

April 2025

Quarterly Boda Report



lubyanza (n); a boda rider without a stage.

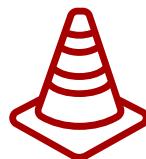
Rounding out our third year of the Lubyanza Quarterly Boda Reports, with a little support from the Association for the Advancement of Automotive Medicine (AAAM) we're taking a look at the oft-discussed road safety aspects of our two-wheeled friends. Enjoy!



73%
of riders have
finished
primary school



70%
of riders wear
heavy
protective
jackets

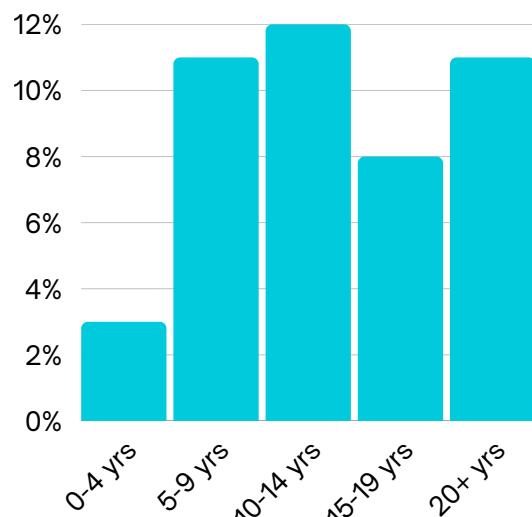
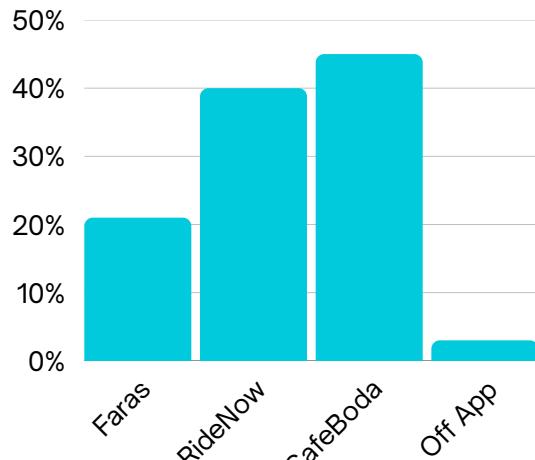


77%
of lubyanza riders
have never had a
training

App Riders More Likely To Have Additional Helmet

Only one out of twenty boda riders in Kampala carries a passenger helmet with them - but nearly a quarter of app-using riders do.

Our View: SafeBoda made a concerted effort early on to push passenger use of helmets - most riders on other apps that carry them have worked with SafeBoda as well.



Inexperienced Drivers Take Fewer Deliveries

Boda riders with less than 5 years of experience take very few deliveries - less than 5% of their trips are delivery trips (excluding any passengers).

Our View: Inexperienced drivers have less connections and are younger and likely viewed as riskier to trust with deliveries. However, there are some young drivers that work nearly full-time for delivery companies like Glovo we may have missed.

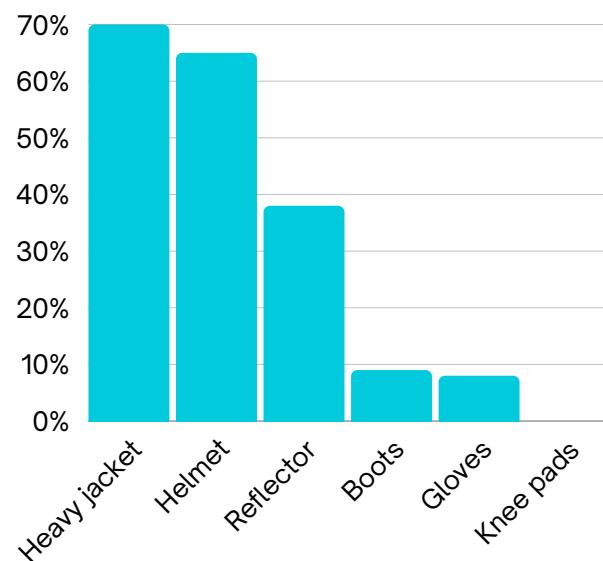
Road Safety: A Special Report

With support from the American Association of Automotive Medicine, we investigated road safety. We found that current safety trainings are missing lubyanza riders and new entrants, who are at higher risk of crashes.

Safety Gear

Safety gear - such as heavy jackets, reflectors, gloves and protective footwear - are critical to keep boda riders safe. While a majority of boda riders wear heavy jackets, these provide dual protection against the cold wind, which is believed to be a major factor in boda riders catching the cold.

Our view: They are the most exposed mode of motorized transport in Uganda, and suffer the most from road crashes. Helmets in particular reduce the likelihood of death on impact, while reflectors keep boda riders visible at night. Anyhowness is causing deaths.



Usage of safety gear amongst boda riders

Young Riders Aren't Trained, and Crash More

Legally speaking, to receive a drivers license in Uganda one must first enroll in and graduate from a driver training school. Simply put, that's not happening: most riders start the business however they can, and even half of those that get drivers licenses don't even pass through a driving school.

Between the lack of pre-entry training and young men's appetite for risk, it won't surprise our readers that 67% of riders aged 15-24 report having had a road traffic collision in the past year, more than any other age group.

Our view: The link is intuitive. As we detailed in our article on the topic [here](#), the government should bring down the cost of training and licensing significantly and then enforce it.

