BODA BODA MOTORCYCLE TRANSPORT AND SECURITY CHALLENGES IN KENYA.

National Crime Research Centre

2019

UNDERSTANDING BODA BODA OPERATORS / RIDERS

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.

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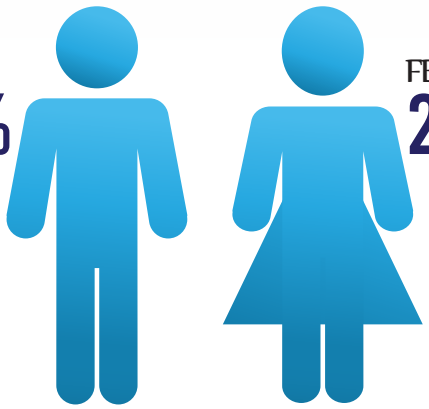

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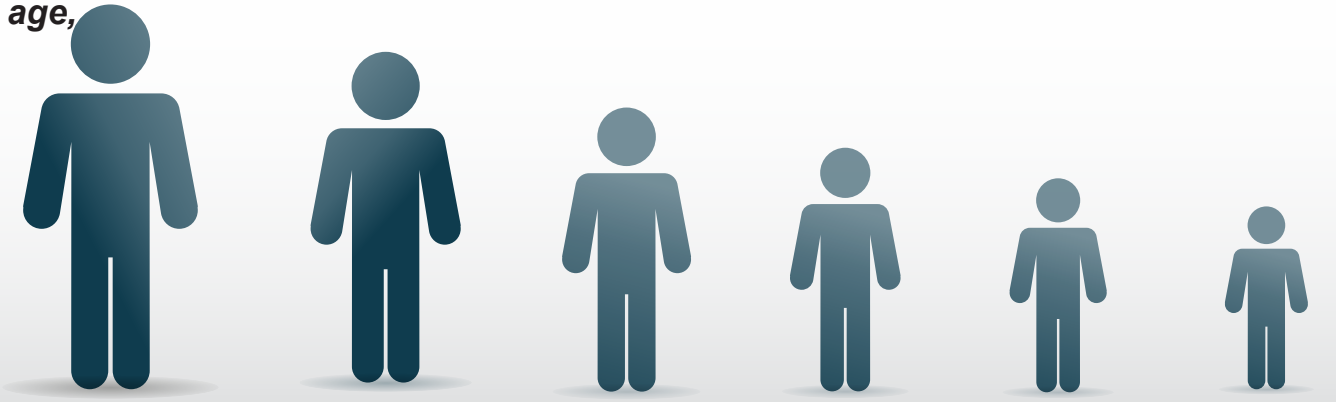

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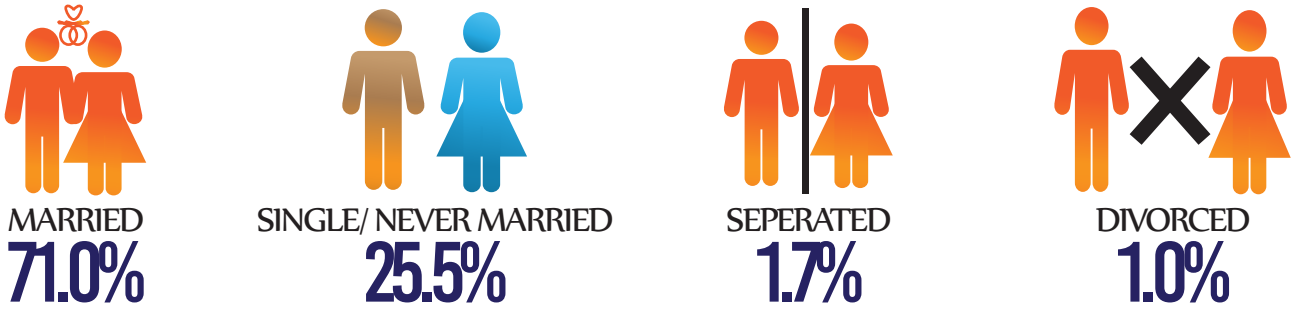

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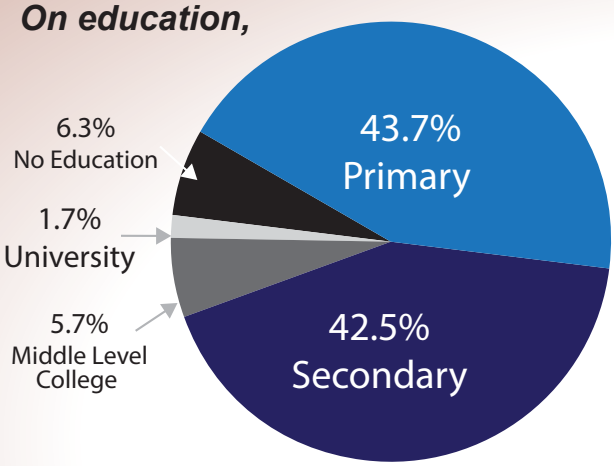

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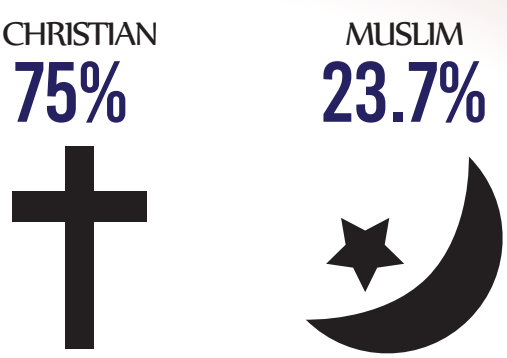


CRIMES COMMITTED BY BODA BODA OPERATORS / RIDERS

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

Causing death by dangerous riding
79.5%

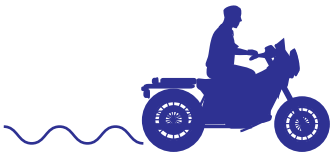
General stealing
76.7%

Breach of public order & creating disturbance
66.2%

Theft of motorcycle & Motorcycle parts
62.9%

Assault
54.0%

Robbery & robbery with violence
52.9%



Riding under influence of alcohol
52.7%

Possession & usage of dangerous drugs
49.5%

Handling & trafficking of dangerous drugs
42.1%

Murder
38.7%

Kidnapping & Abduction
26.2%

-Bribery	23.1%
-Defilement	17.8%
-Rape	17.2%
-Smuggling of good sacross borders	15.9%
-Theft of motor vehicle and motor vehicle parts	14.2%
-Fraud and forgery	13.0%
-Handling stolen property	12.8%
-Burglary	11.3%
-Motorcycle hijackings	10.4%

Prevalent crimes committed against boda boda motorcycle riders were:

Theft of motorcycle & Motorcycle parts
86.5%

Robbery & robbery with violence
85.2%

Murder
62.2%

General stealing
49.2%

Motorist causing death by dangerous driving
29.3%,

Assault
28.9%

Kidnapping & Abduction
26.2%

Mob Justice
21.5%

-Fraud and forgery	16.9%
-Fighting	16.1%
-Handling stolen property	7.1%
-Indecent Assault	7.1%
-Malicious damage to property	6.2%
-Burglary	5.5%
-Rape	2.1%
-Sodomy	1.0%

ROOT CAUSES OF BODA BODA RELATED CRIMES

The main root causes of boda boda motorcycle related crimes were:

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

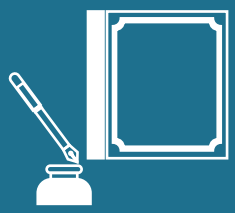
10.6%

Weak law enforcement by the police & other law enforcement agencies

10.4%

Peer pressure factors

7.9%



High levels of illiteracy

6.3%

Insecurity in some parts of the country

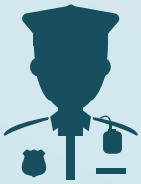
3.2%

Poor transport infrastructure

3.0%

High cost of living

1.8%



Corruption among law enforcers

1.7%

Ease of access to firearms through the porous Kenyan borders

1.6%

PERPETRATORS OF BODA BODA RELATED CRIMES

The main perpetrators of boda boda motorcycle related crimes were:

71.9%

Riders who hire motorcycles from owners

66.5%

Riders employed by motorcycle owners as casuals or on commission

66.5%

Passengers

33.7%

Members of the public

33.6%

Boda boda motorcycle owners

15.8%

some/sections of traffic police officers

2.6%

County government inspectorate & enforcement officers

1.1%

National Transport & Safety Authority officers

1.1%

Matatu drivers

The main victims of boda boda crimes were:

75.3%

Boda boda pillion passengers

71.0%

Riders employed by motorcycle owners as casuals or on commission

57.5%

Riders who hire motorcycles from owners

47.5%

Boda boda motorcycle owners

45.3%

General embers of the public

2.5%

Police officers

CONSEQUENCES OF BODA BODA RELATED CRIMES

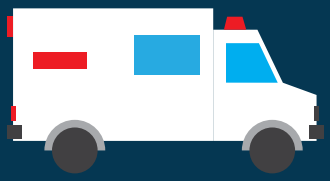
The consequences of boda boda related crimes were:

Boda boda crimes & accident-related deaths

52.9%

Loss of property

23.8%

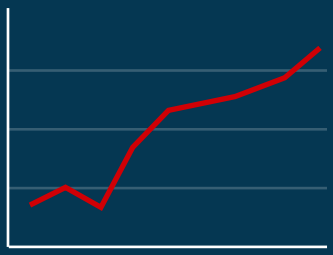


Health related problems

21.2%

Increased insecurity in the country

17.4%



Increased motorcycle related accidents

10.7%

Increased teenage pregnancies & school drop outs.

9.8%

Increase in poverty levels

8.1%

Loss of jobs

7.7%

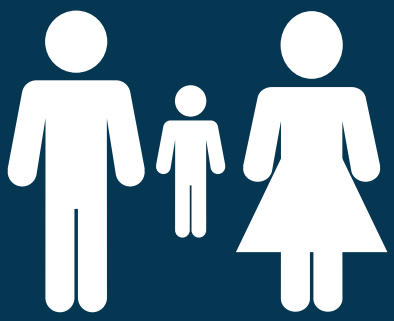
CONSEQUENCES OF BODA BODA RELATED CRIMES (CONT...)

Loss of public confidence & trust in boda boda as a means of transport.

6.5%

Smuggling of contrabands and illegal goods into Kenya's economy.

5.5%



Family disintegration

2.6%

Increase in drug and substance abuse;

1.9%

Breach of public order and creating disturbance.

1.5%

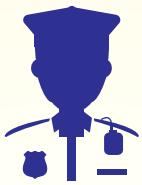
MEASURES PUT IN PLACE TO ADDRESS BODA BODA RELATED CRIMES

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

SACCO

Regulation by boda boda SACCOs & Associations

20.1%



Police road blocks, checks & patrols

16.1%

Community policing & nyumba kumi initiatives

12.5%

Sensitization of riders on safety by stakeholders

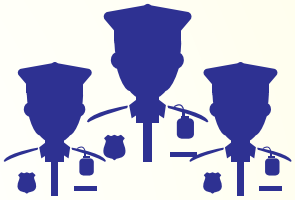
4.5%

Rules & regulations put in place to govern boda boda

3.6%

Limiting hours of boda boda operations at night

3.5%

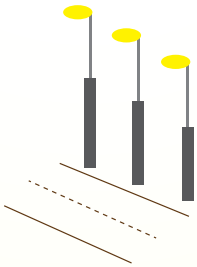


Increased presence of security personnel

2.6%

Inspections by NTSA

2.1%



Street lighting

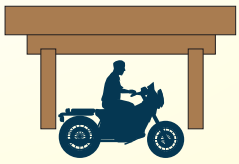
1.7%

Crackdowns on boda bodas violating laws

1.4%

Issuance of safety gear e.g reflector jackets, helmets

1.3%



building of boda boda sheds

1.2%

CHALLENGES FACED IN ADDRESSING BODA BODA RELATED CRIMES

The challenges faced in addressing boda boda crimes were:

Weak law enforcement and regulation of the boda boda sub-sector

32.6%

Corruption among sections of police & other law enforcement agencies

16.6%

Culture of impunity among boda boda operators

14.8%

Untrained boda boda riders

11.7%

Anonymity of the boda boda industry making it difficult to trace criminals

9.3%

Unemployment challenges

7.1%

Fear of victimization from boda boda operators

6.6%

General insecurity concerns in some parts of the country

6.0%

Poor roads infrastructure

5.0%

Drug and substance abuse

4.6%

Unregistered motorcycles

3.9%

Inadequate security officers to handle the boda boda sub sector and related crimes

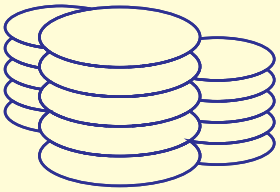
2.8%

Harassment of boda boda operators by security & other law enforcement apparatus & other road users

2.7%

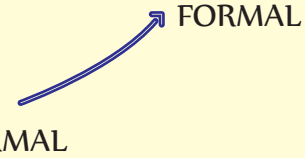
RECOMMENDATIONS TO ADDRESS BODA BODA MOTORCYCLE TRANSPORT AND SECURITY CHALLENGES IN KENYA

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

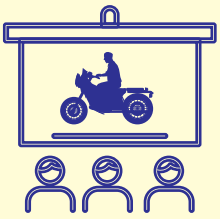


BODA BODA DATABASE

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



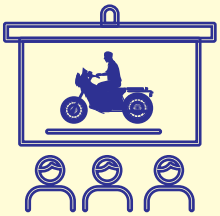
3. Subsidize the cost of motorcycle riders' training and establish motorcycle specific riding schools.



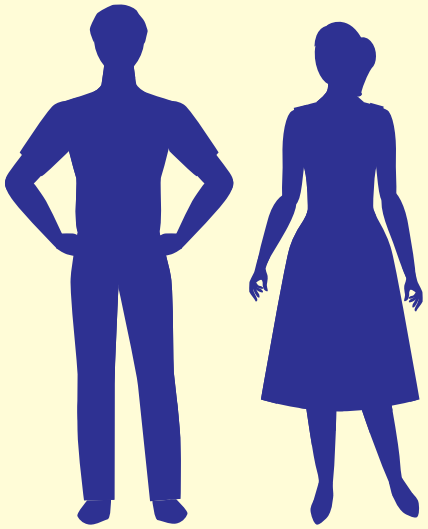
TRAINING

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.



Public awareness and Sensitization



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.

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