. (1991) *People, states and fear: An Agenda for security Analysis in the Post- Cold War Era*. Brighton: Weatsheaf
- Buzan, B., Weaver, O. and de Wilde, J. (1998) *Security – A New Framework for Analysis*, Colorado: Lynne Rinner Publishers, Inc., Boulder
- Castells, Manuel, 1996. *The Rise of Network Society*, Oxford: Blackwell
- Castles, S, de Haas, H .and Miller, M. J (2016). *In the Age of Migration International Population Movements in the Modern World*. (5th revised edition). Houndmills, Basingtoke, Hampshire and London. Mac Milan Press ltd.
- Christabel Ligami (Daily Nation Feb, 2014) Travelling in the EAC? Just grab your passport, pass or ID
- COMESA Protocol, (2018). COMESA Passport, Retrieved from, <https://www.comesa>
- Cris Magoba; New Vision (11th January 2017) the experience of cross border Travel using national ID
- Donatella Porta Della & Michael Keating (2008) 'How many approaches in the social sciences? An epistemological introduction' A pluralist perspective. Cambridge: Cambridge University Press.
- East African Community Treaty, 2001
- East African Common Market Protocol, 2001
- Ermin Erasmus. (2014) Use of street-level bureaucracy theory in Health Policy Analysis in low- and middle-income countries. University of Cape Town
- Retrieved from
<https://www.academic.oup.com>
- Felix Kiruthu, Jecinta Kapiyo, Wilson Kimori (2011). *The Evolving World A History and Government Course, Form 4 Student's Book*, Oxford University Press, Nairobi
- Ford, Richard, (2007). Britain and Ireland agree to tighten border check.
- Retrieved from <https://www.schengenvisainfo.com>
- Glenn D. Israel (2012), *Research Methods, sample size from Formulae to Concepts* (PDF) Retrieved from: <https://www.researchgate.net>
- Gustav Soederlind and Monica Gariup (2013), Document Fraud Detection at the Border, preliminary observations on Human and machine performance. Frontex Research and Development Unit, Warsaw Poland.

- Guyo Wario & Osman Salat(2018) Influence of Change Management Practices on performance of Oil marketing Companies in Kenya. American Based Research Journal, vol, 7 Retrieved from <https://paper.ssm.com>
- ICAO (2015) ICAO 9303 7th Ed Machine Readable Documents Retrieved from, <https://www.icao.int.s>
- IOM (2011) IOM and Identity Management, Retrieved from, <https://www.iom.int>.
- Kavitha Pillay (2018). Afri Travel: A visa quick guide for smooth travel to these 14 SADC countries.
Retrieved from: <https://m.traveller24.com>
- Kombo, D. K. & Tromp, L. R. (2006). *Proposal and Thesis writing. An Introduction* Paulines Publications Africa: Nairobi.
- Kothari, C. (1990). *Research Methodology, Methods and Techniques*, Wishwa Prakashan. New Delhi.
- Lee Everett (1966), Theory of Migration. Demography Vol. 3 Springer, Population A
- Lipsky, Michael (1980) Street-Level Bureaucracy: Dilemmas of the Individual in Public Services. New York: Russell Sage Foundation
- sociation of America. *Retrieved from, <https://www.jstor.org>.*
- Makame, A. (2012). The East African Integration: Achievements and Challenges: Great Insights, Vol.1 issue 6. Maastricht.
Retrieved from <https://ecdpm.org>.
- Nations Economic Commission for Africa, François Crepeau (2018) free movement and non-discrimination in an unequal Union United Top of Form Journal of European Public Policy Volume 25, 2018 - Issue 10
- Peter Senger (2011), Migration and Global Environmental Change- Sustainable Development. Foresight final Project Report, London.
- SADC, *Protocol on Facilitation of Movement of Persons* (Gaborone, Botswana, 2005).Retrieved from <http://www.sadc.int/document>.
- Susanne K. Schmidt, Michael Blauburger & Dorte Sindbjerg Martinsen Pages 1391-1402 | published online: 23 Aug 2018 Free movement and equal treatment in an unequal union Retrieved from <https://doi.org/10.1080/13501763.2018.1488887>.
- Tom Topol, (2019). Did you ever hear of an IGAD passport?
Retrieved from www.passport.collector.com

Travel wifi (2018). The history of passports

Retrieved from www.google.com

Vincent N. Machuki & James W. Mutua (2018) An Interrogation into strategy- Technology Linkage at Department of Immigration Services, Kenya.

Retrieved from <https://www.researchgate.net>

APPENDICES

Appendix I: Questionnaire

My name is John Wenje Nyongesa, a student from the Kenya Institute of Migration (KIMS) at the University of Nairobi. I’m carrying out a research on ‘An assessment of security of the Interstate pass as a travel document within East African Community’. Data collected will be confidentially handled, anonymity will be observed and the information will be used purely for academic purpose. I really appreciate this opportunity you have given to me in accepting to participate in this study.

1. Which is your current work station?

2. How long have you worked at your current work station.....

.....

3. List the requirements for issuance of KUR interstate pass

.....

.....

4. How would you rate the eligibility of requirements for the issuance of KUR interstate pass?
Given below (Tick as appropriate)

Requirement	Rating				
	Very secure	Secure	Insecure	Very insecure	Undecided
National Id					
Resident Permit					
Applicant in person					
Voter’s card					
Student Id Card					

6. i) What features identify authenticity of KUR Interstate Pass?

7. i) How would you rate use of KUR interstate pass under the following headlines. (Tick as appropriate)

condition	Rating				
	Very easy	Easy	Difficult	Very difficult	Undecided
cost					
Availability					
Travel with child under 18 year old					
Travel to non- KUR region					
Re- use					
Seek employment					
Long duration of stay					

8. i) Have there been any reported cases of document manipulation of KUR Interstate pass? Yes?

/ No.

ii) if yes, which ones?.....

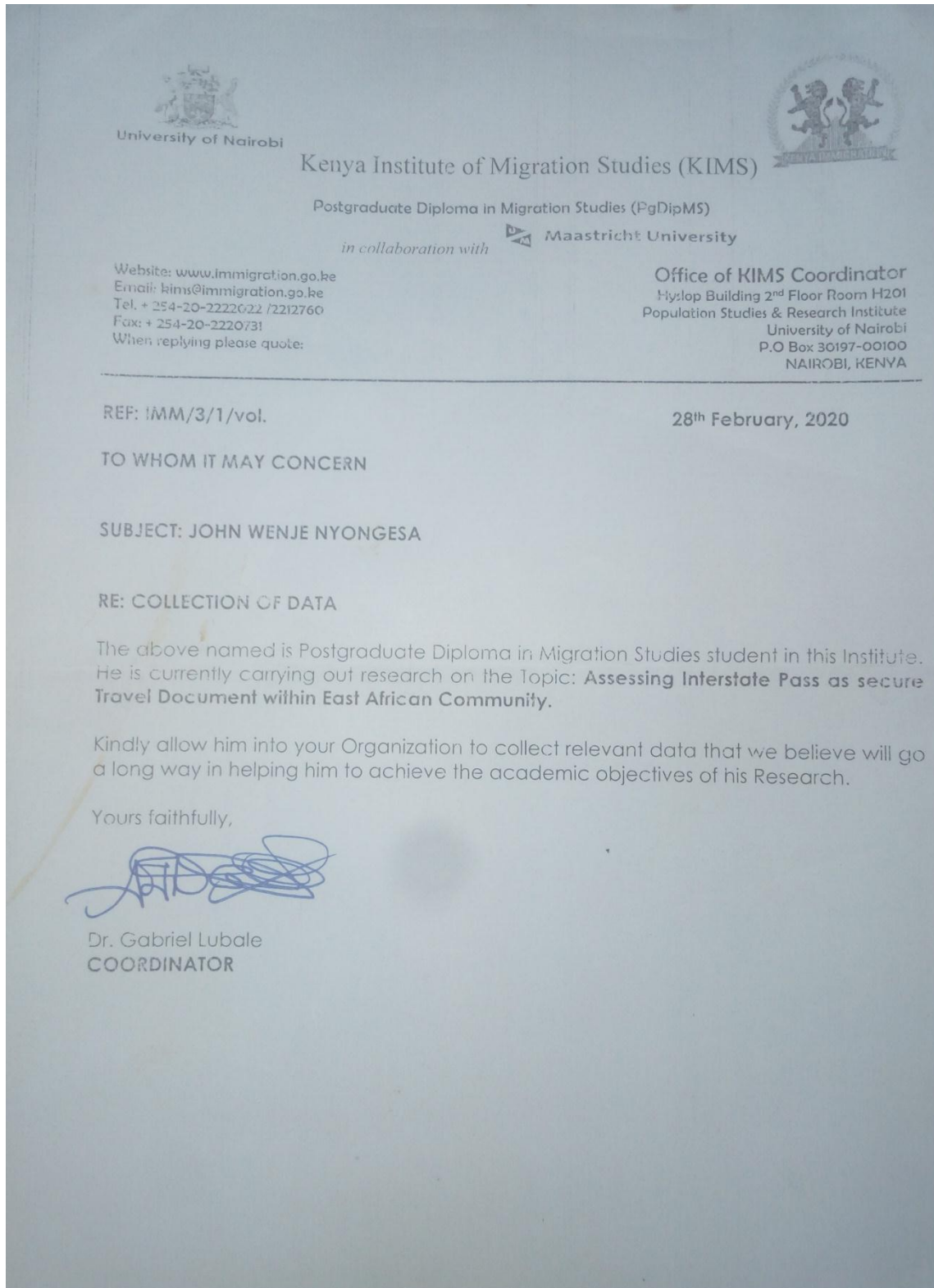
END.

THANKS FOR YOUR TIME AND COOPERATION

Appendix II: The KUR Interstate Pass



Appendix III: Introduction Letter for Permission to Collect Data



Appendix IV: Certificate of Correction



Kenya Institute of Migration Studies (KIMS)

in collaboration with



Maastricht University



Directorate of Immigration Services

Website: www. Immigration.go.ke
Email: kims@immigration.go.ke
Tel. +254-20-2222022 /2212760
Fax: +254-20-2220731
When replying please quote:

Hyslop Building 2nd Floor Room H201
Population Studies & Research Institute
University of Nairobi
P.O Box 30197 – 00100
NAIROBI, KENYA

Director, Graduate School
University of Nairobi
P.O. BOX 30197-00100
Nairobi

Date: 02/11/2020

RE: CERTIFICATE OF CORRECTION: JOHN N. WENJE- Q68/28914/2019

This is to certify that Mr. John N. Wenje has effected corrections from the board of examiners.

A handwritten signature in blue ink, appearing to read 'James Mutua'.

James Mutua.

Supervisor.