BODA BODA MOTORCYCLE TRANSPORT AND SECURITY CHALLENGES IN KENYA.

National Crime Research Centre
2019
The boda boda transport sub-sector is dominated by a majorly youthful population of males with family obligations and responsibilities. Majority have low levels of schooling with majority at primary and secondary education levels. Boda boda also employ minors with serious implications for the development trajectory and safety of children. The sub-sector further employs people with university level education – speaking to the realities and pervasiveness of unemployment in Kenya.
PREVALENCE OF BODA BODA RELATED CRIMES

The most prevalent boda boda motorcycle related crimes committed by the boda boda riders were:

- General stealing: 76.7%
- Possession and usage of dangerous drugs: 49.1%
- Possession and usage of motorcycle and motorcycle parts: 62.9%
- Possession and usage of dangerous drugs: 49.1%
- Handling and trafficking of dangerous drugs: 42.1%
- Theft of motorcycle and motorcycle parts: 62.9%
- Breach of public order and creating disturbance: 66.2%
- Riding under influence of alcohol: 52.7%
- Defilement: 17.8%
- Rape: 17.2%
- Smuggling of goods across borders: 15.9%
- Bribery: 23.1%
- Handling and trafficking of dangerous drugs: 42.1%
- General stealing: 76.7%
- Kidnapping and Abduction: 26.2%
- Burglary: 11.3%
- Motor vehicle hijackings: 10.4%
- Motorcycle hijackings: 10.4%
- Fraud and forgery offenses: 13.0%
- Smuggling of goods across borders: 15.9%
- Handling stolen property: 12.8%
Prevalent crimes committed against boda boda motorcycle riders were:

- General stealing: 49.2%
- Kidnapping and abduction: 28.0%
- Fighting: 16.1%
- Handling stolen property: 7.1%
- Malicious damage to property: 6.2%
- Burglary: 5.5%
- Rape: 2.1%
- Sodomy: 1.0%
- Fraud and forgery: 16.9%

Other major crimes included:

- Murder: 62.2%
- Robbery and robbery with violence: 28.9%
- Indecent assault: 7.1%
The main root causes of boda boda motorcycle related crimes were:

- Weak law enforcement by the police and other law enforcement agencies: 10.4%
- Ease of access to firearms through the porous Kenyan borders: 1.6%
- Corruption among law enforcers: 1.7%
- Poor transport infrastructure: 3.0%
- High cost of living: 1.8%
- Insecurity across the country due to absence of adequate security personnel: 3.2%
- Pervasive unemployment and idleness: 48.3%
- Poverty: 24.9%
- Drug and substance abuse: 17.5%
- Lack of/weak regulation of the boda boda sub-sector: 12.8%
- Greed and desire for quick money: 10.6%
- Criminal mindset and tendencies: 5.3%
- Peer pressure factors: 7.9%
- High levels of illiteracy: 6.3%
PERPETRATORS AND VICTIMS OF BODA BODA RELATED CRIMES

The main perpetrators of boda boda motorcycle related crimes were:

- Matatu drivers: 1.1%
- Boda boda motorcycle owners: 33.6%
- Some/sections of traffic police officers: 15.8%
- County government inspectorate and enforcement officers: 2.6%
- National Transport and Safety Authority officers: 1.1%

The main victims of boda boda crimes were:

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riders employed by motorcycle owners as casuals or on commission basis</td>
<td>71.0%</td>
</tr>
<tr>
<td>Boda boda pillion passengers</td>
<td>75.3%</td>
</tr>
<tr>
<td>Boda boda motorcycle owners</td>
<td>47.5%</td>
</tr>
<tr>
<td>General members of the public</td>
<td>45.3%</td>
</tr>
<tr>
<td>Riders who hire motorcycles from owners</td>
<td>57.5%</td>
</tr>
<tr>
<td>Police officers</td>
<td>2.5%</td>
</tr>
</tbody>
</table>
The consequences of boda boda related crimes were:

- Health related problems: 21.2%
- Loss of property (23.8%);
- Increased insecurity in the country (17.4%);
- Family disintegration: 2.6%
- Loss of jobs: 7.7%
- Increased motorcycle related accidents: 10.7%
- Increase in drug and substance abuse: 1.9%
- Increased insecurity in the country (17.4%);

- Health related problems: 21.2%
- Breach of public order and creating disturbance.

- Increased teenage pregnancies and school drop outs. 9.8%

- Smuggling of contrabands and illegal goods into Kenya’s economy. 5.5%

- Boda boda crimes and accident-related deaths 2018: 52.9%

- Increase in poverty levels 8.1%

- Loss of public confidence and trust in boda boda as a means of transport. 6.5%
MEASURES PUT IN PLACE TO ADDRESS BODA BODA RELATED CRIMES

The measures put in place to address boda boda motorcycle related crimes included:

- Community policing and nyumba kumi initiatives: 12.5%
- Sensitization of riders on safety by stakeholders: 4.5%
- Regulation by boda boda SACCOs and Associations: 20.1%
- Police road blocks, checks and patrols: 17.6%
- Sensitization of riders on safety by stakeholders: 4.5%
- Issuance of safety gear e.g reflector jackets, helmets: 1.3%
- Raft of measures, rules and regulations put in place to govern boda boda: 3.6%
- Limiting hours of boda boda operations at night: 3.5%
- Increased presence of security personnel: 2.6%
- NTSA Inspections by NTSA: 2.1%
- Crackdowns on boda bodas violating laws: 1.4%
- Street lighting: 1.7%
- Building of boda boda sheds: 1.2%
- Raft of measures, rules and regulations put in place to govern boda boda: 3.6%
The challenges faced in addressing boda boda crimes were:

- Inadequate security officers to handle the boda boda sub sector and related crimes (2.8%);
- Anonymity of the boda boda industry making it difficult to trace criminals (9.3%);
- General insecurity concerns in some parts of the country (6.0%);
- Unregistered motorcycles (3.9%);
- Poor roads infrastructure (5.0%);
- Drug and substance abuse (4.6%);
- Harassment of boda boda operators by security and other law enforcement apparatus and other road users (2.7%);
- Unemployment challenges (7.1%);
- Weak law enforcement and regulation of the boda boda sub-sector (32.6%);
- Fear of victimization from boda boda operators (6.6%);
- Corruption among sections of police and other law enforcement agencies (16.6%).
RECOMMENDATIONS

1. Establish a Data base of all boda boda operators in Kenya through mandatory registration, refresher training and testing.

2. Address government policy oversight by facilitating a shift of the boda boda industry from the current ‘informal sector to the formal economy.

3. Subsidize the cost of motorcycle riders’ training and establish motorcycle specific riding schools.

4. Effectively implement the National Transport and Safety Authority (NTSA) Regulations (Operation of Motorcycles) 2014.

5. Undertake concerted sensitization and awareness education to boda boda operators and the general public towards road safety and crime free boda boda sub-sector in Kenya.

Address unemployment and poverty found to be the major root causes of boda boda related crimes.
7. Recommendations to the National Police Service and other law enforcement agencies

i. National Police Service should increase intelligence and surveillance of the sub-sector to identify crime patterns, trends and hot spots in the boda boda sub-sector.

ii. The police service and other law enforcement agencies should also strictly enforce laws and regulations meant to ensure public safety on the roads like wearing of helmets, reflector jackets; carrying only one passenger to ensure strict observance of traffic rules by boda boda riders.

iii. Security and law enforcement agencies must also uphold integrity and shift focus from the lackluster handling of boda boda sub-sector that has partly been blamed for lawlessness and impunity in the sub sector in Kenya.

8. Recommendations to the National Transport and Safety Authority:

i. NTSA in conjunction with the National Police Service should carry out compliance and inspections crack downs on riders who violate traffic rules including motorcycles operating without insurance cover, overloading, over-speeding, operating unregistered motorbikes, riders without licenses, riding under the influence of drugs and alcohol.

ii. NTSA in conjunction with the County Transport and Safety Committees could also designate specific zones of operation for boda bodas in the Counties.

iii. The NTSA in partnership with the National Police Service, County Governments, Boda boda Associations, SACCOs and other stakeholders should undertake concerted civic education and public awareness campaigns on road safety and crime prevention to boda boda operators in all counties.
9. Recommendations to the County Governments

i. The County governments should formulate relevant by-laws and policies to govern and regulate operations of the boda boda sector in their areas of jurisdiction.

ii. The County governments and other partners should also purpose through policy to offer targeted support to the boda boda transport sub-sector in formation of Savings and Credit Cooperatives Organizations (SACCOs), sponsoring rider trainings and public awareness campaigns.

iii. County Governments should also install street lights and CCTV cameras in their jurisdictions to reduce the confidence of boda boda criminals since this study established that most boda crimes occur at night.

iv. The County Governments should also assist the sub-sector by constructing sheds for operators that can also act as points of revenue collection from operators.

10. Recommendations to Motorcycle Dealers and Sellers

They should also ensure buyers of new motorcycles undertake statutory registration with Kenya Revenue Authority/National Transport and Safety Authority to help address the issue of unregistered motorcycles that are often used in committing crimes and want on impunity on Kenyan roads.