

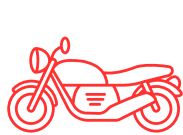
January 2023

# Quarterly Boda Report



## Lubyanza

For the third Quarterly Boda Survey, we expanded our assessment to observe helmet types, passenger helmet usage, finances and more. The goal is to see whether upcoming legislative changes and concerted efforts by civil society can result in higher helmet usage, better helmets, and lower fatalities on the roads. In total, data was collected from:



**6,266**

Bodas observed



**281**

Riders interviewed



**8**

Divisions of the GKMA

## What We Found

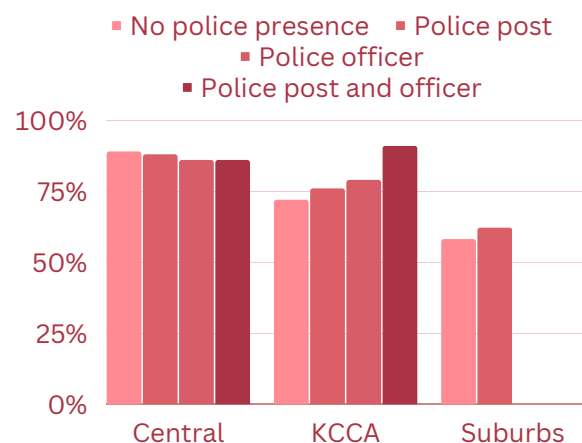
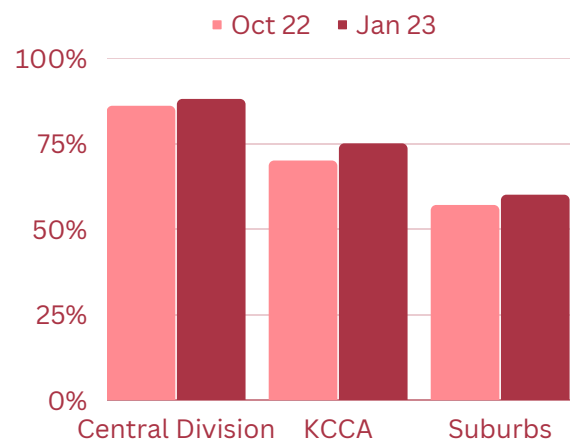
### Helmet Usage Rises from Suburbs to CBD

This survey found that 75% of riders are wearing helmets across Greater Kampala, up from 70% in October 2022. As found in previous surveys, there remains a huge difference in helmet wearing from Central Division, at 88%, to the suburbs like Kira, where only 60% were observed wearing helmets.

### Compliance Partly From Police Presence

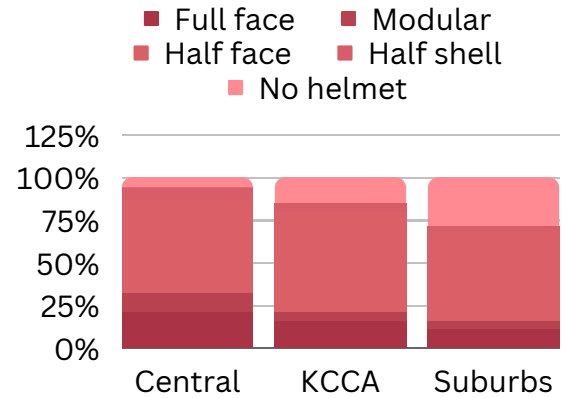
Helmet wearing was also dependent on police presence. Locations with both a station or outpost and a visible police officer saw 87% helmet wearing, compared to 69% helmet wearing at locations without any police presence.

However, passenger helmet usage remains at 1%.



## Half Face Helmets Remain Dominant

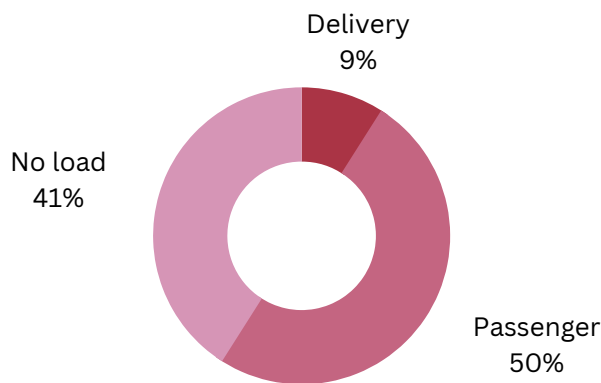
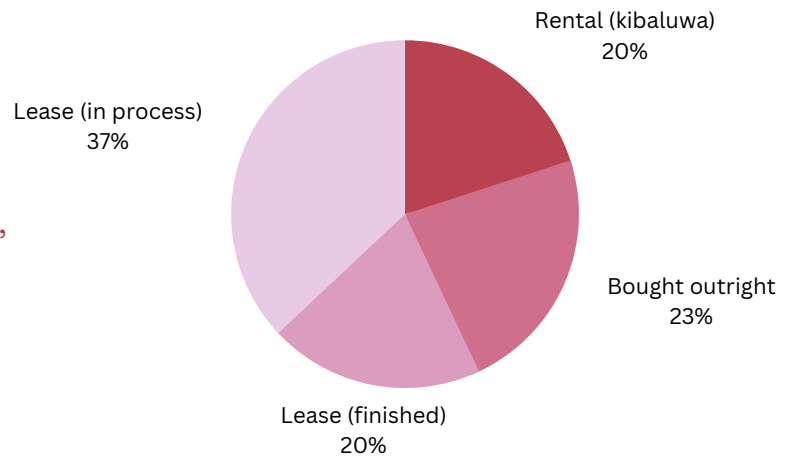
Across Kampala roads, 56% of riders are wearing half face helmets, compared to 22% wearing full face or modular and 16% not wearing helmets at all. Full face helmets are most common in Central, and bareheaded riders are most common in the suburbs. Additionally, 32% of all helmet owners reported missing a visor.



## Making a Living

### Ownership

Today, these agreements account for 60% of motorcycles on the road, with over half of them still in the process of paying off the motorcycle.



### Utilization

Utilization – defined as trips with passengers or visible loads – was around 59%, within 1% of observed utilization in October. Delivery trips make up around 17% of working trips.

### Earnings

The typical rider earned around 37,700 UGX per day, though costs sucked up three-quarters of riders earnings, with around 12,000 UGX going to each petrol and bike payments. Riders paying off loans (leases) reported working harder to own their bikes, with their profits doubling upon finishing their payments.

