PROGRAMME & ABSTRACT BOOK

INTERNATIONAL CONFERENCE

AFRICA'S MOBILITY STRUGGLES

INFRASTRUCTURING (IM)MOBILITIES: TECHNOLOGIES OF RESTRAINT AND FLUIDITY IN AFRICA'S MOBILITY STRUGGLES

ORGANISED BY DR. PADDY KINYERA AND DR. JOCHEN LINGELBACH

**ACC MOI UNIVERSITY, ELDORET, KENYA
22ND AND 23RD FEBRUARY 2023**

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PROGRAMME

09:00-9:45	• **Welcome:** Director ACC Moi Uni. – Prof. Peter Simatei • **Welcome:** Vice-Chancellor Moi Uni. – Prof. Isaac Sanga Kosgey • **Introduction:** ACC's RS Mobilities - Prof. Joram Kareithi; Conference Co-organiser - Dr Paddy Kinyera
9:45-10:30	**Keynote 1:** *Emergency (Im)mobilities* **Prof. Peter Adey** *(via zoom) - chaired by Dr. Jochen Lingelbach*
10:30-11:00	**Tea break**
	Panel 1: Mobility Visions – *chaired by Dr. Dulo Nyaoro*
11:00-11:20	1. *An Assessment of user Experiences for Walking Infrastructure in Second tier towns: A case of Nakuru town, Kenya* - **Gladys M.M. Nyachieo**
11:20-11:40	2. *A thought experiment to provoke transportation justice: how is everyone affected, not only the poor?* **Mennatullah Hendawy** *(via zoom)*
11:40-12:00	3. *Towards Gender-Sensitive Infrastructure: Opportunities, Challenges and Way Forward for Infrastructure Planning, Implementation and Delivery in Africa* - **Conrad J. Masabo**
12:00-12:20	4. *Reinventing Bicycles in Urban Transport Master Plans, Addressing Climate Change Questions and Mobility Constraints in The 21st Century Nigeria* - **Uche U. Ukonkwo**
12:20-13:00	**Panel Discussion**
13:00-14:20	**Lunch Break**
	Panel 2: The Production of (im)mobilities – *chaired by Dr. Paddy Kinyera*
14:20-14:40	1. Waste as Infrastructure: Informal Electronic waste recycling and labour mobilities in Tanzania - **Samwel M. Ntapanta** *(via zoom)*
14:40-15:00	2. Bridging the Maputo Bay: transnational mobilities and amphibian infrastructure in Southern Africa - **Caio S. de Araújo**
15:00-15:20	3. Infrastructure and urban transportation in Bobo-Dioulasso (Burkina Faso): Which entanglement? **Houd Kanazoe**
15:20-15:40	4. Social networks and mobile technologies as enablers and disablers of migration in Ghana - **Mariama Zaami**
15:40-16:20	**Panel discussion**
18:30	**Conference dinner**

Thursday 23 February 2023

09:00-09:45	**Keynote 2:** *Infrastructuring (im)mobilities* **Dr Faisal Garba Muhammed** *(via zoom) - chaired by Prof Tom Mboya*
10-10:30	**Tea break**
	Panel 3: Mobility Control – *chaired by Jochen Lingelbach*
10:30-10:50	1. *From Migrant labour-camps to refugee camps: A case of Kabale and Ruti labour route since the 1950s* - **Nicholas Tunanukye**
10:50-11:10	2. *Infrastructures of immobility, control and development: The case of internment and refugee camps in Southern Rhodesia, 1939 to 1947* - **George Bishi**
11:10-11:30	3. *Mobility control in times of security crisis: case of the border space of Bittou in eastern Burkina Faso* - **Yacouba Cissao**
11:30-11:50	4. *Urban planning in a temporary settlement: the Isiolo Refugee Camp, Kenya, 1937-1939* - **Brett Shadle**
11:50-12:30	**Panel discussion**
13:00-14:20	**Lunch Break**
	Panel 4: Mobility Struggles – *chaired by Dr Frederick Okaka*
14:20-14:40	1. *The history and evolution of refugee policies in Uganda* - **Ricardo Munyegera**
14:40-15:00	2. *African Mobility Struggles: The ECOWAS Experience* - **Lucky Igohosa Ugbudian**
15:00-15:20	3. *Travel Agents and Cameroonian Migration to the West* - **Tracy E. Abit**
15:20-15:40	4. *Mobility and blended identities: The case of Banyarwanda in Uganda, 1940s to 2022* - **Christopher Muhoozi**
15:40-16:20	**Panel discussion**
16:20-16:50	**Tea break**
16:50-17:30	**Final discussion**

Venue

Sirikwa Hotel

Elgeyo Rd, off Oloo St

Eldoret, Kenya

Online

https://us02web.zoom.us/j/83961887545?pwd=TzRERkhNWUFtU3VkdWh5KzJWTG
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Meeting ID: 839 6188 7545

Passcode: 356200

Keynotes

Prof Peter **Adey**, Royal Holloway University, London:

Emergency (Im)mobilties

Dr Faisal **Garba** Muhammed, University of Cape Town:

Infrastructuring (Im)mobilities

ABSTRACTS

Wednesday, 22 February 2023

Panel 1: Mobility Visions

Chair: Dulo Nyaoro, Moi University, Eldoret

An Assessment of user Experiences for Walking Infrastructure in Second tier towns: A case of Nakuru town, Kenya

Gladys M.M. Nyachieo, Multimedia University of Kenya

Many African states are now acknowledging the value of walking as a mode of transport as well as the need to ensure safety for those walking. Transport policy in Africa is beginning to recognize the integral role that walking plays in any sustainable transport system (Christopher et al., 2018). Increasingly, African nations are slowly adopting non-motorized transport (NMT) policies that call for a safe, comfortable, and convenient environment for pedestrians. These policies recognize that active modes such as walking are crucial forms of affordable transport that do not only enable the accomplishment of primary trips, but also accrue significant health benefits and lowering of carbon emissions. Unfortunately, those walking in many parts of Africa and the world are "captive walkers." They walk out of necessity and affordability as opposed to walking by choice for pleasure or accessibility and safety. This is partly due to non-inclusive transport planning or not planning for pedestrians which result to undesirable and unsafe pedestrian infrastructure. For others, like people living with disabilities, the very focus on roads for vehicles acts as form of immobility for this category of road users. This study seeks to meet three objectives; (i) examine user perspectives on walking infrastructure and their consequences (ii) assess pedestrian safety concerns and (iii) explore access and mobility challenges for People Living With Disabilities (PLWDs) in Nakuru city. Mobility infrastructures such as roads have always been given priority in both capital and secondary cities in Africa. They are seen to provide a structured way of moving although these same infrastructures

restrain movement for some categories of users. The study examines the effects of dimension, safety, security, comfort and convenience on walking experiences that are often restrained by the presence of roads for motorized transport. Both quantitative and qualitative methods are utilized.

A thought experiment to provoke transportation justice: how is everyone affected, not only the poor?

Mennatullah Hendawy, Ain Shams University/ Center for Advanced Internet Studies, Bochum

Transportation is a basic consumer good and right in a currently growing, connected world. Scholarly work on transportation injustice is concerned with advocating for a system that provides every citizen with the right to move freely in accordance with their needs and wants. Seen in this light, transportation is not only an infrastructural project but also a socio-cultural element that connects people and places, as well as activities, facilities, and opportunities locally and globally. While most literature focuses on the negative influence of transportation inequalities on the most vulnerable, everyone, including residents in suburban or satellite development, suffers from transportation injustice. As we do the hard work of unseeing poverty as the poor's problem, transportation should be kept at the forefront of discussion such that the right of everyone to have a safe, accessible, and affordable livelihood is affirmed. Using a fictional example for a thought experiment, in this article, I would like to ignite the discussion around how the rich are disadvantaged by transportation injustice. Using a thought experiment, I shift the conversation towards 'everybody' to lead to more practical discussions coupled with the current neoliberal urban age, as the discussion no longer excludes the rich from the conversation. The reason I would like to make this argument is to move away from addressing poverty as a problem of the other, towards seeing poverty and injustice as a broader issue co-produced by everybody.

Towards Gender-Sensitive Infrastructure: Opportunities, Challenges and Way Forward for Infrastructure Planning, Implementation and Delivery in Africa

Conrad J. Masabo, Hong Kong Baptist University

Decisions on what, who, when, where and how to build or not entails the functioning of Harold Lasswell famous dictum: politics as who gets what when and how. It is an affirmation of how inseparability politics and infrastructure and compels for examining how politics is enacted in everyday life by attending to the performance of infrastructure. It calls for the conceptualization of how infrastructure come to matter politically, both discursively and as a set of materials but also entailing transcending beyond traditional accounts of infrastructure as apolitical and only consisting of technocratic attributes. At the core of this debate are three critical dimensions of infrastructure: discourses, instrumentalities, and politics and how infrastructure represent both the material and aspirational terrain for negotiating the promises and ethics of political authority, and the making and making of political subjects. While all these aspects seem to have received due attention, infrastructure as a site for reproducing masculinity and exacerbating gender inequality remain an under research focus area. Particularly is how the different infrastructure thinking and technologies pre-determine inequalities on bases of gender. Although a body of literature on gender in infrastructure is emerging, most of the infrastructure projects implemented, technologies deployed and kind of (im)mobilities expected still a thorough and critical engagement of gender. This presentation serves as an exploration guide pointing-out why gender matters and how to take it on board to enhance gender inclusivity in the contexts of infrastructure planning, implementation and delivery for the realization of gender sensitive infrastructure.

Reinventing Bicycles in Urban Transport Master Plans, Addressing Climate Change Questions and Mobility Constraints in The 21st Century Nigeria

Uche U. Ukonkwo, University of Nigeria, Nsukka

Nigeria is one of the most celebrated countries in the world when it comes to high air pollution emanating from combusting transport system that is ecosystem unfriendly. As a result, cycling offers ecosystem friendly mode of transportation. During the colonial period, bicycles played an important role in the movement of goods and services until the 1960's. Regrettably, the colonial urban plan designed by Public Work Department (PWD) could not provide bicycle lanes that ought to sustain the cycling cities that are prevalent in China, Hongkong, and Germany. Considering the huge traffic in the urban center with several hours spent and economic activities slowed down, the bicycle offers new alternatives for urban transport. Scholarly works of Njogu(2019), Berkers, Botma, and Oldenziel(2017 and 2018) have shown the effectiveness of bicycle transports in Johannesburg, Hague, Arnhem, and Nijmegen respectively. This suggests that the colonial urban plans could be adjusted to accommodate bicycle lanes. Unfortunately, when the former minister of transport in Nigeria, Chief Ojo Maduekwe attempted to introduce city cycling, the absence of bicycle lanes marred that project. This paper relies mainly on primary sources from the archives of Nigeria and similar published academic works on bicycles to suggest ways bicycles could address mobility constraints in Nigeria especially in urban areas.

Panel 2: The Production of (im)mobilities

Chair: Paddy Kinyera, University of Bayreuth

Waste as Infrastructure: Informal Electronic waste recycling and labour mobilities in Tanzania

Samwel M. Ntapanta, University of Bayreuth

The concept of "waste as infrastructure" refers to the idea that waste management and disposal systems should be viewed as a vital component of a country's infrastructure, similar to transportation and energy systems. This approach recognizes that waste management plays a critical role in protecting public health and the environment and is essential for modern society's functioning.

Waste as infrastructure also highlights the need to invest in and develop sustainable waste management systems that can handle the increasing amount of waste generated. This includes investing in new technologies for recycling, composting, and energy recovery, as well as upgrading existing infrastructure, such as landfills and incineration plants, to improve efficiency and reduce environmental impacts. However, when there are no such technological infrastructures like in Tanzania, people become infrastructures, exploiting their indigenous knowledge, ingenuity and creativity to handle and extract value from discards arise.

Tanzania lacks formal e-waste management infrastructure and regulations. As a result, many individuals and small businesses have turned to informal e-waste recycling as a source of income. Informal recycling refers to collecting, dismantling, and processing electronic waste, often using crude methods and without proper safety or environmental protections. Another aspect to consider is labour mobility, many people from rural areas travel to urban areas in search of work, and informal e-waste recycling can be an attractive option for those with limited education or job skills. For that matter, the waste sector has become pivotal in employing migrants. This paper is drawn from 12 months of ethnographic exploration among informal e-waste recyclers in Dar es Salaam, Tanzania. The paper analyses the pull

factors, socioeconomic and historical, that enable migration between rural and cities. The paper also examines skills and knowledge that migrants bring with them to cities that are incorporated into informal electronic waste recycling.

Bridging the Maputo Bay: transnational mobilities and amphibian infrastructure in Southern Africa

Caio S. de Araújo, University of the Witwatersrand

This paper analyses the question of African mobilities by looking at the Maputo-Katembe bridge, a Chinese-financed megaproject inaugurated in 2018. As a major work of amphibian infrastructure, the bridge crosses the Maputo bay and promises to link, via interconnected road, the city of Maputo, in Southern Mozambique, to the South African border in Kwazulu-Natal. In the paper, I will argue that this infrastructure is poised to play an important role in regional integration by facilitating transnational mobility. This case study is not exceptional, but I will argue that what is distinctive about the Maputo-Katembe bridge, if compared with other projects in the continent, is its relation to a new form of connectivity, which speak to contemporary modalities of Chinese engagement in the Global South. The China Road and Bridge Corporation (CRBC) is representative of how roads and bridges are becoming the most visible and material expressions of the China-in-Africa story, carrying its promises of material progress, cross-border cooperation and enhanced mobility. Megaprojects, such as the Maputo-Katembe bridge, speak of a desire for the future which builds on earlier experiences but also displaces them, opening the terrain for new aspirations. The road to the Kwazulu-Natal border re-engages longstanding projects of regional connectivity, economic growth, and good use of the environmental diversity in Southern Mozambique. In a nutshell, it promises to instantiate a mobility corridor in the making, along the Maputo-Durban axis.

Infrastructure and urban transportation in Bobo-Dioulasso (Burkina Faso): Which entanglement?

Houd Kanazoe, Université Virtuelle du Burkina, Ouagadougou

Urban public transport in the global South and particularly in Africa is dominated by informal transport. While their presence is partly related to the failures of public enterprises, informal transport is the most adapted to the spatial and socio-economic realities of African cities. The aim of this paper is to highlight how the lack or poor distribution of road in good condition has created possibilities from bellow that shape today urban transport sector in Bobo-Dioulasso. Indeed, the city of Bobo-Dioulasso is a perfect example where the level of road infrastructure development, far from creating a certain immobility of the populations, is rather a catalyst towards a structuring of urban transport far from the rules enforce by the state. The lack of paved roads in the city has given rise to a form of spatial structuring based on the complementarity of two types of informal transport that are prohibited. While paved roads is the navigation area for taxis locally transform to run with gas, the abandoned periphery, which because of its lack of profitability, became the domain of tricycles, which have truncated goods they are allowed to carry for people. Far from suffering the consequences of this spatial inequality of road in good condition, the populations of the whole city have access to the resources of the city but within the framework of a redefinition of their relationship with the state and the municipality. Their legitimacy to move in gas taxis despite the risk or in tricycles if necessary like goods is the response of not seeing mobility like a state and can be understood as a claim of a moral economy of mobility.

Social networks and mobile technologies as enablers and disablers of migration in Ghana

Mariama Zaami, University of Ghana

Migration has assumed growing significance, and people migrate for different reasons. We need to understand the desire and aspirations of these migrants. Why do they migrate? They do so in search of a better life. In this paper, I interrogate the migration infrastructure that enables or constrains them from achieving their desires and aspirations. This paper focuses on the importance of social networks and mobile communication technologies in mobility within Ghana. The desire to be mobile is to find the means of survival, and these mobilities are enabled through physical, social, and electronic infrastructures. Regarding physical infrastructure, Ghanaians move using roads and intercity public transport systems. Although no border restrictions are associated with physical infrastructures, people contend with social boundaries. While social networks intervene in resolving some of these issues, the introduction of electronic and mobile communication introduces new mobility dynamics and challenges. The question is how these mobile communications as infrastructure enable or constrain the migrants' integration and achieving their aspirations or goal for migrating. Migrants rely on mobile communication and remittance infrastructure to send monies to their families left behind. While these new technologies have brought migrants financially closer to their families, they also tend to disable the possibility of migrants to (re)move. These technologies as infrastructure immobilize some of the migrants. Thus, this paper interrogates how some infrastructures enable and/or disable migrants and migration.

Panel 3: Mobility Control –

Chair: Jochen Lingelbach, University of Bayreuth

From Migrant labour-camps to refugee camps: A case of Kabale and Ruti labour route since the 1950s

Nicholas Tunanukye, Makerere University

Camps in colonial Uganda had been used as a tool of differentiation and attempted control of mobilities with in the Uganda protectorate and beyond. The colonial state put in place the apparatus to regulate the recruitment of migrant labor to attain sufficient labor force to be used in capital growth in colonial Uganda for the metropole. The field study findings show a serious labor problem hence the need to regulate its sources. Through Uganda Company and its branches, and coordinated by the office of District Commissioner (DC), the colonial state issued licenses to recruit and distribute labour. The attempts by the colonial state to regulate labour mobility through migrant labor camps became inadequate as many migrant labourers kept deserting and escaping to the private employers and others opted for tenancy/ permanent settlements in Buganda. The paper utilizes the archival documents oral histories to trace the historical origins of campage along the western migrant labor route, and to categorize the campage process into three kinds of camps: recruitment, transit, and refugee camps. Focusing on migrant labor camps during the colonial period, the paper posits that the migrant labor camps especially at Ruti in Mbarara was connected with the birth refugee camps along the same route. The paper concludes that camps remain enduring forms of state differentiation and control of mobilities.

Infrastructures of immobility, control and development: The case of internment and refugee camps in Southern Rhodesia, 1939 to 1947

George Bishi, University of the Free State

During the Second World War, the British self-governing colony of Southern Rhodesia interned over 12,000 German, Austrian, and Italian enemy aliens and hosted Polish and Persian refugees. The internees arrived in two waves: the first wave included Camps No.1 (General) Internment Camp, Salisbury and No. 2 (Tanganyika) Internment Camps, while the second wave included the additional camps at Hartley Temporary Camp, Camp No.3 (Gatooma), Camp No.4 (Umvuma), Camp No.5 (Fort Victoria) and Norton Camp. The first group was German nationals from Southern Rhodesia, Northern Rhodesia and Tanganyika, followed by Italian internees from Abyssinia, Somalia and Polish refugees from Poland. This research pays particular attention on the reasons behind the sites chosen to build internment camps and refugee settlements particularly for fast pacing the growth of rural towns along rail lines, as well as contributing to commercial farming and construction projects. The camps cheaply constructed, similar to mining camps, and to contain 500 inmates apiece specifically to host internees and refugees. The research will also analayse how internment camps and refugee settlements were designed as both infrastructures of controlling the mobilities and immobilities of internees and refugees and for development in Southern Rhodesia. Thus, the research analyses competing interpretations of camps by the British imperial government, the settler-colonial state of Southern Rhodesia and internees. Analysing these competing interpretations allows the study to also understand the different coping strategies the state and internees adopted between 1939 and 1947 to control internment camps. Broadly, this research contributes to debates about the role of camps in Africa as spaces of controlling the mobility of internees and refugees and as infrastructures of development.

Mobility control in times of security crisis: case of the border space of Bittou in eastern Burkina Faso

Yacouba Cissao, Institut des Sciences des Sociétés (INSS/CNRST), Ouagadougou

This paper, which is based on Cooper's (2002) theory of the gatekeeper state, will attempt to describe the gatekeeping or border control practices at work in the regulation of the movement of people and goods in the ECOWAS region. It is based on socio-anthropological observations made in the commune of Bittou, located in the central-eastern region of Burkina Faso and bordering Ghana and Togo. It will show that in the daily exercise of their prerogative to control access to the national territory, control agents of all categories regularly use their power to bargain for this right of access. With respect to the restrictive measures related to Covid-19, this proposal reveals that they have not made the borders any less porous than before. Long before the health crisis, the security crisis affecting a large part of Burkina Faso's territory had led to the introduction of gatekeeping, which consisted of systematically checking the identities of travellers moving within the country as well as those accessing it at the borders. By the end of 2021, terrorist groups were becoming more visible in the commune of Bittou and there were already more than three thousand displaced persons in the town. In addition, security measures such as the ban on the use of tricycles and a category of motorcycles are producing immobility among the population and therefore affect its economic activities that are mostly informal.

Urban planning in a temporary settlement: the Isiolo Refugee Camp, Kenya, 1937-1939

Brett Shadle, Virginia Tech

In 1937, over 6000 Ethiopians crossed the border into Kenya, fleeing Italian forces moving into the southwest of the country. I have argued elsewhere (Shadle 2019) that officials in Nairobi and London had no desire to host these refugees, but due to humanitarian policies and metropolitan politics they reluctantly did so. Their sincerest hope was that the refugees would be temporary guests to be soon repatriated or resettled elsewhere. Officials feared that the refugees would come into conflict with settlers or Kenya Africans (or politicize the latter) or linger along the border and irritate the Italians, and so decided on a policy of encampment. Not unlike today, what was proclaimed to be a temporary site of refuge became a semi-permanent site of technocratic planning, control, and observation. In this paper I examine how colonial officials in the Isiolo camp did what they had never been able to achieve anywhere else in Kenya: they constructed an African town as they wished, one in which they could (to an extent) exert effective political authority, enforce sanitary measures, and effect other aspects of urban planning.

Panel 4: Mobility Struggles

Chair: Frederick Okaka, Moi University

The history and evolution of refugee policies in Uganda

Ricardo John Munyegera, McGill University, Montreal

Today, Uganda hosts over 1.5 million refugees but this started in 1940s. Uganda's refugee policies have been evolving tremendously but extremely effective. Policies started from encampments to refugee settlements establishment; from equal and fair treatment to discrimination amongst races of refugees; from self-reliance model implementation to the promotion of open borders for refugees, access to education, free health, and availing refugee employment opportunities. Approaches also evolved like refugee-host community-based ones to those that promote sustainable community development with integration.

Uganda has also come of age in terms of welcoming refugees historically. From Polish refugees who arrived in the 1940s, Rwandese refugees in the 1950s and 1960s. In the 1970s, Sudanese arrived and Rwandese as well. Burundians, and Congolese arrived in the 1980s and 1990s. From the late 90s, the 2000s to present day, there has been increased influx of refugees which has also accelerated the evolution of refugee policies. This paper uses document analysis [government and NGOs' reports, and academic articles] in addressing the ways in which refugee policies have historically evolved and the significance of refugee policies and approaches implemented in Uganda. This is done through tracing these policies from the 1940s to present day.

This paper further reveals that these refugee policies are comprehensive at implementation, but they are both based on incrementalism and mixed scanning approaches. The paper endeavours to explain why Uganda's refugee policies have been not only evolving but consistent and equally benefiting refugees and hosts due to the ways at implementation. The paper, however, leaves an open discussion on both self-reliance, and integration refugee policies' achievements in Uganda.

African Mobility Struggles: The ECOWAS Experience

Lucky Igohosa Ugbudian, Alex Ekwueme Federal University Ndufu-Alike, Ebonyi, Nigeria

The paper examines African mobility struggles with a focus on Economic Community of West Africa States (ECOWAS). A good number of Africans are flocking within and outside the continent in the quest for better socioeconomic opportunities which has culminated in a number of measures including tougher border control. The seeming challenges confronting mobilities in Africa made political leaders in West Africa to form ECOWAS in 1975. ECOWAS designed a framework that guaranteed the realisations of common international travelling passport and visa free, common currency, duty and tariff free on goods, and construction of infrastructures including railway, communication, and roads to link the countries in the subregion and beyond. This paper intends to analyse the efforts of ECOWAS in promoting mobilities within the subregion for socio-economic development. Data for the paper will be generated from archives, newspapers, articles, books and interview of informants which will be analyse qualitatively using historical approach that reveal the design and implementation of a trans-subregional road and railways project that will connects members of ECOWAS, the development of West African Gas Pipeline for energy, communication facilities, existence of Visa free and common passport for citizens for the promoting of free movement thereby expanding socio-economic opportunities for the people especially the youth. The paper argues that the initiatives by ECOWAS are bold and pragmatic in promoting and strengthening mobilities within the subregion and the continent but the lack of political will, insecurity and infringement on Article 27 by members have combined to limit the significant gains.

Travel Agents and Cameroonian Migration to the West

Tracy Engu Abit, University of Buea, Cameroon

In this paper I argue that several Cameroonians pursuing greener pastures in the West are victims of unscrupulous travel agents who claim to be facilitators. Some of these agents and networks have proven reliable but most of them are not. These travel agents collect documents and money and negotiate travel routes for their clients which are more often than not a leap in the dark. They are generally, motivated by the need for hard currency rather than the assurance of attainment of dreams of their clients. However, a successful trip of the migrant is an added advantage to the agent for publicity and more clients. The result is, those whose journeys are successful achieve their objectives and refer others to these migrants while those who do not make it through end up losing resources. I will rely on interviews, testimonies from migrants complimented with written documents taking into consideration the historical evolution of immigration in Cameroon.

Mobility and blended identities: The case of Banyarwanda in Uganda, 1940s to 2022

Christopher Muhoozi, Makerere University

In her celebrated novel *Kintu*, Jennifer Makumbi narrates the curse of Kalemanzira cast upon a whole lineage in Buganda. Kalemanzira was a Tutsi, who migrated from Rwanda, and settled in Buganda, central Uganda in the eighteenth century. In order to live peacefully in this community, Kalemanzira made several adjustments, including changing his name to Kalema, a common name in Buganda. By adapting Kalema, the short form of Kalemanzira, this individual was able to switch between being a Rwandan and a Muganda. Kalema presents us an opportunity to think about how movement of people intersects with their ideas about belonging. This paper argues that as people move to non-native places—within and across nations, they find themselves questioning their own commonly held ideas of racial and ethnic purity. The attempt to find answers manifests itself in innovation of new ideas of belonging.

This paper focuses on the case of migrants from Rwanda who settled in Uganda between 1940s and the 2000s. The paper pays attention to the ways in which people from Rwanda circumvented Uganda's mobility infrastructure (laws, policies and physical infrastructure, e.g., border crossings) that is intended to regulate migration and settlement in the country. The paper argues that for people of Rwandan descent who settled in Uganda, the act of blending (adjusting in order to fit in) was a daily struggle that they engaged in as they tried to reconcile their pre-existing ideas of identity and belonging (ethnic or national) with those of the local host community.

Organizers

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