


**UNDERSTANDING THE BODA-BODA BUSINESS: ISSUES AND DRIVERS  
CASE STUDY: MAKINDYE DIVISION OF KAMPALA DISTRICT**

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**DEDICATION**

To my uncle, Rev.Fr. Joseph Mukasa Nkeera and my daughter Gloria Nabunje Wavah.

## **ACKNOWLEDGEMENTS**

I give praise and glory to God the Almighty whose grace has seen me up to this stage in life and I was able to write this dissertation.

I wish to extend my special appreciation to all my family members for their unfailing love and support during the struggle. May God bless them abundantly?

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## **METHODOLOGY**

the methodology that was used by the researcher during the study and includes the research design, population of the study, sampling methods and techniques, sample size, data collection procedures and methods, data collection instruments, data processing, data analysis and limitations of the study.

## **LIST OF ACCRONYMS**

CEO	Chief Executive Officer
ICCU	Injury Control Center Uganda
LLC	Limited Liability Company
PSV	Passenger Service Vehicle
MVTI	Makindye Vocational Training Institute
MYADA	Makindye Youth Activist Development Association
NRH	National Referral Hospital
NRM	National Resistance Movement
UBOS	Ugandan Bureau of Statistics
WHO	World Health Organization



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## **ABSTRACT**

The general objective was to understand the boda-boda business including issues associated with it and the drivers in Makindye division basing on the following specific objectives; to find out what drives people into Boda-boda business; to investigate the benefits riders get out of this business, and to find out the challenges Boda-boda riders face in running this business.

A case study research design was used in order to obtain sufficient data because by the time of the study boda boda business was already wide spread with evidence of worldwide existence. Quantitative approach was used to collect, interpret and analyse data so as to present data in figures & percentages and to enable respondents explain their experience of the subject matter to the researcher. The sample size was composed of 30 people who were selected using cluster sampling method for the boda-boda riders. Frequency tables and graphs were drawn using Statistical Packages for Social Scientist (SPSS). In these frequency tables, an graphs analysis was done with a corresponding percentage.

Findings revealed that boda-bodas are a necessity as they currently fill a gap in public transport and fulfill an abundance of other roles within their communities, while their role in urban transport may become more peripheral over time with the eventual introduction of mass transit systems, the riders will undoubtedly continue to be essential in more remote communities and their services will still be used. Boda riders find themselves earning enough to pay for their dependents' needs, rent, food, and school fees. Some are even able to save part of their income. The riders themselves are quite young on average and have received only a basic education. Fortunately, many of these same riders report that they are investing in the schooling of their children so that they can become better educated.

## **CHAPTER ONE**

### **GENERAL INTRODUCTION**

#### **1.0 Introduction**

This paper establishes an understanding of the boda boda business: issues and drivers. The selected area is located in Makindye Division of Kampala District in Central Uganda and it is of particular interest due to its geographic accessibility and closeness to city center.

This research was about understanding the boda-boda business; the drivers and issues associated with the business.

#### **1.1 Background to the Study**

Globally, motor cycle transport (Boda-boda) is a recognized mode of transport which is considered to be convenient and affordable in both rural and urban areas (Hammond, 2013). Hammond, adds that, in Indonesia it is called "Ojek", while in the Philippines they add a sidecar and call it "habal-habal". Despite their safety records, motorcycle taxis are rapidly becoming an important part of life in many emerging countries.

In numerous cultures, motorbikes are the primary means of motorized transport. According to Tossou (1993), the Taiwanese government, for example, "the number of automobiles per ten thousand populations is around 2,500 and the number of motorbikes is about 5,000." In places such as Vietnam, motorbike use is extremely high due to a lack of public transport and low income levels that put automobiles out of reach for many. He adds that, motorized traffic consists of mostly motorbikes in Vietnam. The four largest motorbike markets in the world are all in Asia: China, India, Indonesia, and Vietnam. The motorbike is also popular in Brazil's frontier towns. Amid the global

economic downturn of 2008, the motorbike market grew by 6.5%. Tossou (1993) further adds that, recent years have seen an increase in the popularity of motorbikes elsewhere. In the USA, registrations increased by 51% between 2000 and 2005. This is mainly attributed to increasing fuel prices and urban congestion. But in Latin America, to the exception of the moto Conchos of Dominican Republic which developed in the 1980s, motorbike taxis has been timid to see the day. This is the case in Caracas where it appeared in the mid 1990s, at Lima in Peru and in other small towns such as Sincelejo in Colombia.

In Africa, specifically Sub Saharan Africa Tossou (1993) says that, before motorbike taxi, there was the "bicycle-taxi" used in the transportation of goods and men in rural areas since the colonial era. In Benin, transport by road (Akassa) was done by bicycle known as kèkè kannan. Whereas in Nigeria, the name Okada (also achaba/ inaga) refers to commercial motorbikes. It is one of the chief modes of transport in Nigeria and, by far, the most common form of informal transport system in that country (Agossou, 2004).

According to Mamber-Calvio (1994), the boda-boda taxis are part of the African bicycle culture; they started in the 1960s and 1970s and are still spreading from their origin on the Kenyan - Ugandan border to other regions. The name originated from a need to transport people across the "no-mans-land" between the border posts without the paperwork involved with using motor vehicles crossing the international border. This started in the southern border crossing town of Busia (Uganda), where there is over half a mile between the gates, and quickly spread to the northern border town of Malaba (Kenya). The bicycle owners would shout out boda-boda (border-to-border) to potential customers. In

Kenya and Uganda, the bicycles are more and more replaced by motorbikes.

The motorbike taxis have taken the name bodaboda as well, though in much of Uganda, the Swahili term for motorbike, Pikipiki is used to describe motorbike bodabodas (Howe and Maunder, 2006).

In Uganda, motorcycle Boda boda business upsurge has been a phenomenon for some time now. During times of motor vehicle taxi strikes in certain routes around Kampala, Boda bodas are commonly used. At the village level, conversations with vegetable vendors have shown that they use motorcycle Boda bodas to get their foodstuffs to the market especially during the early morning hours.

This shows that Boda boda services enable small scale traders gain greater and flexible mobility and enhance their incomes.

These motorcycle Boda bodas are also very convenient in providing short distance service within main urban areas competing with conventional taxis and special hires.

They also act as feeders to urban areas with low density demand, or rough terrain where taxis and special hires are non attractive. They are also feeders to main roads competing and supplementing taxis and larger capacity vehicles (Howe, 2004). Most Boda Boda motorcycles area of operation is called 'stage' where each stage has a 'stage master' elected by the members offering services on that stage.

The motorcycle models commonly used in Uganda, range in size from 50cc, 80cc, and 125cc and 250cc engine capacity. Initial visits to various Boda boda stages by the researcher have encountered common models including China TVS of 110cc, Keweseki, Boxers and Tiger brands used to ferry passengers.

Operators show a preference for smaller sizes, especially 50 cc Yamaha Mate model over those of larger engine capacity whose market price is around UGshs 2,000,000 for 50 cc and UGshs 3,000,000 for 80 cc.

In Makindye division, just like other areas surrounding Kampala such as Kawempe, Nakawa, Lubaga among others, bodaboda business is attracting a number of people especially the youth probably due its ease to join as it does not require academic qualifications as other jobs do among other reasons. This similar idea is shared by Carolyn (2010). She gave examples of Johnson Muhebwa a S.2 drop out and Louise Turyatamba a P.7 drop out who joined the bodaboda business after they left school and are earning from it profitably. However, James Amutuheire, the director of Makindye Vocational Training Institute in Makindye town, says that although many youth are making a good profit in the bodaboda transport business, it is important that they acquire other skills. He says vocational schools like his are available to offer practical training to school drop outs (Carolyn, 2010).

Makindye as a division has several bodaboda stages such as; Kuleekana, Kategula, Madirisa, Petrocity, Salaama road, Mubarack to mention but a few. All these stages accommodate a good number of riders. Besides the above information about the bodaboda business, it has been noted that the business is associated with a great deal of benefits to the riders as well as challenges as briefly discussed below respectively. The business according to some writers like Nangonzi (2013), is profitable giving riders an income of at least 15,000 per a day.



Ogwang (2012) adds that the bodaboda business creates employment to both rural and urban people. Bodaboda business is a great source of livelihood to the riders and their dependants as asserted by Howe and Maunder (2006). On the other hand, the riders in the business face great risks such as traffic accidents and thefts which are hardly covered by insurance companies Naddumba (2009). The business is associated with a lot of bribery especially when riders are caught by traffic police hence rising cases in the bodaboda business making it a disreputable one Chelagat and Papai (2012). In a bid to maximize profits, some bodaboda riders overload their bikes making them susceptible to accidents and crashes (NBS television, 2012). In a nutshell, bodaboda business is a profitable business with positive impact on riders irrespective of the negative effects shown above.

## **1.2 Problem Statement**

The boda-boda riders face great risks such as traffic accidents and thefts which are hardly covered by insurance companies. The business is associated with a lot of bribery especially when riders are caught by traffic police hence rising cases in the boda-boda business making it a disreputable one. Government of Uganda tried to create night patrols, registering all boda-boda riders but this has not helped much. If the situation continues many lives of boda boda riders are mostly likely to be lost. It was upon this that the researcher based to understand the boda-boda business including issues and drivers associated with it in Makindye division

### **1.3 Objectives of the Study**

#### **1.3.1 General Objective**

To understand the boda-boda business including issues associated with it and the drivers in Makindye division

#### **1.3.2 Specific Objectives**

(i) To find out what drives people into Boda-boda business

(ii) To investigate the benefits riders get out of this business.

iii) To find out the challenges Boda-boda riders face in running this business.

### **1.4 Research Questions**

- What drives people into Boda-boda business?
- What benefits do boda-boda riders get out of this business?
- What are the challenges involved in the Boda-boda business?

### **1.5 Scope of the Study**

#### **1.5.1 Content Scope**

This research focused on understanding the boda-boda business: the issues associated with it and the drivers. In this case, the study investigated what drives people into Boda-boda business, the benefits riders get out of this business and to find out the challenges involved in this business.

#### **1.5.2 Geographical Scope**

The study was carried out in Makindye Division where thirty respondents from six boda-boda stages were approached for data collection. These stages included Kuleekana, Nsambya hospital, Kategula, Salaama, Madirisa and Petro city.

Makindye Division is in the south-eastern corner of the city, bordering Wakiso District to the south and west.

The eastern boundary of the division is Murchison Bay, a part of Lake Victoria. Nakawa Division lies to the northeast of Makindye Division. Kampala Central Division lies to the north and Lubaga Division lies to the northeast.

### **1.5.3 Time Scope**

The study covered a period of 3 years from 2013-2016. This period was selected because it was the time when there was increasing criminality among boda-boda riders, increasing boda-boda accidents and sprouting grudges among various boda-boda associations especially in Kampala (Police Annual Crime and traffic road safety report-2013)

### **1.6 Significance of the Study**

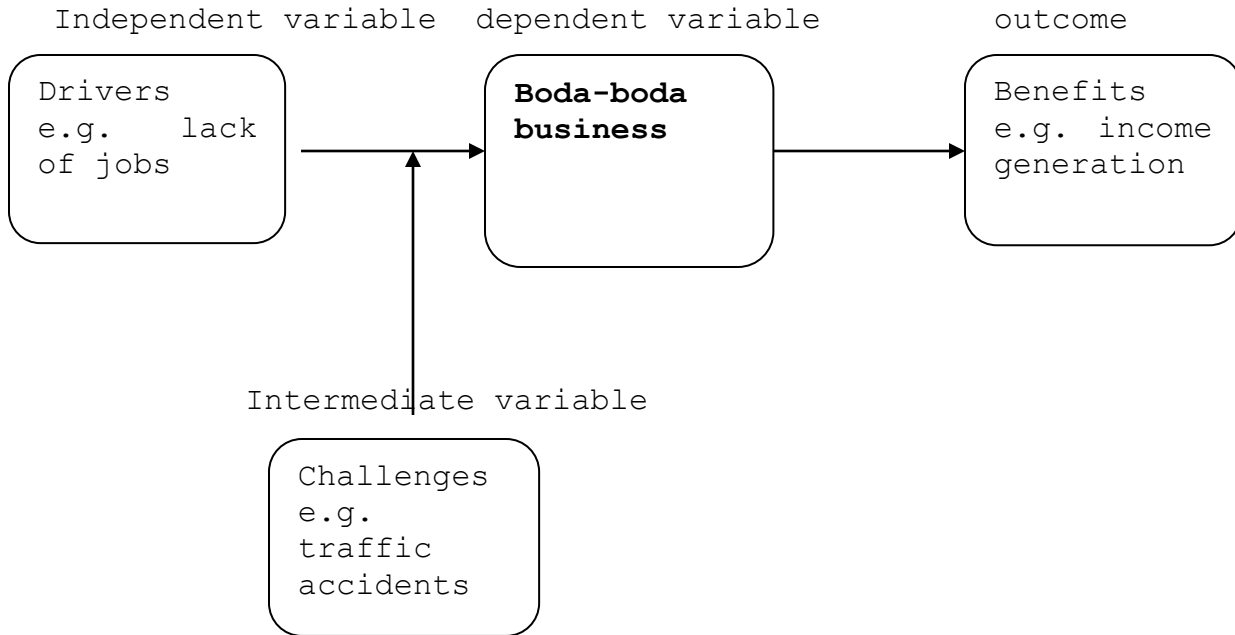
The study could help over 200,000 boda-boda riders in Kampala through providing information which they can use to properly conduct their business. It could also help to create awareness to over half of Kampala's population that use boda-bodas of the risks associated with boda-boda transport and thus take extra care of their safety while on boda-bodas which cause over half of the motor accident cases in Kampala.

### **1.7 Justification of the Study**

The study was done as a requirement for the fulfillment of the award of the bachelor degree by Uganda Martyrs University.

The study was also done to help broaden our understanding of the boda-boda business by specifically looking into what drives people into the business, what benefits they derive and challenges they face while conducting their business.

### 1.8 Conceptual Frame Work



This study has an independent variable which is drivers which are factors that lead people into boda boda business such as; income generation, unemployment and low capital requirement. The dependent variable is boda-boda business.

The benefits are outcome of the boda-boda business and they include income generation. The challenges are the intermediate variable which affects boda-boda business and they include accidents, lack of regulation on how the business is conducted, the extreme weather conditions (dust in dry seasons and mud in wet seasons), corruption of traffic officers, and theft.

## **CHAPTER TWO**

### **LITERATURE REVIEW**

#### **2.0 Introduction**

This chapter covers a review of related literature about Boda-boda business; the drivers and issues associated with it such as reasons why they join it, the benefits they derive and the challenges they meet using a case study of Makindye Division in Kampala district

#### **2.1 What drives people into Boda-boda business**

The greatest factor for people going into boda-boda business is unemployment (Klosterbloer, 2013). According to the Ugandan Bureau of Statistics, the unemployment rate in Kampala is hovering around 11 per cent. This explains why hundreds of riders enter the boda boda business every day. With this high rate of unemployment, this fast-growing means of transport is employing a bulk of people in Uganda (Nakiyimba, 2012).

But unemployment is not the only driving factor; there are also other factors driving people into boda-boda business and one being the direct nature of its benefits. The boda boda business is one where a person is almost certainly assured of making some money, enough to feed their family.

Drivers of people into Boda-boda business have various socio-economic, political, demographic, ecological and environmental implications. Earlier development economists, such as, Benz (2014) regarded it an important factor in the economic development of developing countries. Rural-urban migration is considered as a balancing factor in the dualistic developing economy as it helps in transferring manpower from low income

activities of rural sector to higher ones of urban sector and thus, narrows down the rural-urban gap. However, Benz (2014) development models have failed to explain the phenomenon of coexistence of surplus labour in urban sector with substantial and steady influx of rural population in the urban areas. The experiences of developing countries reveal that the modern sector, with emphasis on highly capital intensive techniques, is not capable enough to absorb the natural growth of urban workforce. Movement of people into Boda-boda business neither results in rapid economic growth in urban areas nor brings about fundamental transformations in rural areas (Maina, 2013). Therefore, rural-urban migration is now seen as major contributing factors to increase urban unemployment rate and affect the carrying capacity of urban infrastructure.

One of the most important factors in the Drivers of people into Boda-boda business is economic. Since rural people lack better employment opportunities in the villages, they migrate to urban areas where they expect to get productive employment. Those who have better education and skill have the high probability to get employment in the urban organized sector, while those who do not have basic education and skills get opportunity in the expanded informal sector, such as domestic help, hotels and dhabas, rickshaw pulling, construction activities, etc. empirical studies show that most of the migrants, except for forced migrants, move to the urban areas in search of better economic opportunities, and Boda-boda business is considered to be a better opportunity for those unskilled labour (Malmberg, 1994).

Land is one of the most important assets in the rural area. A good quality of cultivated land is necessary to support the livelihood of rural people. The probability of people in Boda-

boda business is relatively high from a household who does not have access to land and other productive assets (Rwomushana, 2014).

The high people-land ratio and low productivity of land tend to drive a large number of people in Boda-boda business in search of better livelihood. A number of studies have shown an inverse relationship between per capita availability of land and movement of people into Boda-boda business. The landless peasants are more likely to start Boda-boda business. The increasing pressure of population on land has led to division and fragmentation of operational holdings (Nandwoli, 2014).

Another economic factor in the driver of people into Boda-boda business is considered a high wage and income difference between rural and urban labour markets. A number of studies have highlighted this aspect. The main push factor in people moving into Boda-boda business, In Uganda, the income inequality between rural and urban areas is quite high and it has further accentuated during the last two decades of economic reforms. As a consequence of the neo-liberal policies, there are serious income disparities, agrarian distress, inadequate employment generation, vast growth of informal economy and the resultant migration from rural areas to urban areas. Agriculture which supports about 55 percent of total population of the country, contributes only about 15 percent to the GDP (Obara, 2009).

The expanded urban sector has more opportunities for boda boda business for both skilled and unskilled workers. People move into boda boda business to get these opportunities, As compared to other businesses, which are thinly and sparsely populated, cities are densely populated and achieve economies of scale. The

employment opportunities generated in the bodaboda business is one of the significant factors in the youth employment. However, in the recent years, employment in boda boda business has not been increasing in commensurate with the investment in fixed assets because of more sophisticated labour displacing technologies being used by the industries. Nevertheless, the boda boda business has been expanded in the urban informal economy where most of the rural migrants seek employment opportunities. It may also be relevant to note that rural to urban migration continues to grow even in presence of high unemployment rate in cities (Watson, 2001).

Inequalities in the distribution of economic resources across regions, and social groups also act as a driver of people into boda boda business. If Land and physical resources are concentrated only in few hands, other people would not be able to get their livelihood in the rural areas and would be forced to move in search of better livelihood options. High concentration of resources coupled with new technology used in the farm sector likely to reduce the labour absorption in the farm sector.

Labour is the only of landless workers and if their labour is not gainfully employed in the rural sector, they would like to migrate to the urban areas. It may also be argued that the extreme poor people may not be able to migrate to distanced urban centres due to lack of resources. However, they may be seasonally migrated to the short distance places where they can do boda boda business (Yakubu, 2012).

Uneven distribution of land among the rural people acts as a determining driver of people into boda boda business. If land is



concentrated in a few hands, more people would not be able to do intensive cultivation. Uneven distribution of land also affect the cropping pattern and cropping intensity and thus reduces the labour absorption in agriculture, For instance, absentee land lords may not do the intensive cultivation or they may do agro-forestry, requiring less labour. On the contrary, if land is distributed evenly among the people, more intensive cultivation can be done. Land reform programmes are likely to reduce boda boda business among families whose land holdings are increased to a viable size. However, if size of land holding is economically unviable, all working members of household may not get gainful employment throughout the year in agriculture and therefore, some of them may move into boda boda business in search of better livelihood. In general, an effective land reform programme tends to reduce the movement of people into boda boda business especially from peasant households (Agaba, 2014).

Size and composition of family affects people moving into boda boda business. Larger the family size, greater is the probability to move into boda boda business. In a joint family system, male member can move into boda boda business leaving his children and wife at home as the other members of the family can take care of them, whereas, in a nuclear family, such support system is not available and therefore, the probability of people moving into boda boda business is quite low. Extended families are better able to promote boda boda business than the nuclear families. The broad structure of such families allows and encourages the movement into boda boda business of its members as a means to create investment opportunities for the family (Maino, 2002).

Family conflicts also lead to movement into boda boda business. In bigger families, occurrence of conflicts among family members is higher than the small families, which sometimes results in breaking of families or sometime migration of some family members to avoid day-today altercation. The quest of young persons for independence from traditional authority and discipline motivate them to move into boda boda business (Katushabe, 2014)

The society is divided into various social and ethnic groups. Social pressure in terms of discrimination against a cultural or racial or ethnic group certainly would have a considerable impact on the move into boda boda business. The socially backward communities that have suffered social exclusion for generations in the rural areas quite often look for opportunities to move into boda boda business which, in addition to better employment opportunities and better amenities, have some anonymity so that social prejudices are of lesser consequence. The socially and economically backward communities do not enjoy the same status as their counterparts enjoy in villages. Even after the decades of affirmative actions and policies adopted by the government to empower the weaker sections of societies, social discrimination still persists in many parts of rural Uganda. On the other hand, in urban areas, people are not generally aware of people' community or caste and therefore, the people coming from the lower social strata are not discriminated at the same extent as they are discriminated in the rural areas. Therefore, other things remain the same, the probability to move into boda boda business will be higher among people who are discriminated ((Katushabe, 2014).

Better social services and amenities in the transport business also attract people to boda boda business. As compared to other businesses, the cities have better health, education, sanitation, physical security and better infrastructure in terms of roads, electricity, sport facilities, communication and financial services. In short, rural population may be attracted towards the urban areas by 'bright lights' of the city. Relatively better off rural people tend to migrate to the cities more than poor people due to better social services and amenities in the urban center. It has also been observed that rich farmers construct their houses in the nearby towns or cities and some of their family members reside there providing better education facilities to their children. Moreover, many parents would like to get their daughters married in those families who have their houses in towns or cities (Mutabazi, 2012).

There are several demographic and educational factors that determine the movement of people into boda boda business. Age, sex, family size, population growth, education, etc are the determined factors in boda boda business (Mutabazi, 2012).

Age is considered one of the significant factors in the boda boda business. Most studies on boda boda business reveal that boda boda business is dominated by the young people. The young have a higher probability to do such business because the returns on human capital decline with the increase in age after a point. Moreover, marriage is also one of the contributing factors to boda boda business and marriages are held in the young age (Muneza, 2014).

Further, after a certain age, people would like to settle at one place. They may have attachment to the place either because they have contracted their own houses or they have built up a network of friends and relatives (Muneza, 2014).

The boda boda business also varies across gender. If we exclude the females due to marriages, the probability of boda boda business of males would be relatively high. However, the pattern may vary across regions and social groups. Another important factor in migration is size of household. Mehta (1991) finds a positive relationship between size of family and boda boda business. Big families make possible the diversification of occupation and thus minimize the risk that may arise due to more people engaged in risky agricultural activities.

Another demographic factor in the boda boda business is rate of population growth across regions. The reduction in the mortality rate and slow decline in the fertility rate increase the population growth which, in turn, would push more people into boda boda business. The varying degree of population pressure and availability of resources causes the movement of people from agriculture to boda boda business (Marshall, 1998).

Education is one of the most significant factors affecting the boda boda business. Rural areas most have primary and secondary educational facilities and that too of relatively poor quality. In order to acquire higher professional education, resourceful parents of rural areas send their children to urban to make money through boda boda business so that they can have higher education. Affirmative actions of the government also help the poor families in their Endeavour to start up boda boda business (Marshall, 1998).

Educated and skilled workers have less probability to move into boda boda business than the uneducated and unskilled ones. People who are educated have many opportunities as compared to uneducated so the uneducated decide to move into boda boda business. However, the current education system does not much relate to the rural life and activities. For instance, in most of the cases, the rural students do not get education and skills at middle and secondary levels in rural schools that are required for agriculture and other rural activities so they resort to boda boda business (Kiggundu, 2008).

Natural and climatic factors also affect people movement into boda boda business. The environmental and climatic factors such as, temperature, rainfall, quality of soil, availability of natural resources, natural disaster like floods, droughts, cyclones, storms, earth quakes, famine, etc, also explain people movement into boda boda business. As water is essential for human life, scarcity of water compels the farmers to leave their places for long periods to get alternative livelihood options. The increase in number of frequent droughts is also one of the key push factors in the boda boda business. Flood and other natural disaster also displace the people in large number. Floods wash away many villages and destroy crops and leave the people jobless and homeless who are forced to move into boda boda business, especially in urban areas (Kiggundu, 2008).

## **2.2 Benefits of bodaboda business**

According to Naddumba (2006) most riders in Kampala can take home at least Shs15,000 per day and Shs450,000 per month in profit, while ambitious, hard-working, and lucky drivers can earn even more. At the very minimum, Kibikwamu says, riders in

the Boda Boda 2010 Association earn at least Shs300,000 per month. "It depends on how lucky you are."

Ogwang (2012) adds that; the booming industry creates employment to both rural and urban people, boosts income generation, local government revenues and provides alternative transport. On the matter of boosting income generation, Naddumba (2006) says that on average, riders spend at least Shs8, 000 per day on fuel and Shs50, 000 per month maintaining their bikes.

Around half of the riders in Kampala rent their motorcycles at a rate of Shs60, 000 per week, but even those who rent their bikes are able to earn a profit. Because the wages in the boda boda business greatly exceed those for other low-skilled jobs in sectors like construction, security, and retail, many young men flock to the boda industry from other professions (Ogwang, 2012).

According to Howe and Maunder (2006), almost every boda-boda operator has dependants under him, whose livelihood depends proportionately on the earnings of the *boda boda* operator. Nationwide it is estimated that 40-60 *boda boda* will support a repair shop with 1-2 mechanics. Assuming similar ratios for establishments supplying food and drink suggests that a further 100,000 people might indirectly depend for a proportion of their livelihoods on the *boda boda* industry by supplying it with repair and sustenance services.

Motorcycling is life enhancing; contrary to the conventional wisdom that motorcycling is for those who are careless of life. The view that motorcycling is life enhancing has two aspects: It provides transport, which enhances lifestyle by increasing the

range of available activities; It is also an enjoyable experience, that can be engaged in for its own sake. The advantages of motorcycling as a form of transport to work are not restricted to its being cheap, it is also more convenient than motor transport in terms of avoiding traffic jams and parking problems. Motorcycling also provides transport to leisure activities. The most important attribute of motorcycling was independence and freedom of mobility. Unemployment and poverty are two basic problems plaguing many developing nations of the world (Adeyemo, 1998).

When transport systems are efficient, they provide economic and social opportunities and benefits that result in positive multipliers effects such as better accessibility to markets, employment and additional investments. Moving to places of work fast and in a much convenient manner increases working hours and increased productivity leading to better economic livelihoods. Commercial motorcycles provide cheaper and affordable means of transport. The motorcycle is fast becoming the only way to move quickly through congested urban traffic and the only affordable personal transport in the developing world where motor vehicle may cost more than a worker earns in a decade. Motorcycles have been formally neglected by transit planners in almost every country on the globe. Only China and a few western European nations collect transportation data that count motorcycles among forms of transport (Adeyemo, 1998).

Rapid access to medical assistance is particularly important in reducing perinatal maternal and infant mortality which is especially high in Sub-Saharan Africa. The risk of dying in childbirth is about 36 times higher for mothers in developing countries than for those in industrialized countries. Most

developing countries lack both the necessary infrastructure and the means of transport to transfer pregnant women promptly to hospital or to enable a midwife to travel to the place where the woman is giving birth (Arethun and Bhatta, 2012).

Riding a motorcycle has many advantages over a car. Motorcycles are cheaper to run, easier to repair, easier to park, more flexible in traffic, less boring and can stop anywhere thus providing a door-to-door service. Motorcycle, indeed, stands as a new evolution in public transportation that needs to be given needed attention. Many factors have been responsible for the growth of the use of motorcycles for commercial transport in recent years. These are the poor state of roads in many developing countries and the inability of bus companies to meet growing demand. The increasing growth in the number of motorcycles has come to solve the mobility needs of many rural dwellers in the light of poor and inadequate public transport system, poor road conditions particularly those leading into the peri-urban areas where many people in Laikipia East reside as a result of urban sprawl. It also comes along with a host of opportunities including employment to motorcycle mechanics and motorcycle spare parts dealers, local revenue generating sources through taxes on motorcycle riders as well as motorcycle registration and licensing. The major retailers have in the past offered a limited credit of about 5% of the purchase price and retained the registration papers until the debt has been cleared. The study investigates the role of commercial motorcycles in rural economy in Laikipia East Sub-County (Howe, 2001).



### **2.3 Challenges of boda boda**

Naddumba (2006) says, operators and passengers usually do not have medical insurance. Insurance companies regard them as high risk and are reluctant to insure the operators and their passengers. Increasing competition means that riders have to do more trips to maintain their income, contributing to fatigue and risky driving.

The operators themselves are at risk of being assaulted and robbed of their hard earned shillings, and in the worst case scenario they are hijacked and killed for their motorcycles. On the other hand, passengers, who are mainly labourers, members of the business community, students and health facility patients, are sometimes attacked by criminals who disguise themselves as Boda-Boda operators (Adefunke, 2012)

The Police annual Crime and Traffic/Road Safety Report (2013) adds that, "the bodabodas that have been mainly operated by the youths as a means of public transport have been responsible for many accidents". For instance road traffic injuries are Uganda. This I mainly because of reckless taxi operators on poorly designed roads. The taxis include small salon vehicles, 14 sitter commuter buses and the big coaches.

While the *Boda* industry is able to sustain the livelihoods of riders and their families, there are major challenges associated with the job. In the questionnaires and focus group discussions, riders were asked to list these challenges which included: police harassment, bad drivers, fuel prices, little money, poor infrastructure, and bad weather. But by far the most common

challenges mentioned were stigma, accidents, and theft (Fasakin, 2001).

Riders report a lot of disrespect for their line of work from passengers, motorists, and the general public. In the focus group discussions, participants were asked how they viewed themselves as *Boda* riders. The riders said they were working individuals trying to earn an honest living and support their families. The participants were then asked how others viewed them. The riders explained that they were "treated as trash" by other people, that cars would sometimes try to knock them on purpose, and that they were treated with suspicion by many. The term *Muyaayi* is an extremely derogatory term often used to describe them as thieves and brutes (Halima, 2004).

One rider from the second focus group of riders with 1-10 years of experience offered an explanation for the stigma surrounding their work. He explained that in the beginning, so many riders joined the industry that it lost its value as a respectable job. It became a catch-all for those who could not do anything else. In addition, the job has been highly politicized in Uganda which has helped contribute to the negative views of those outside of the industry (Hoering, 2012).

Accidents are another huge concern for riders and passengers alike. Apart from pedestrians, motorcyclists made up the largest road user category killed and injured in accidents in 2012 and 2013 (see figure 9 below). Even more distressing is that the number of motorcyclists killed between 2012 and 2013 increased by 12.3% while deaths among almost all other road user categories went down. (Uganda Police Force, 2013, 4-5). In each focus Raynor 30 group, participants were

asked if they had been in an accident before. 3 of the 5 members of the first group, 1 of the 5 members in the second group, and 5 out of the 5 members in the third group had been in accidents. It was not surprising that so many from the third group with over 10 years of riding experience had been in accidents due to the dangerous nature of the job. What was more alarming was the 3 out of 5 members of the first group, who had been riding for less than a year, had been in at least one accident: one rider had been in two (Hoering, 2012).

The high rate of accidents in the industry is largely due to a lack of road safety instruction among *Boda* riders. Most riders never attend any form of driving school and go out on the roads immediately upon obtaining their motorcycles. Passengers will also sometimes pressure the rider into doing anything to get them where they are going on time. As a result, riders break traffic rules and take risks which put them directly into harm's way. In addition, while helmet usage among riders has increased with awareness campaigns, most riders don't have helmets for passengers. Riders unanimously reported that this is largely because passengers refuse to wear them due to a fear that the helmets would be unsanitary or uncomfortable (Iranlu, 1982).

Theft was the final biggest challenge listed in the industry and the second most mentioned in the questionnaires. The stigma surrounding *Boda Bodas* suggests that the riders are thieves who steal from their customers. But riders also report that customers frequently steal from them. In the best of circumstances, this theft takes the form of customers cheating the *Bodas* that transported them. Upon arriving at their destination, passengers will sometimes either pay less than the agreed-upon price or run away and hide in buildings to avoid

paying entirely. In the worst of cases, passengers have reportedly assaulted *Boda* riders in order to steal their money or even their motorcycles (Irandu, 1997).

In the first focus group, one rider pointed to a scar on his head and explained that he had been assaulted by a customer wielding an iron bar. Members of the third focus group were asked if they had ever had their motorcycles stolen. A member of the group had 1 motorcycle stolen and 2 of the members had lost 3 motorcycles. Theft is very prevalent across the informal transportation market of the *Boda Boda* industry and, along with all the other challenges riders face, can negatively impact the livelihoods of the riders operating in the industry (Kariga, 2000).

## **CHAPTER THREE**

### **METHODOLOGY**

#### **3.0 Introduction**

This chapter gives a description of the methodology that was used by the researcher during the study and includes the research design, population of the study, sampling methods and techniques, sample size, data collection procedures and methods, data collection instruments, data processing, data analysis and limitations of the study.

#### **3.1 Research design**

A cross sectional research design was used and both qualitative and quantitative approaches were employed in order to obtain sufficient data because by the time of the study boda boda business was already wide spread with evidence of worldwide existence. The study examined Makindye Division in Kampala District as a case study. Quantitative approach was used to collect, interpret and analyse data so as to present data in figures & percentages and to enable respondents explain their experience of the subject matter to the researcher.

#### **3.2 Study population**

The study population was composed of police officers and boda-boda riders from six boda-boda stages in Makindye division, Kampala district. Boda-boda Riders being the key stakeholders in the boda boda business were selected with the assumption that they would give the most relevant data about the research topic.

### 3.3 Sample size and sampling procedures

The sample size was composed of 40 respondents comprising of 10 police officers and 30 boda boda riders who were selected using cluster sampling method for the boda-boda riders.

The sampling method was used because; the researcher would easily meet a good number of police officers and bodaboda operators at their respective stages for data collection. A total of 10 police officers and 30 bodaboda riders were approached from 6 stages which included Kuleekana, Nsambya hospital, kategula, salaama, Madirisa and petro city.

**Table 1: Showing Study population and Sample Size**

Respondents	Sample Size	Sampling method
Boda-boda riders	30	cluster
Police officers	10	Cluster
Total	40	

*Source: Primary Data*

### 3.4 Sources of data

The study obtained data primarily from respondents in the field during data collection. This was used because there is no existing data set/ data bank on bodaboda business so as to use secondary data.

### 3.5 Data collection method and instrument

#### Questionnaire

This method was used because it would enable the researcher get relevant information from the riders basing on the questions. The researcher administered the questionnaire by asking questions and recording responses from respondents.

### **Interview guide**

Interview guide was carried out in order to gain an in-depth understanding on the understanding the boda-boda business: issues and drivers. These were conducted with police officers. This interview guide helped to confirm responses collected by the questionnaire.

### **3.6 Validity**

Here a researcher asked colleagues in the field to vouch for the items measuring what he intends to measure. However, the researcher found a group of people to test that have the exact behaviors he was interested in measuring the validity. A formula for Lawshe was used to measure the validity of research, as indicated below:

$$CVR = (n - N/2) / (N/2)$$

CVR= content validity ratio, n = number of respondents indicating "essential", N= total number of respondents. For essential validity content validity ratio was 0.7

### **3.7 Reliability**

Cronbach method was used to measure the validity of research using alpha option in a numerical coefficient of reliability. Computation of alpha was based on the reliability of a test relative to other tests with same number of items, and measuring the same construct of interest.

Alpha coefficient ranges in value from 0 to 1 was used to describe the reliability of factors extracted from the study (that is, questions with two possible answers) and/or multi-point formatted questionnaires or scales. The higher the score, the more reliable the generated scale. 0.5 was used for

acceptability of reliability coefficient. However alpha coefficient was 0.86

### **3.8 Data Processing, Analysis and Presentation**

Quantitative data collected by the questionnaire was first coded. In the coding process, a coding sheet was constructed. A number was then assigned to each answer in the questionnaire with a corresponding number on the coding sheet. Then the same questionnaire was constructed on the computer using Statistical Packages for Social Scientist (SPSS). Frequency tables were drawn using Statistical Packages for Social Scientist (SPSS). In these frequency tables, analysis was done with a corresponding percentage.

Qualitative data collected by the interview guide was analyzed by the use of content analysis. Here findings were compared with responses got by the questionnaire and analysis made thereon.

### **3.9 Ethical considerations/issues**

An introductory letter was obtained from the Institute of Ethics and Development studies of Uganda Martyrs University - Nkozi to introduce the researcher to the respondents. The researcher was able to meet all the respondents during the working day-hours and obtained relevant information without bribery. Also the researcher assured the respondents of confidentiality by keeping every respondent anonymous.

### **3.10 limitations and solutions to the study**

The researcher faced some problems which included;

Some respondents were suspicious about the researcher leaking their information to government official which caused bad



relations. However the researcher convinced them that that research is intended to help them improve on their problems.

There was too much pressure as a result of limited time for the researcher. However, the researcher devoted most of the time on the research.

Financial constraint since research requires money for printing and transport. However, the researcher minimized the costs as lowest as possible.

Some respondents failed to interpret some of the questions in the questionnaire. However the researcher used an assistant who helped respondents to interpret for them some questions

## CHAPTER FOUR

### DATA PRESENTATION AND DISCUSSION

#### 4.1 Introduction

This chapter entails data presentation and discussion. The data presentation has been done according to the objectives of the study and reviewed literature by tallying the responses from the respondents, this chapter also gives a summary of key issues in each finding.

The study aimed to understand the Boda-boda business; the drivers and issues involved in Makindye division. The specific objectives of the study were: to identify the factors that lead the people into Boda-boda business; to investigate the benefits people derive from Boda-boda business; and to find out the challenges involved in the Boda-boda business.

#### 4.2 Background information of respondents

Findings on the background information of respondents were captured and results are evidenced below

**Table 1: Sex of the respondents**

	Frequency	Percent
Valid Male	30	100.0

Source: Field Data

According to the study, it was discovered that the operation of the services is an exclusively male preserve. The strenuous nature of the occupation perhaps justifies this. However there is no obvious reason why women should not operate motorcycles other than custom and culture, although the long working hours away from home must also be a deterrent. The harassment that operators complain of from some customers and their professed

and very real fear of being robbed may be ancillary reasons that deter women from operating such services.

**Table 2: Age of respondents**

	<b>N</b>	<b>Minimum</b>	<b>Maximum</b>	<b>Mean</b>
Age	30	22.00	42.00	32.000
Valid N	30			

Source: Field Data

According to the results in Table 3.2 above, the minimum age of bodaboda riders is 22 and the maximum age of bodaboda riders is 42. On average bodaboda riders are 32 years of age. This implies that most of the bodaboda riders are still in their youthful ages.

**Table 3: Distribution of Respondents by Marital Status**

	<b>Frequency</b>	<b>Percent</b>
Valid Single	8	26.7
married	20	66.7
separated/divorced	2	6.7
Total	30	100.0

Source: Field Data

Out of the 30 respondents interviewed, 66.7% percent of the bodaboda riders are married, followed by the single (26.7%). The separated/divorced respondents (6.7%) constituted the least share. There were no widowed respondents.

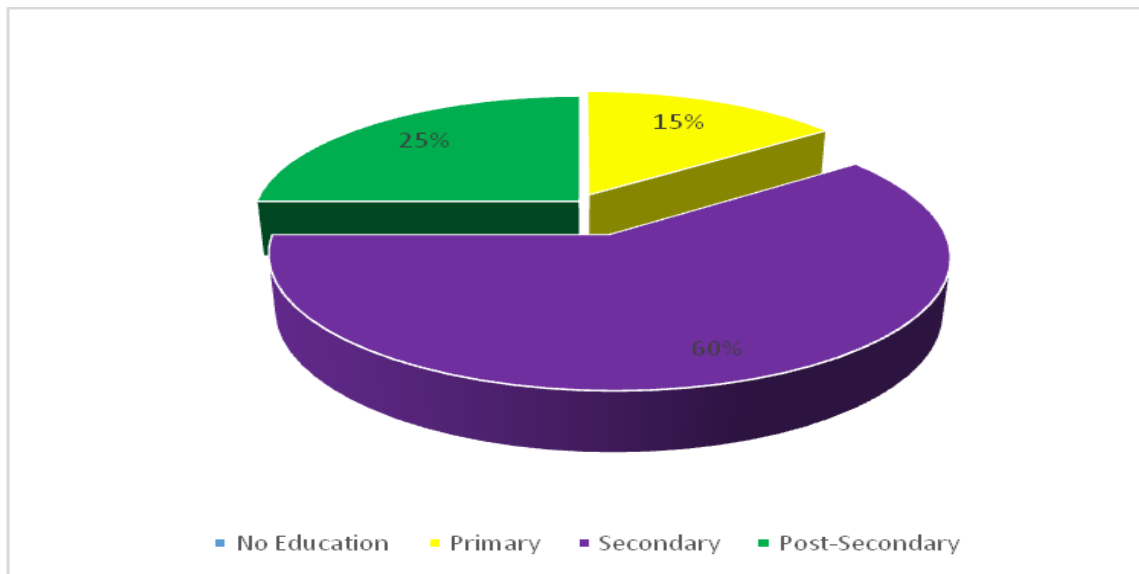
**Table 4: Distribution of Respondents by Religious Affiliation.**

	Frequency	Percent
Valid Catholic	3	10.0
Anglican	10	33.3
Muslim	1	3.3
Pentecostal	14	46.7
SDA	2	6.7
Total	30	100.0

Source: Field Data

In table 3.5 above, results show that the majority of the respondents were affiliated to the Pentecostal religion (46.7%), these were followed by Anglicans who took a share of (33.3%) and then Catholics with a share of (10%). Muslim and SDA were the least respondents with a share of (3.3%) and (6.7%) respectively. The results show that most of the bodaboda riders are Christians.

**Figure 1: Percentage Distribution of respondents by education level**



Source: Field Data

Out of 30 respondents interviewed, majority had attained secondary education (60%). (25%) percent had attained Post-Secondary education and only (15%) of the respondents had completed only primary education.

#### 4.3 What drives people into Boda-boda business?

Findings on What drives people into Boda-boda business were captured and results are evidenced below

**Table 5: Where you employed before you started riding a boda boda**

		Frequency	Percentage
Valid	Yes	7	23.3
	No	23	76.7
	Total	30	100.0

Source: Field Data

From the table above, 23.3% of the respondents agreed that they were employed before they started riding a boda boda, 76.7% said no. this implies that most employees were unemployed before they started riding a boda boda. This is in line with the findings of Nakiyimba (2012) who noted that the unemployment rate in Kampala is hovering around 11 per cent. This explains why hundreds of riders enter the boda boda business every day. With this high rate of unemployment, this fast-growing means of transport is employing a bulk of people in Uganda

**Table 6: Do you own this boda boda**

		Frequency	Percent
Valid	Yes	21	70.0
	No	9	30.0
	Total	30	100.0

Source: Field Data

In reference to the table above, 70% of the respondents agreed that they own the boda boda and 30% said no. This indicates that most respondents own the boda boda they ride. This is in line with the findings of Malmberg (1994) who noted that one of the most important factors in the Drivers of people into Boda-boda business is economic. Since rural people lack better employment opportunities in the villages, they migrate to urban areas where they expect to get productive employment.

**Table 7: Do you have enough land to cultivate on?**

		Frequency	Percent
Valid	Yes	4	13.3
	No	26	86.7
	Total	30	100.0

Source: Field Data

From the table above, 13.3% of the respondents agreed that they have enough land to cultivate on, and 86.7% said no. This implies that most boda boda riders do not have enough land to cultivate on. This agrees with the findings of Nandwoli (2014) who noted that the high people-land ratio and low productivity of land tend to drive a large number of people in Boda-boda business in search of better livelihood. A number of studies have shown an inverse relationship between per capita availability of land and movement of people into Boda-boda business.

**Table 8: If you had land would you still ride a boda boda for business?**

		Frequency	Percent
Valid	Yes	14	46.7
	No	16	53.3
	Total	30	100.0

Source: Field Data

In reference to the table above, 46.7% of the respondents agreed that If they had land they would still ride a boda boda for business, and 53.3% said no. this implies that most boda boda riders If they had land they would not ride a boda boda for business. This is in loine with the findings of Rwomushana (2014) who noted that Land is one of the most important assets in the rural area. A good quality of cultivated land is necessary to support the livelihood of rural people. The probability of people in Boda-boda business is relatively high from a household who does not have access to land and other productive assets

**Table 9: Have you ever been employed?**

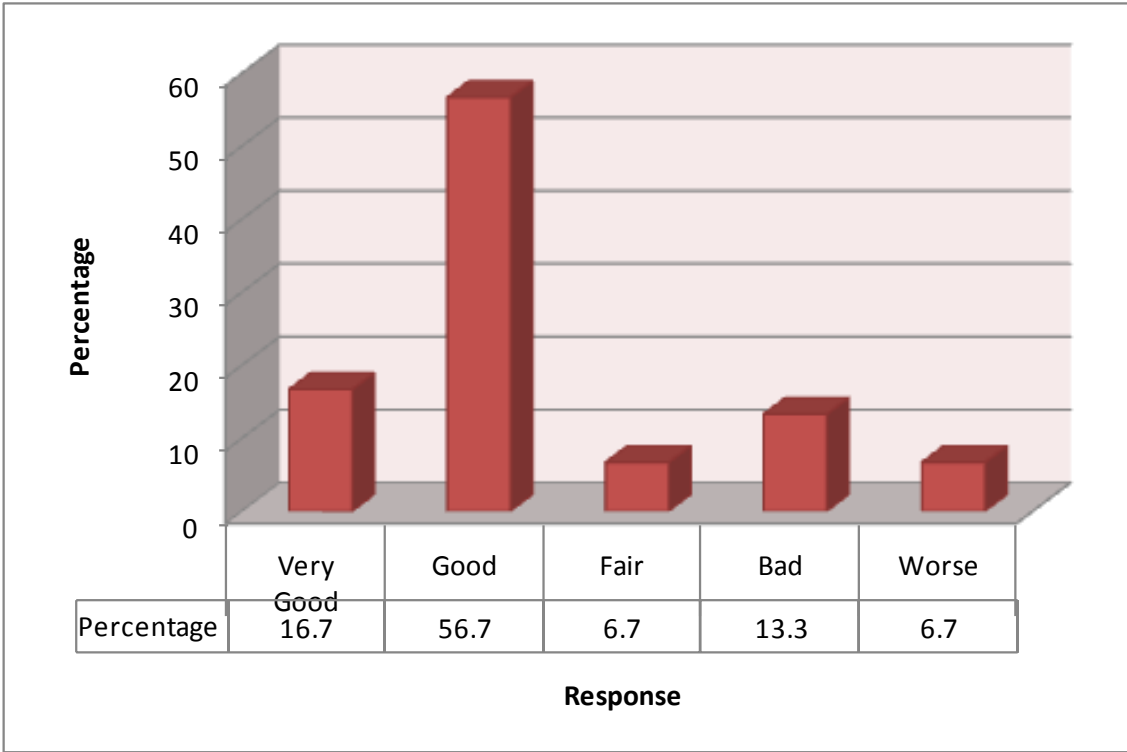
		Frequency	Percent
Valid	Yes	19	63.3
	No	11	36.7
	Total	30	100.0

Source: Field Data

In reference to the table above, 63.3% of the respondents agreed that they have ever been employed, and 36.7% said no. This implies that most boda boda riders have ever been employed. This is in line with the findings of Obara (2009) who noted that a number of studies have highlighted this aspect. The main push factor in people moving into Boda-boda business, In Uganda, the

income inequality between rural and urban areas is quite high and it has further accentuated during the last two decades of economic reforms.

**Figure 2: If yes how do you rate the salary or wages you were getting as compared to what you are getting from boda boda?**



Source: Field Data

In reference to the figure above, 16.7% of the respondents noted that the salary or wages they were getting as compared to what they are getting from boda boda was very good, 56.7% noted for good, 6.7% noted fair, 13.3% noted bad, and 6.7% noted worse. This implies that salary or wages of most boda boda riders were getting as compared to what they are getting from boda boda is good. This is in line with the findings of Obara (2009) who noted that another economic factor in the driver of people into Boda-boda business is considered a high wage and income difference between rural and urban labour markets



**Table 10: Do you see more opportunities in boda boda business as compared to the previous occupation?**

		Frequency	Percent
Valid	Yes	20	66.7
	No	10	33.3
	Total	30	100.0

Source: Field Data

From the table above, 66.7% of the respondents agreed that they see more opportunities in boda boda business as compared to the previous occupation, and 33.3% said no. This implies that most boda boda riders see more opportunities in boda boda business as compared to the previous occupation. This agrees with the findings of Watson (2001) who noted that the expanded urban sector has more opportunities for boda boda business for both skilled and unskilled workers. People move into boda boda business to get these opportunities, As compared to other businesses, which are thinly and sparsely populated, cities are densely populated and achieve economies of scale.

**Table 11: Can you buy more land for farming when you make enough money in this boda boda business**

		Frequency	Percent
Valid	Yes	19	63.3
	No	11	36.7
	Total	30	100.0

Source: Field Data

From the table above, 63.3% of the respondents agreed that they can buy more land for farming when they make enough money in this boda boda business, and 36.7% said no. This indicates that most boda boda riders buy more land for farming when they make enough money in this boda boda business. This is in line with

the findings of Yakubu (2012) who noted that if Land and physical resources are concentrated only in few hands, other people would not be able to get their livelihood in the rural areas and would be forced to move in search of better livelihood options. High concentration of resources coupled with new technology used in the farm sector likely to reduce the labour absorption in the farm sector.

**Table 12: Do you have dependants?**

		Frequency	Percent
Valid	Yes	22	73.3
	No	8	26.7
	Total	30	100.0

Source: Field Data

From the table above, 73.3% of the respondents have dependants, and 26.7% said they do not have. This implies that most boda boda riders have dependants. This is in line with the findings of Maino (2002) who noted that Size and composition of family affects people moving into boda boda business. Larger the family size, greater is the probability to move into boda boda business. In a joint family system, male member can move into boda boda business leaving his children and wife at home as the other members of the family can take care of them

**Table 13: If yes how many?**

	N	Minimum	Maximum	Mean	Std. Deviation
If yes how many?	22	1.00	6.00	3.1364	1.42413
Valid N (listwise)	22				

Source: Field Data

From the table above the minimum number of dependants boda boda riders have is 1, maximum is 6 and mean is 3. This implies that

on average boda boda riders have 3 dependants. This is in line with the findings of Maino (2002) who noted that Size and composition of family affects people moving into boda boda business. Larger the family size, greater is the probability to move into boda boda business. In a joint family system, male member can move into boda boda business leaving his children and wife at home as the other members of the family can take care of them

**Table 14: If you were more educated would you still be in boda boda business?**

		Frequency	Percent
Valid	Yes	3	10.0
	No	27	90.0
	Total	30	100.0

Source: Field Data

From the table above 10% of the respondents said that If they were more educated they would still be in boda boda business, and 90% said no. this implies that most boda boda riders If they were more educated they would not be in boda boda business. This is in line with the findings of Katushabe (2014) who noted that the socially backward communities that have suffered social exclusion for generations in the rural areas quite often look for opportunities to move into boda boda business which, in addition to better employment opportunities and better amenities, have some anonymity so that social prejudices are of lesser consequence.

#### **4.4 The benefits riders get out of this business**

Findings on the benefits riders get out of this business were captured and results are evidenced below

**Table 15: On average how much can you make in a day?**

	N	Minimum	Maximum	Mean	Std. Deviation
On average how much can you make in a day?	30	10000.00	150000	102830	63730.07915
Valid (listwise)	N 30				

Source: Field Data

From the table above the minimum amount boda boda riders can make is 10,000, maximum is 150000 and mean is 102830. This implies that on average boda boda riders can make 102830 shillings. This agrees with the findings of Naddumba (2006) who noted that most riders in Kampala can take home at least Shs15,000 per day and Shs450,000 per month in profit, while ambitious, hard-working, and lucky drivers can earn even more. At the very minimum, Kibikwamu says, riders in the Boda Boda 2010 Association earn at least Shs300,000 per month. "It depends on how lucky you are."

**Table 16: Do you use the same boda boda to and from work**

	Frequency	Percent
Valid Yes	27	90.0
No	3	10.0
Total	30	100.0

Source: Field Data

From the table above, 90% of the respondents agreed that they use the same boda boda to and from work, and 10% said no. This implies that most boda boda riders use the same boda boda to and from work. This is in line with the findings of Ogwang (2012) who noted that the booming industry creates employment to both rural and urban people, boosts income generation, local government revenues and provides alternative transport.

**Table 17: Do you have family members who survive on revenue from this boda boda?**

	Frequency	Percent
Valid Yes	25	83.3
No	5	16.7
Total	30	100.0

Source: Field Data

From the table above, 83.3% of the respondents agreed that they have family members who survive on revenue from this boda boda, 16.7% said no. This implies that most boda boda riders have family members who survive on revenue from this boda boda. This agrees with the findings of Howe and Maunder (2006) who asserted that almost every boda-boda operator has dependants under him, whose livelihood depends proportionately on the earnings of the *boda boda* operator. Nationwide it is estimated that 40-60 *boda boda* will support a repair shop with 1-2 mechanics.

**Table 18: How do you rate accessibility of medical assistance using this boda boda?**

		Frequency	Percent
Valid	Very Good	15	50.0
	Good	5	16.7
	Fair	2	6.7
	Bad	3	10.0
	Worse	5	16.7
	Total	30	100.0

Source: Field Data

In reference to the table above, 50% of the respondents noted that accessibility of medical assistance using this boda boda was very good, 16.7% noted for good, 6.7% noted fair, 10% noted bad, and 16.7% noted worse. This implies that accessibility of medical assistance using this boda boda. This is in line with the findings of Adeyemo (1998) who noted that moving to places of work fast and in a much convenient manner increases working hours and increased productivity leading to better economic livelihoods. Commercial motorcycles provide cheaper and affordable means of transport. The motorcycle is fast becoming the only way to move quickly through congested urban traffic and the only affordable personal transport in the developing world where motor vehicle may cost more than a worker earns in a decade.

**Table 19: Can one move quickly through congested urban traffic**

		Frequency	Percent
Valid	Yes	26	86.7
	No	4	13.3
	Total	30	100.0

Source: Field Data

From the table above, 86.7% of the respondents agreed that they can move quickly through congested urban traffic, 13.3% said no. This implies that most boda boda riders can move quickly through congested urban traffic. This agrees with the findings of Howe (2001) who noted that motorcycles are cheaper to run, easier to repair, easier to park, more flexible in traffic, less boring and can stop anywhere thus providing a door-to-door service. Motorcycle, indeed, stands as a new evolution in public transportation that needs to be given needed attention. Many factors have been responsible for the growth of the use of motorcycles for commercial transport in recent years.

**Table 20: Are boda bodas easier to repair and easier to park.**

		Frequency	Percent
Valid	Yes	22	73.3
	No	8	26.7
	Total	30	100.0

Source: Field Data

From the table above, 73.3% of the respondents agreed that boda bodas are easier to repair and easier to park, and 26.7% said no. This shows that boda bodas easier to repair and easier to park. This agrees with the findings of Adeyemo (1998) who noted that the advantages of motorcycling as a form of transport to work are not restricted to its being cheap, it is also more convenient than motor transport in terms of avoiding traffic jams and parking problems. Motorcycling also provides transport to leisure activities. The most important attribute of motorcycling was independence and freedom of mobility.

#### 4.5 The challenges Boda-boda riders face in running this business.

Findings on The challenges Boda-boda riders face in running this business were captured and results are evidenced below

**Table 21: Operators and passengers usually do not have medical insurance.**

	Frequency	Percent
Valid Strongly agree	20	66.7
Agree	4	13.3
Not sure	2	6.7
Disagree	1	3.3
Strongly disagree	3	10.0
Total	30	100.0

Source: Field Data

From the table above, 66.7% of the respondents strongly agreed that Operators and passengers usually do not have medical insurance, 13.3% agreed, 6.7% were not sure, 3.3% disagreed, and 10% strongly disagreed. This implies that Operators and passengers usually do not have medical insurance.

A police officer interviewed said that *"motorbikes are the leading cause of injuries on the roads and have now surpassed motor vehicle accidents"*.

Head and limb injuries are among the most common. *"Head injuries are the commonest cause of death among motorbike riders and passengers,"* a police person said

This agrees with the findings of Naddumba (2006) who deduced that operators and passengers usually do not have medical insurance. Insurance companies regard them as high risk and are



reluctant to insure the operators and their passengers. Increasing competition means that riders have to do more trips to maintain their income, contributing to fatigue and risky driving

**Table 22: The operators themselves are at risk of being assaulted and robbed**

		Frequency	Percent
Valid	Strongly agree	19	63.3
	Agree	2	6.7
	Not sure	2	6.7
	Disagree	6	20.0
	Strongly disagree	1	3.3
	Total	30	100.0

Source: Field Data

From the table above, 63.3% of the respondents strongly agreed that the operators themselves are at risk of being assaulted and robbed, 6.7% agreed, 6.7% were not sure, 20% disagreed, and 3.3% strongly disagreed. This implies that the operators themselves are at risk of being assaulted and robbed.

A police man said that *"boda boda Riders also risk being assaulted by criminals, especially at night. Thugs usually pose as passengers, and when the motorcycle reaches a dark corner, riders are hit with hammers and iron bars, cracking their skulls. Thugs then take off with the motorbike and the day's earnings"*.

A police per inter viewed said that *"assault injuries have also contributed to the death of many boda boda riders. These injuries are preventable and would be less severe if riders wore crush helmets"*

This is in line with the findings of Adefunke (2012) who noted that the operators themselves are at risk of being assaulted and robbed of their hard earned shillings, and in the worst case scenario they are hijacked and killed for their motorcycles.

**Table 23: There are many accidents involved among boda boda riders**

	Frequency	Percent
Valid Strongly agree	20	66.7
Agree	3	10.0
Not sure	1	3.3
Disagree	1	3.3
Strongly disagree	5	16.7
Total	30	100.0

Source: Field Data

From the table above, 66.7% of the respondents strongly agreed that there are many accidents involved among boda boda riders, 10% agreed, 3.3% were not sure, 3.3% disagreed, and 16.7% strongly disagreed. This implies that there are many accidents involved among boda boda riders.

A police man interviewed said that *“Despite their ease at snaking through difficult areas in Uganda, boda-boda use has become the leading cause of death and injuries on most roads. It has led the national referral hospital to set up a special ward to handle victims of motorbike-related accidents”*.

A police man interviewed said that *“Most boda-boda accidents stem from narrow roads getting congested with traffic. It is common in Uganda to see buses, taxis, trailers, lorries,*

*motorcycles, bicycles and pedestrians competing for roads' thin spaces".*

This is in line with the findings of Irandu (1982) who noted that the high rate of accidents in the industry is largely due to a lack of road safety instruction among Boda riders. Most riders never attend any form of driving school and go out on the roads immediately upon obtaining their motorcycles. Passengers will also sometimes pressure the rider into doing anything to get them where they are going on time.

**Table 24: So many boda boda riders joined the industry that it lost its value as a respectable job**

		Frequency	Percent
Valid	Strongly agree	13	43.3
	Agree	13	43.3
	Not sure	2	6.7
	Disagree	1	3.3
	Strongly disagree	1	3.3
	Total	30	100.0

Source: Field Data

From the table above, 43.3% of the respondents strongly agreed that So many boda boda riders joined the industry that it lost its value as a respectable job, 43.3% agreed, 6.7% were not sure, 3.3% disagreed, and 3.3% strongly disagreed. This implies that So many boda boda riders joined the industry that it lost its value as a respectable job.

*"Criminals hide in the boda-boda industry and commit violent crimes in our society," said a police officer. "And this is because the industry is not streamlined."*

A police officer when interviewed said that *"around 90 per cent of riders are incompetent. "These riders did not get any formal training, and they do not comprehend road safety tips whatsoever"*

A police man interviewed said *"two patients die on average every week at Mulago hospital as a result of boda-boda accidents. Between 10 and 20 victims of boda-boda accidents are received at Mulago hospital on a daily basis and 20 per cent of the victims are left disabled"*.

A police man interviewed said that *"It is very rare to hear that a taxi in Kampala city has overturned and killed passengers. The deaths we register in Kampala are related to boda-boda cycling and their behavior."*

A policeman interviewed said that *"The boda-boda is the most unsafe means of transport in Kampala, and I would appeal to most road users to desist from using them in the city, especially at night,"*

This concurs with the findings of Irandu (1982) who noted that riders break traffic rules and take risks which put them directly into harm's way. In addition, while helmet usage among riders has increased with awareness campaigns, most riders don't have helmets for passengers.

## **CHAPTER FIVE**

### **SUMMARY CONCLUSION AND RECOMMENDATIONS**

#### **5.1 Introduction**

This chapter majorly comprises of the summary of the findings which generally attempts to relate the findings of the study to the objectives, it presents the conclusions of the research drawn from the findings, recommendations of the researcher, and suggestions for further research.

#### **5.2 Summary of Findings**

The study revealed that; though there are other factors driving people into boda-boda business, majority agree to unemployment as the major driving factor that forces people into the boda-boda business. Within this time bound, it was discovered that a big number of people were joining the boda-boda businesses to a large extent because they had no prior employment. In addition, the desire to make quick income was another big factor causing many to abandon agriculture and school for boda-boda business.

The study also revealed that; many boda-boda riders are sure of getting enough money as income to cater for their families and forster development. It was also discovered that the ability for these riders to sustain livelihoods through meeting all the basic needs of themselves and their families is another major benefit of the boda-boda business.

The study finally reported that, the issue of safety in terms of traffic accidents and robberies is the major challenge boda-boda riders face in the boda-boda business.

Apart from safety issues being a challenge, poor hygiene of the riders and poor conduct were also issues of much concern during the study.

### **5.3 Conclusion**

In conclusion, the *Boda Boda* business operates as a gap-filler in Kampala's public transportation system. It provides employment and a source of livelihood to those who might not otherwise have work and fulfills a demand among the citizens of Kampala for rapid transport. These boda-bodas are a necessity as they currently fill a gap in public transport and fulfill an abundance of other roles within their communities, while their role in urban transport may become more peripheral over time with the eventual introduction of mass transit systems, the riders will undoubtedly continue to be essential in more remote communities and their services will still be used. *Boda* riders find themselves earning enough to pay for their dependents' needs, rent, food, and school fees. Some are even able to save part of their income. The riders themselves are quite young on average and have received only a basic education. Fortunately, many of these same riders report that they are investing in the schooling of their children so that they can become better educated.

On the other hand, *Boda-Boda* services come at a high cost in terms of safety. Motorcycles have the greatest number of accident-related deaths and injuries due to lack of road safety training and pressure from passengers to ride fast and break traffic rules and in doing they pose a high risk to riders, passengers, and other road users hence their description as a double-edge sword.

However, as that transition is being made, local government needs to ensure that they are providing necessary infrastructure, medical, and training services to the riders so that the Boda industry can operate in as safe a manner as possible and the potential benefits of the industry can be fully realized within Kampala's transportation system.

#### **5.4 Recommendation**

##### **To Boda Riders**

As government begins to focus on future plans for mass transit, it is essential that Boda riders take their futures into their own hands and begin planning for a time where Boda-Bodas take on a peripheral role in the public transportation system. The best way to do that is for the riders to save as much of their incomes as possible in order to invest in organizations or capital that can help accommodate their future plans.

If a rider intends to stay in the transportation industry, they may find putting money in a SAACO organized through a Boda association beneficial: such a SAACO would be investing in future opportunities in the transportation system. However, if a rider intends to leave the industry it is essential they set goals for themselves and use their savings towards those goals so they can move away from the Boda industry before KCCA begins efforts to reduce the number of Bodas operating in the city.

Finally, it is essential that riders actively cooperate with the leadership of the Boda associations they are registered with and hold their leaders accountable for their actions. The associations need members to participate in their mobilization efforts and to offer feedback on the services they provide. By working together under the direction of their association

leaders, Boda riders can ensure they are getting the most out of their organization and working at their full potential.

### **To Government Officials**

Regulation of the Boda industry is essential to ensure that the services which are provided by Boda riders are safe, efficient, and beneficial to the city. While it is important that only those riders registered with and known by KCCA be allowed to operate in the city, the recent registration exercise only managed to register just over 30,000 Boda riders in the given time frame. Boda Boda Association 2010 estimates their rider membership at 100,000 riders: if 70,000 riders were suddenly put out of work, the consequences could be catastrophic for the social fabric of the city.

It is therefore the recommendation of this study that a second registration exercise be held to give more riders the opportunity to register with KCCA and continue to operate within the city. In the event that such a recommendation is infeasible, the least KCCA could do is ensure that the reduction of Boda riders be gradual and coupled with the creation of alternative avenues of employment for the riders to feed into.

Boda riders may be gap-fillers in the public transportation system; but they are people first with financial needs that need to be met and families that need to be supported. It is the responsibility of KCCA, as it is the responsibility of any governing body, to ensure that its citizens are being guided towards effective sources of livelihood, especially when they are removing one source of livelihood in the process. A plan to organize riders into large cooperatives capable of investing in high-capacity modes of transportation was mentioned during an



interview with a KCCA official.

Successful implementation of such a policy requires collaboration with organizations like Boda Boda Association 2010 which have the capacity to better mobilize riders into such a cooperative movement. Through cooperation with the association, KCCA could guide public transportation towards a system of mass transportation with Boda Bodas working as partners rather than acting in opposition of such efforts. Many riders see their time in the Boda industry as temporary until a better alternative comes along. KCCA needs to use this mindset to further its agenda by helping to create incentives for riders to seek alternatives outside of the Boda industry and in mass transportation.

KCCA's intention to enforce a licensing tax on riders is an import step towards ensuring that the Boda industry in the city is financially benefitting the city. However, if such a tax is to succeed the amount of the tax needs to be reasonable and based on the means of the riders. Associations and other representative organizations of Boda riders need to be consulted not only on the amount of the tax but the ways in which it should be collected.

It may be worthwhile to examine the possibility of using Boda associations like Boda Boda Association 2010 as implementing partners to license riders and collect the tax. In such scenario, a rider could work with an association's financial services to pay the fee in a timeframe and way that if feasible based on their means. It would also take the burden of collection off of KCCA: if properly incentivized, the associations could be effective in this capacity.

However, it is essential that any revenue from the riders by KCCA be used to provide needed services and benefits to the Boda Boda. Potential services that focus group participants stated they wanted to see included: improvements to infrastructure, better healthcare facilities and services, and driving schools for motorcycle operators. The latter would be particularly beneficial. Driving schools created and approved by the Transport Licensing Board for motorcycles could provide road safety sensitization and even potentially facilitate and centralize the absurdly complicated process of obtaining a driving permit. If KCCA is able to successfully collaborate with the organizational structures of the Boda-industry to provide needed services to the riders and necessary guidelines for their operations, regulation of the industry and coordination towards a system of mass-transit will be more easily accomplished.

### **To Future Researchers**

Data collected during the research period was collected from a single case study of Boda Boda riders of makindye division, Kampala district. As such, this study slightly delves into understanding the boda-boda business.

A comparative study of the boda-boda business in the entire Divisions of Kampala district would yield interesting data on the capacity of the industry within the city. It is also important to note that Makindye division is just one of several divisions in Kampala where boda-boda business is conducted: a comparative study of all these divisions and the ways in which the boda-boda business is conducted would be highly beneficial to the study of the Boda industry within Kampala.

In addition, a comparative study of the Boda industry and levels of organization by district in the country would prove beneficial. Each district differs in geography, infrastructure, and culture which would likely result in variance in forms of Boda organization and the services provided to their communities. Once a country-wide comparative study has occurred, it would also be interesting to examine the motorcycle taxi industries of neighboring countries and compare the different levels of organization and the differences in services.

### **5.5 Suggestions for Further Research**

- Further research should be undertaken to find out the link between age of a biker and the probability of causing an accident.
- The influence of drug abuse on the fatalities caused by motorcycle business.
- Another area should be the effect of having saving schemes for the motorcycle taxi businessmen on their livelihoods



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**APPENDIX 1: QUESTIONNAIRE FOR BODA-BODA RIDERS**

Dear respondent,

I am Sseguya Constantine, a student of Uganda Martyrs University Nkozi pursuing a bachelor's degree in Democracy and Development studies. You are kindly requested to spare some time and fill in this questionnaire guide. This is purely an academic research titled "Understanding the boda-boda business: Issues and Drivers". Any responses given will be treated with utmost confidentiality. So feel free to give the most appropriate answer possible.

Sign: ..... Date: .....

**Section D: Personal Data**

(Tick as Appropriate)

1. Sex of respondents

Male  Female

2. What is your age? .....

3. Marital status

Single  ied ed/Divorced  
Widowed

4. What is your religion?

Catholic  Anglican  Muslim  Pentecostal  
SDA

5. Highest Level of education

Primary  Secondary education   
Post-Secondary education

**SECTION B: What drives people into Boda-boda business?**

6. Where you employed before you started riding a boda boda?

Yes  No

7. Do you own this boda boda?

Yes  No

8. Do you have enough land to cultivate on?

Yes  No

9. If you had land would you still ride a boda boda for business?

Yes  No

10. Have you ever been employed?

Yes  No

11. If yes how do you rate the salary or wages you were getting as compared to what you are getting from boda boda?

Very good  Good  Fair  Bad  Worse

12. Do you see more opportunities in boda boda business as compared to the previous occupation?

Yes  No

13. Can you buy more land for farming when you make enough money in this boda boda business?

Yes  No

14. Do you have dependants?

Yes  No

15. If yes how many? .....

16. If you were more educated would you still be in boda boda business?

Yes  No

**SECTION C: The benefits riders get out of this business.**

17. On average how much can you make in a day? .....

18. Do you use the same boda boda to and from work?

Yes  No

19. Do you have family members who survive on revenue from this boda boda?

Yes  No

20. How do you rate accessibility of medical assistance using this boda boda?

Very good  Good  Fair  Bad  Worse

21. Can one move quickly through congested urban traffic

Yes  No

22. Are boda bodas easier to repair and easier to park.

Yes  No

**SECTION D: The challenges Boda-boda riders face in running this business.**

23. Operators and passengers usually do not have medical insurance.

Strongly agree	Agree	Not sure	Disagree	Strongly disagree

24. The operators themselves are at risk of being assaulted and robbed

Strongly agree	Agree	Not sure	Disagree	Strongly disagree

25. There are many accidents involved among boda boda riders

Strongly agree	Agree	Not sure	Disagree	Strongly disagree

26. So many boda boda riders joined the industry that it lost its value as a respectable job.

Strongly agree	Agree	Not sure	Disagree	Strongly disagree

## **APPENDIX 2: INTERVIEW GUIDE FOR POLICE MEN**

1. How risky is it riding a boda boda?
2. How do roads in Kampala affect boda boda riders?
3. How do you rate boda boda accidents in Kampala?
4. How dangerous is it for a boda boda rider to ride at night?
5. Which parts of the body are most affected by boda boda riders when accident occurs?
6. What are the major causes of death among boda boda riders?
7. What do you comment on the death rate among boda boda riders?
8. What do you comment about criminals among boda boda riders?