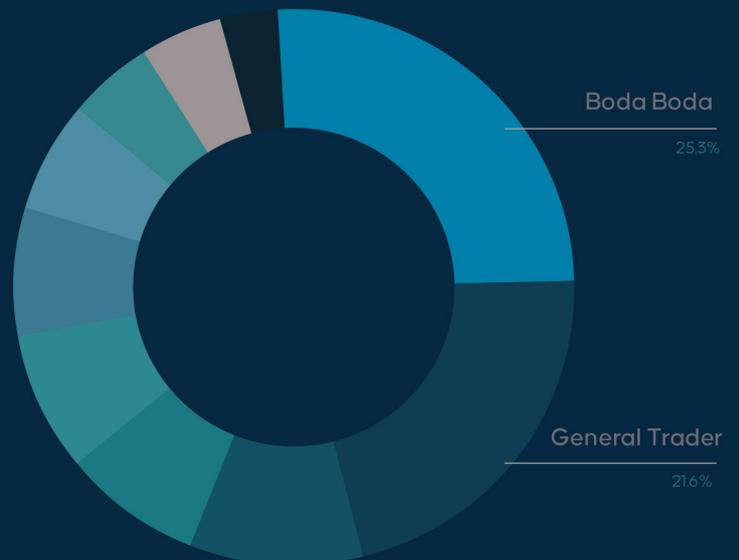


REPORT | **Boda-Boda**  
**LAW PROJECT**





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# Executive Summary

Boda-Boda motorcycles play a vital role in Kenya's economy by offering affordable and convenient services to citizens and organizations<sup>1</sup>. These services include transportation of people and parcels, delivery of goods and food, and other essential functions that contribute to economic development<sup>2</sup>, especially in the transport and logistic sectors.

The 2022 Car & General report revealed that Kenya had 1.5 million Boda-Boda riders, the majority of them working for commercial purposes<sup>3</sup>: nine out of ten<sup>4</sup> are commercial riders. These riders have generated over 1 million jobs, with 75% of the sector's workforce comprising young individuals, while women represent only 6%. Remarkably, their collective efforts contribute 3.4% to the country's GDP<sup>5</sup>. Out of these 1.5 million Boda-Boda riders, 100,000 are registered in Kisumu (the focus County of this report) with another 30,000 unregistered, together, they contribute with an estimated Kshs. 720 million (5.2 million USD) annually to the Kisumu county government<sup>6</sup>.

Despite their immense contribution to the GDP, Boda-Boda riders face numerous challenges in their industry. Notwithstanding the government's intervention in 2015 through the introduction of regulations to the Operational Guidelines by the National Transport and Safety Authority (NTSA)<sup>7</sup>, aimed at addressing industry issues, promoting road safety, ensuring compliance with traffic laws, and protecting the rights of both riders and passengers, these challenges persist.

Significant problems arise due to a lack of legal awareness and knowledge among riders. This contributes to police harassment and bribery<sup>8</sup>, even among riders who have diligently complied with the operational guidelines<sup>9</sup>. Unfortunately, this undermines the intended benefits of the government's intervention since the guidelines have led to the skyrocketing of arrests of motorcycles and hefty court fines<sup>10</sup> disproportionate with the guidelines, and also contributing to bribery, and police harassment<sup>11</sup>.

1 Douglas Lucas Kivoi, 'Boda-Bodas Are Critical to Kenya's Transport System. But They've Gone Rogue' (The Conversation 17 March 2022) <<https://theconversation.com/Boda-Bodas-are-critical-to-kenyas-transport-system-but-theyve-gone-rogue-179234>>.

2 The Boda-Boda Industry in Kenya: Challenges and Opportunities for Safety, Security, and Efficiency' (www.linkedin.com) <<https://www.linkedin.com/pulse/boda-industry-kenya-challenges-opportunities-safety-sindi-ph-d/?trk=article-ssr-frontend-pulse-more-articles-related-content-card>> accessed 3 May 2023.

3 'CAR & GENERAL (KENYA) PLC ANNUAL REPORT and FINANCIAL STATEMENTS for the YEAR ENDED 30 SEPTEMBER 2022' <<https://www.cargen.com/wp-content/uploads/2020/06/Car-General-2022-Annual-Report.pdf>> accessed 5 May 2023.

4 'Boda-Boda Riders Profit from Economic Empowerment Forum - Kenya News Agency' (Kenyanews.go.ke 17 April 2023) <<https://www.kenyanews.go.ke/Boda-Boda-riders-profit-from-economic-empowerment-forum/>> accessed 3 May 2023.

5 CONTRIBUTOR, 'Lami Technologies Joins Forces with Unchorlight Kenya to Enhance Its Mission to Drive Financial Inclusion for Boda-Boda Riders' (Capital Business 15 February 2023) <<https://www.capitalfm.co.ke/business/2023/02/lami-technologies-joins-forces-with-unchorlight-kenya-to-enhance-its-mission-to-drive-financial-inclusion-for-Boda-Boda-riders/>> accessed 3 May 2023

6 Kepher Otieno, 'Kisumu Eyes Boda-Bodas' Sh720m' (The Standard) <<https://www.standardmedia.co.ke/business%20news/article/2001293985/kisumu-eyes-boda-bodas-sh720m>> accessed 3 May 2023.

7 THE NATIONAL TRANSPORT AND SAFETY AUTHORITY (OPERATION OF MOTORCYCLES) REGULATIONS, 2015 2015

8 Muriithi Mugo, 'Embu Stalls Burned as Boda-Boda Operators Protest Police Harassment' (Health) <<https://www.standardmedia.co.ke/health/eastern/article/2001448800/embu-stalls-burned-as-boda-boda-operators-protest-police-harassment>> accessed 3 May 2023.

9 KENYA NEWS AGENCY (KNA), 'Boda-Boda Riders Decry Police Harassment - Kenya News Agency' (Kenyanews.go.ke 19 October 2020) <<https://www.kenyanews.go.ke/Boda-Boda-riders-decry-police-harassment/>> accessed 18 April 2023

10 'Nairobi Court Fines 200 Boda-Boda Riders Sh35,000 Each' (Nation 8 March 2022) <<https://nation.africa/kenya/counties/nairobi-court-fines-200-Boda-Boda-riders-sh35-000-each-3741178>> accessed 3 May 2023.

11 Jacinta Mutura, 'Boda-Boda Operator Shot Dead after Refusing to Bribe Police' (The Standard) <<https://www.standardmedia.co.ke/nairobi/article/2001424467>>

This report showcases our analysis and findings about the need for technical legal advisory. In our survey conducted in Kisumu county, lack of legal awareness, legal information and knowledge stand out as the main reasons for the numerous legal challenges facing the Boda-Boda sector, and the need for legal intervention through legal education and advisory. Our Survey resulted in the following key findings:

## A

### **Boda-Boda riders in Kisumu county are disproportionately targeted by police harassment compared to other informal traders.**

**25.34%** of informal traders in Kenya/Kisumu were Boda-Boda riders. The riders recorded **48%** of the total cases of police harassment by informal traders. Out of all the Boda-Boda riders surveyed, **88%** recorded police harassment pointing to the lack of legal literacy and awareness.

## B

### **Boda-Boda riders in Kisumu county face the highest level of bribery demands among all informal traders.**

Bribery as a means of resolving legal challenges accounted for **66.9%** of total legal challenge resolutions.

## C

### **Boda-Boda riders demonstrate limited understanding and awareness of their legal rights.**

**66.9%** of the legal challenges were resolved through bribery. Further, there are **31.1%** of unresolved legal challenges indicating a legal knowledge gap.

## D

### **Boda-Boda riders seek specialized legal guidance to address their legal issues.**

**98.7%** of the Boda-Boda riders indicated that they desired legal advice which would enable them to achieve a better outcome in resolving their legal challenges.

[Boda-Boda-operator-shot-dead-after-refusing-to-bribe-police#~:text=According%20to%20multiple%20boda%20boda>](#) accessed 3 May 2023.

From our analysis and findings we propose the following key recommendations:

**a. Establishment of a comprehensive legal advisory system for Boda-Boda riders**

This involves the creation of a website that serves as a depository of legal compliance and information for Boda-Boda riders. Additionally, a chatbot should be developed to provide instant legal advisory services to riders. A call center should also be set up to link Boda-Boda riders to legal experts for one-on-one legal advisory.

**b. Provision of training and education to Boda-Boda riders on legal compliance**

There is a need to provide Boda-Boda riders with relevant training and education on legal compliance to reduce cases of police harassment and extortion. This can be achieved by partnering with relevant stakeholders to organize training sessions for Boda-Boda riders.

**c. Provision of training and education to Boda-Boda riders on digital literacy**

Improving the Boda-Boda riders' digital skills will help them navigate the digital landscape effectively and responsibly, simplifying access to vital information and enabling well-informed decisions within today's rapidly expanding digital economy, increasing their agency over their lives.

**d. Advocacy for review of existing laws and regulations governing the operations of the Boda-Boda riders**

The current legal framework governing the operations of Boda-Boda riders needs to be reviewed to streamline the sector. We recommend that stakeholders engage policymakers to review and update the existing laws and regulations to ensure they are relevant and enforceable.

**e. Establishment of a feedback mechanism to monitor progress of the implemented recommendations**

We recommend that a feedback mechanism be put in place to monitor the implementation of the above recommendations. This will help to identify challenges and areas of improvement, ensuring that the recommendations are effective in addressing the legal challenges faced by Boda-Boda riders.



# Introduction

The term “Boda-Boda” is believed to have originated in Eastern Uganda from the English word “border” to “border”. It referred to men on bicycles who offered to smuggle goods and people across the Kenya-Uganda borders<sup>12</sup>. Although it initially only referred to bicycle transportation, it eventually expanded to include those who provided motorcycle transportation services.

The Boda-Boda sector is a crucial contributor to the Kenyan economy, providing job opportunities and a source of income for numerous individuals<sup>13</sup>, particularly unemployed youths. The industry creates millions of jobs and its contribution to the GDP accounts for Kshs. 365 billion (2630 million USD) annually<sup>14</sup>.

According to a 2022 Op-ed by Dr. Fred Matiangi, the then cabinet secretary for Interior and coordination of national government at the time, titled “The Urgency of Boda-Boda Reforms”, in Kenya there are 2.4 million Boda-Boda riders, generating a daily revenue estimated to be Kshs. 1.2 billion<sup>15</sup>. The report also found that 60% of the Boda-Boda riders were aged 35 years and below.

Another report, by the National Crime Research Centre, titled “Boda-Boda Motorcycle Transport and Security Challenges in Kenya”, shows a majority of riders do not possess their own motorcycles, 38.5% are employed either on a casual or commission basis, and 5.3% opt to rent motorcycles, while 3.3% work as stand-by or temporary riders<sup>16</sup>, also known as “squad riders.”

There is a vast literature pointing to the different challenges the Boda-Boda sector faces in Kenya. The report on Motorcycle (Boda-Boda) as Emerging Business for the Poor in Transport Industry and Sustainable Development in Modern Kenya<sup>17</sup>, which is primarily focused on Boda Boda as a source of livelihood and employment and investigates the issue of licensing which

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<sup>12</sup> Opondo, V.O. and Kiprop, G., 2018. Boda-Boda Motorcycle Transport and Security Challenges in Kenya. National Crime Research Centre. <https://www.crimeresearch.go.ke/wp-content/uploads/2020/11/Report-on-Boda-Boda-Motorcycle-Transport-and-Security-Challenges-in-Kenya-2018.pdf> > accessed 18 April 2023.

<sup>13</sup> Ibid.

<sup>14</sup> Sandra Atieno, ‘How Boda-Boda Riders Contribute Ksh.365 Billion to Kenya’s GDP’ (Metropol TV - Turning Data into Cents) 14 March 2022) <<https://metropoltv.co.ke/2022/03/14/how-greatly-Boda-Boda-riders-have-contributed-to-kenyas-gdp/>> accessed 3 May 2023.

<sup>15</sup> Matiangi Dr. Fred, ‘The Urgency of Boda-Boda Reforms’ (Nation) 12 March 2022) <<https://nation.africa/kenya/blogs-opinion/blogs/urgency-of-Boda-Boda-reforms-3745948>> accessed 18 April 2023.

<sup>16</sup> Opondo, V.O. and Kiprop, G., 2018. Boda-Boda Motorcycle Transport and Security Challenges in Kenya. National Crime Research Centre. <https://www.crimeresearch.go.ke/wp-content/uploads/2020/11/Report-on-Boda-Boda-Motorcycle-Transport-and-Security-Challenges-in-Kenya-2018.pdf>

<sup>17</sup> Gilbert Okebiro, ‘Motorcycle (Boda-Boda) as Emerging Business for the Poor in Transport Industry and Sustainable Development in Modern Kenya’ (papers.ssrn.com) 3 September 2016) <[https://papers.ssrn.com/sol3/papers.cfm?abstract\\_id=2834204](https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2834204)> accessed 3 May 2023.

is also key to our report on legal compliance. The Report on Boda-Boda Motorcycle Transport and Security Challenges in Kenya 2018<sup>18</sup>, and the report by Education and Human Development, Vol. 8, No. 1, March 2019, which reveals various factors that make Boda-Boda riders vulnerable. These include their lack of formal education, inadequate awareness of their legal rights, and the absence of support from organized groups or trade unions amongst others.

On the contrary, the literature about the legal plight of Boda-Boda riders in Kenya is scarce, especially about how to tackle the legal predicaments that burden the industry. Therefore, this report is unique in investigating the major legal challenges that Boda Boda riders face in Kenya and East Africa, making recommendations and developing an innovative product as a solution to tackling the perennial legal challenges in the Sector.



Lawyers Hub Engaging with Community Members and Boda-Boda Riders in Kisumu

<sup>18</sup> Opondo, V.O. and Kiprop, G., 2018. Boda-Boda Motorcycle Transport and Security Challenges in Kenya. National Crime Research Centre.

# Analysis and Findings

Boda-Boda riders in Kisumu, Kenya, constitute a crucial segment of the informal trading sector and contribute significantly to the local economy. However, they face numerous challenges, particularly in their interactions with law enforcement agencies.

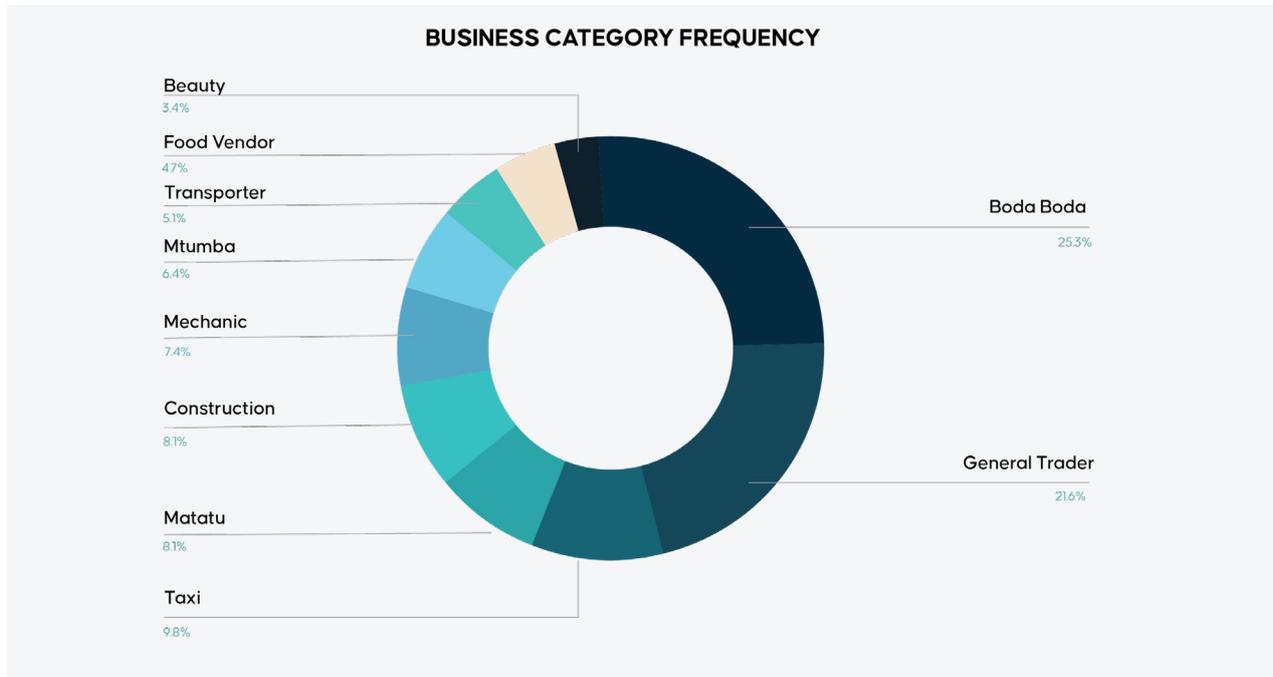


Chart 1.0 above shows the distribution of businesses surveyed.

The decision to implement this project in Kisumu was driven by several factors, the most relevant is that Kisumu serves as a representative sample of many urban centers in Kenya, where informal traders encounter similar issues. By focusing on Kisumu, we can develop recommendations and strategies that can be replicated in other regions, benefiting a broader population of informal traders. Throughout the project, various stakeholders, including community members, law enforcement officers, and local leadership, were engaged to gain comprehensive insights into their perspectives and experiences regarding the informal trading sector.

To gather data for this project, a comprehensive survey was conducted among informal traders, with a specific focus on Boda-Boda riders. The survey revealed that Boda-Boda riders make up the largest group of informal traders, accounting for 25.34% of all businesses surveyed. This finding aligns with existing literature, which emphasizes their economic significance and contribution to the Kenyan GDP. The survey also highlighted the challenges faced by Boda-Boda riders, including police harassment and bribery, which will be further explored in this discussion.

# Findings

## Boda-Boda riders face heightened targeting by law enforcement agencies compared to other informal traders.

In our survey, 46.8% of interviewed riders reported experiencing police harassment. This aligns with the findings from a study published in the Journal of Education and Human Development<sup>19</sup>, which emphasized the high occurrence of police harassment towards compliant Boda-Boda riders.

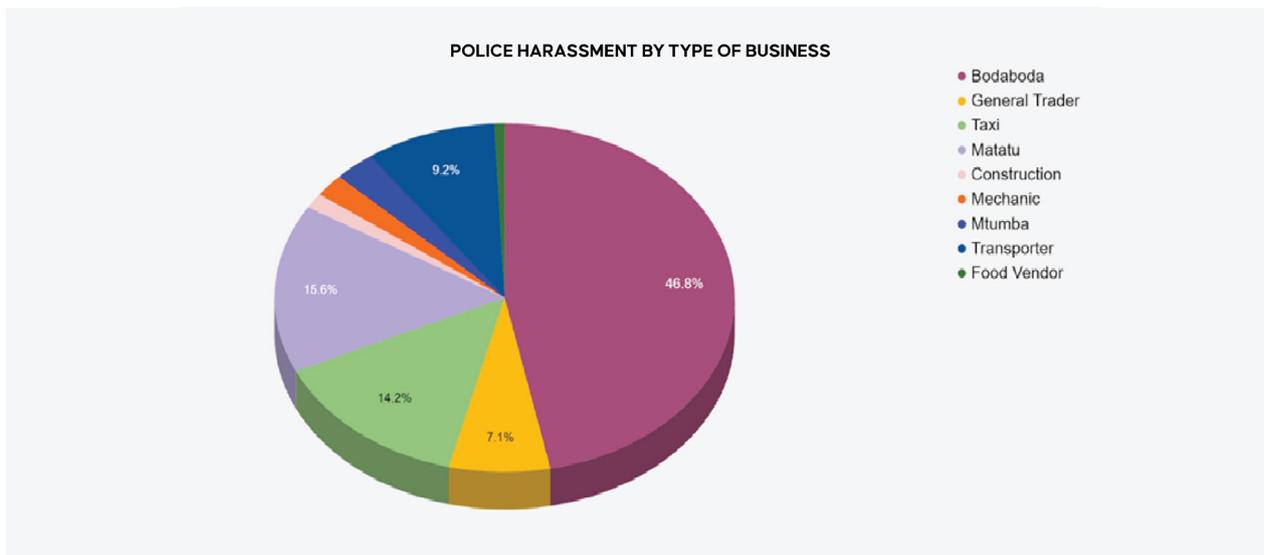


Chart 2.0 above shows the Police Harassment distribution by type of businesses.

## Boda-Boda riders experience the highest incidence of police extortion among all informal traders.

Police bribery is a significant issue faced by informal traders, particularly Boda-Boda riders. According to our analysis, it constitutes the most prevalent legal challenge, accounting for 47.64% of all reported challenges. However, within the specific group of Boda-Boda riders, this proportion nearly doubles, reaching a staggering 88% of the encountered legal challenges.

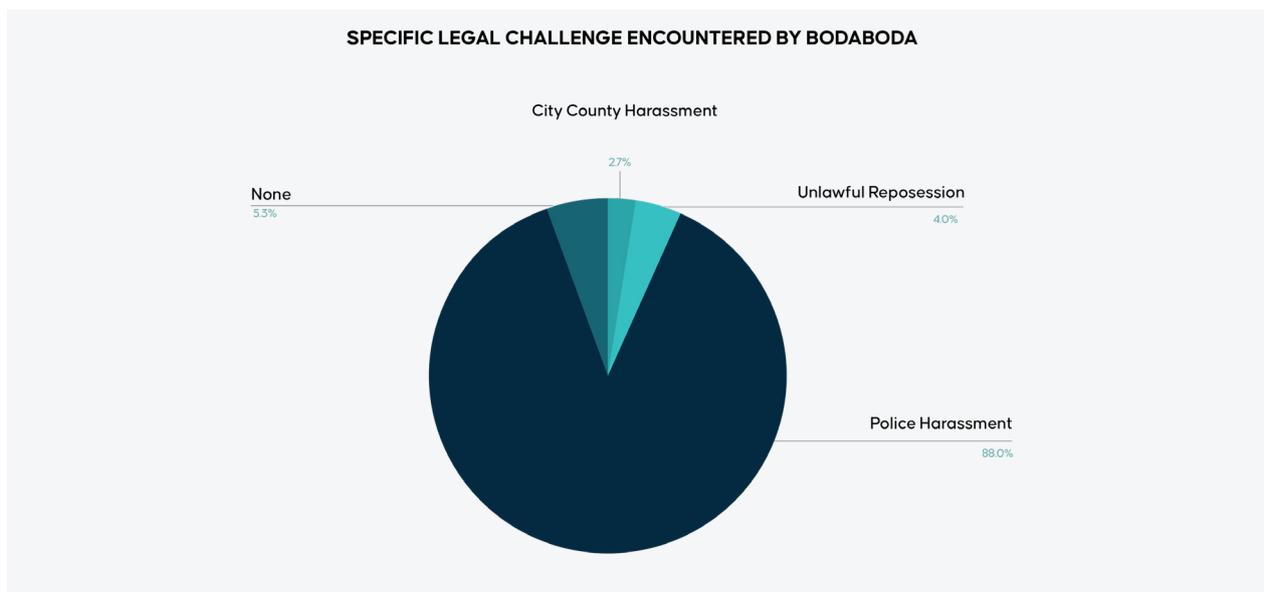


Chart 3.0 above shows the distribution of Legal Challenges faced by Boda-Boda riders.

<sup>19</sup> James Kariuki and others, 'The Influence of Motorcycles/Boda-Boda on Community Development in Rural Kenya: A Study of the Challenges Facing Motor Cycle Operators in Meru South Sub-County' (2019) 8 2334 <[http://jehdnet.com/journals/jehd/Vol\\_8\\_No\\_1\\_March\\_2019/10.pdf](http://jehdnet.com/journals/jehd/Vol_8_No_1_March_2019/10.pdf)>.



Lawyers Hub offering legal aid in a community center in Kisumu

## Bribery as a result of Police Harassment

From our qualitative analysis we find out that Police Harassment results in Bribery among Boda-Boda riders. When law enforcement officers harass Boda-Boda riders through arbitrary arrests, unwarranted fines, or other misconduct, it puts the riders in a vulnerable position. In order to secure their release or avoid further trouble, the riders often feel compelled to pay bribes to the involved police officers.

The harassment creates a coercive environment where Boda-Boda riders find themselves pressured to offer bribes as a means of resolving their legal issues. They may perceive that bribes will lead to more favorable outcomes or fear facing prolonged legal procedures and severe penalties if they refuse to comply. Consequently, Boda-Boda riders view bribery as a quicker and easier way to resolve their problems, despite its illegal and unethical nature.

This cycle of police harassment and bribery perpetuates the problem by reinforcing the notion that paying bribes is necessary and acceptable to navigate legal challenges. It also erodes trust in the justice system, as Boda-Boda riders perceive the court system as corrupt, inefficient, or biased against them. As a result, they believe that bribery is their only recourse for resolving legal issues, further undermining their confidence in the legal process.

**The majority of legal challenges faced by Boda-Boda riders are resolved through bribery.** Among the legal challenges encountered, our survey shows that 78.7% were resolved through bribery, with our qualitative analysis suggesting that these bribes are extorted through harassment by the police.

The above findings align with a Human Rights Watch report on police brutality in Kenya<sup>20</sup>, which highlights Boda-Boda riders as one of the most targeted groups by police abuse. The report documents instances of riders being subjected to physical violence, extortion, and other forms of misconduct by police officers. By providing legal advisory services, riders can gain knowledge about their rights, seek appropriate legal recourse, and effectively combat police harassment and bribery.

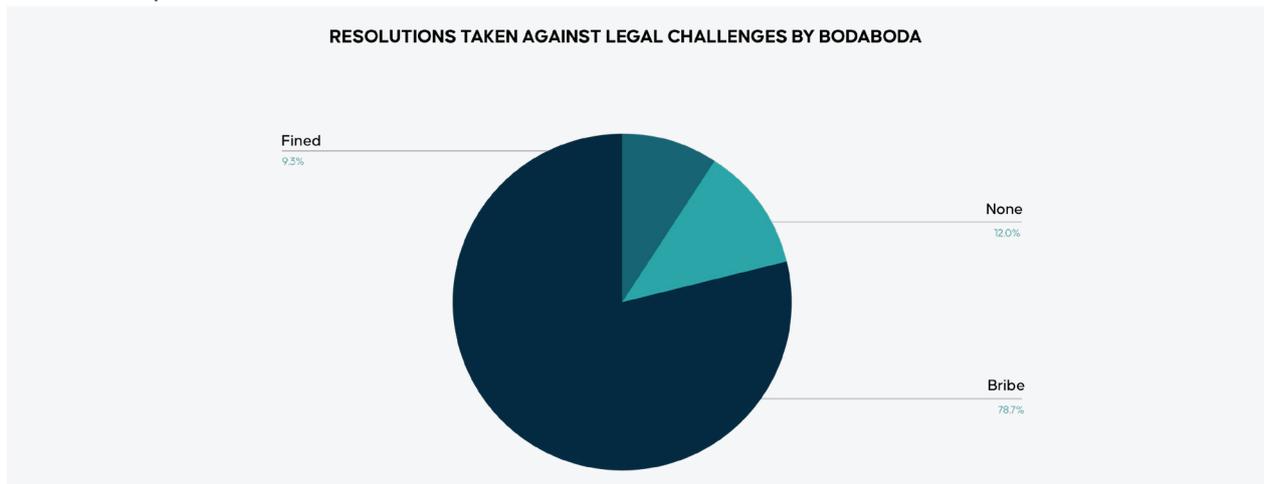


Chart 4.0 above shows resolutions of legal challenges through bribery by Boda-Boda riders.

**Most of the traders who resolved their legal challenges in our survey expressed dissatisfaction with the outcome.**

The majority of the interviewees (76.7%) did not obtain their desired outcome in the resolution of their legal disputes. Out of the surveyed individuals, only 23.3% expressed a favorable outcome, including those who had not encountered a legal challenge before. This suggests that the percentage of individuals achieving a favorable legal outcome from disputes could be even lower.

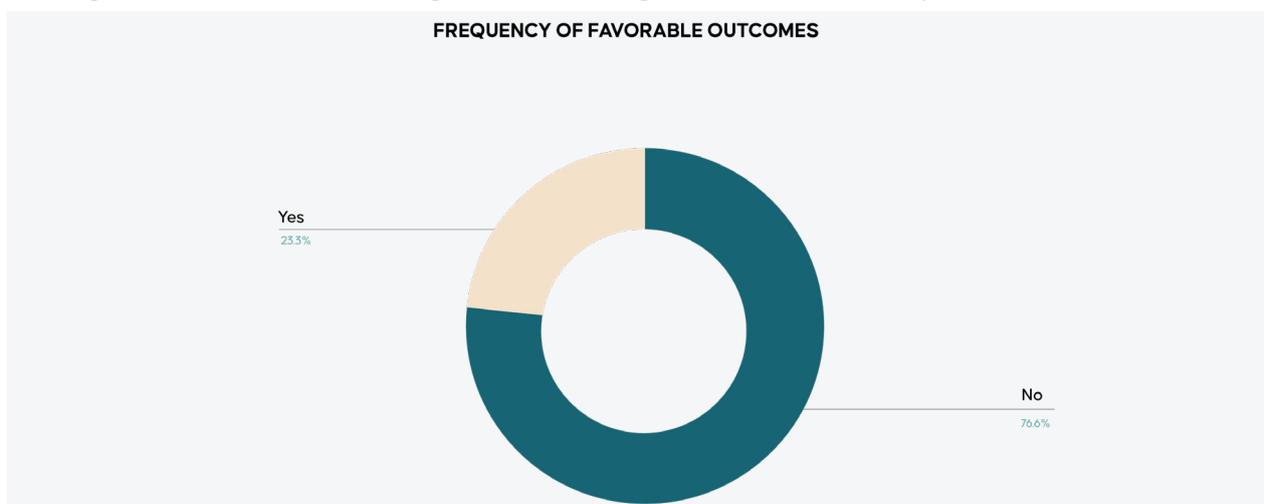


Chart 5.0 above shows the frequency of favorable & unfavorable outcomes in resolution of legal challenges.

<sup>20</sup> Frank Kakai, 'POLICE BRUTALITY in KENYA' [2018] POLICE BRUTALITY IN KENYA <[https://www.academia.edu/44052207/POLICE\\_BRUTALITY\\_IN\\_KENYA](https://www.academia.edu/44052207/POLICE_BRUTALITY_IN_KENYA)>.



## A vast majority of Boda-Boda riders admit to resorting to bribery as a means of addressing their legal issues.

In our survey 66.9% of the traders claimed to have paid a bribe to resolve their legal issues. The Boda-Boda group recorded 78.7% of bribery as a means of resolving legal challenges encountered.

A study published in the International Journal of Humanities and Social Science Research<sup>21</sup> found that Boda-Boda riders in Kenya often resort to bribing police officers to avoid legal sanctions or fines, rather than going through the court system.

The above findings in the report agree with our findings and further, the study notes that Boda-Boda riders perceive the court system as corrupt and inefficient, with lengthy procedures and high legal costs. As a result, many Boda-Boda riders prefer to pay bribes to police officers, who they believe have the power to impose fines and sanctions without going through the courts.

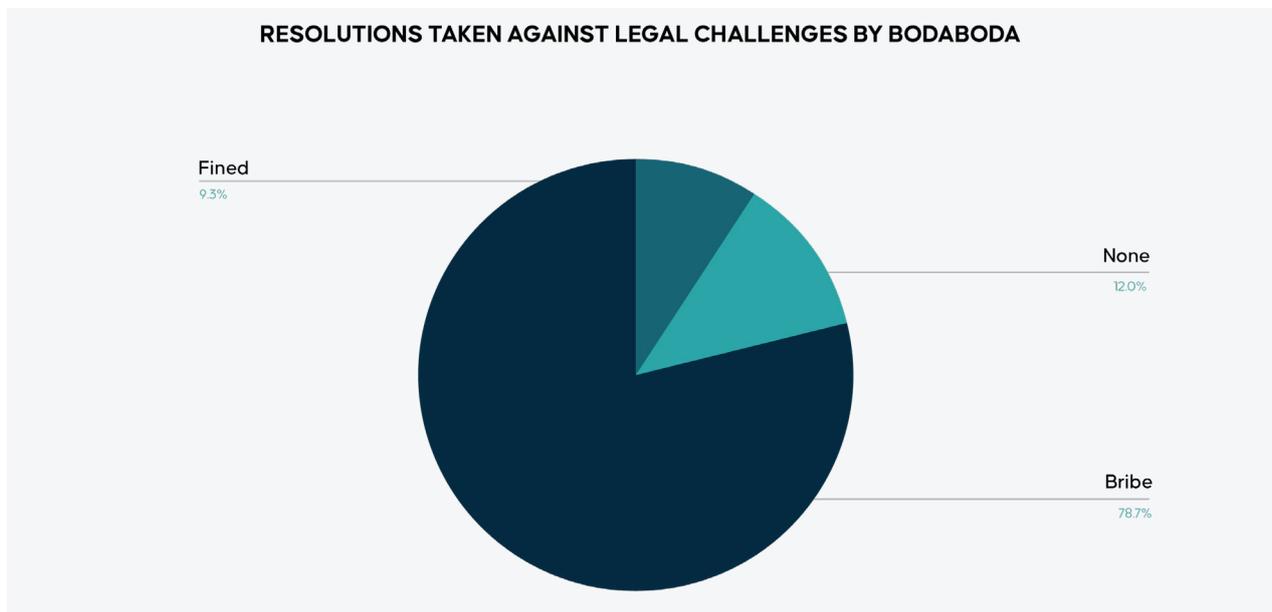


Chart 6.0 above shows resolutions taken by Boda-Boda riders to resolve their legal challenges.

## Almost one third of legal challenges faced by informal traders remain unresolved.

In our survey 31.1% of legal challenges encountered by all the informal traders were not resolved. A report Published in the International Journal of Humanities and Social Studies Research found that Boda-Boda riders are “the most vulnerable and marginalized” group among informal traders in Nairobi, Kenya. The study identified several factors that contribute to the vulnerability of Boda-Boda riders, including their lack of formal education, limited knowledge of their legal rights, and a lack of representation by organized groups or trade unions<sup>22</sup>.

<sup>21</sup> Simon Kamau Irungu, 'Research Publish Journals' (www.researchpublish.com June 2019) <<https://www.researchpublish.com/upload/book/Kenyan%20Police%20Reforms-7680.pdf>> accessed 7 June 2023.

<sup>22</sup> Gilbert Nyakundi Okebiro, George N Mose and Dennis M Mamboleo, 'Influence of Boda-Boda Riders' Behaviour on Road Safety and Socio-Economic Well-Being of Lodwar Town Residents in Turkana County, Kenya' [2022] The International Journal of Humanities & Social Studies.

PROBLEMS RESOLVED IN LEGAL CHALLENGES ENCOUNTERED

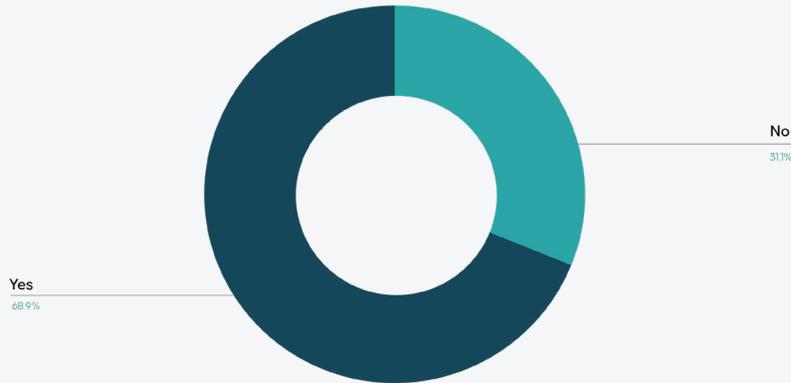


Chart 7.0 above demonstrates percentages of legal problem encountered and total resolved and unresolved

**Operators in the informal sector perceive that obtaining legal advisory support consistently yields more favorable outcomes than acting alone.**

Among the Boda-Boda riders a significant majority (98.7%) expressed that they would experience improved outcomes in their legal challenges if they had access to legal advisory. Only a small percentage (1.3%) believed that legal advisory would not contribute to a better outcome. Notably, this minority group stated that legal advisory alone was insufficient, and they believed that legal representation in court and other disputes would be necessary for a favorable resolution.

BETTER OUTCOME WITH LEGAL REPRESENTATION - BODABODA

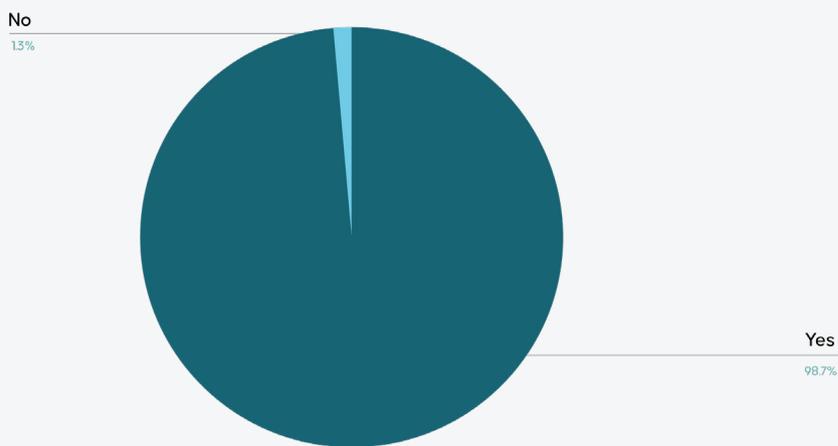


Chart 8.0 above shows the percentage of Boda-Boda riders who indicated they would have better legal outcomes with legal advisory.



Lawyers Hub Visiting a police station in Kisumu to engage with law enforcement officers

## Observations

During our field research, we conducted interviews with community members, law enforcement officers, and visited the office of a Kisumu County Assembly member to obtain a comprehensive perspective on informal traders from the community, traders, law enforcement, and leadership stakeholders. From these interactions we built the following observations:

- Community members and traders highlighted the significant obstacles to trade, particularly for Boda-Boda riders, stemming from the perceived negative attitudes of the police. The public and traders expressed tensions between law enforcement officers and traders, which affected the overall environment.
- It was observed that police often engaged in arbitrary actions, exploiting their authority to target traders and the public through unlawful arrests in exchange for bribes.
- Traders expressed their need for legal guidance and representation to effectively defend their innocence in situations where they were falsely accused.
- The office of the County Assembly member acknowledged concerns regarding traders violating county regulations related to designated trade areas. However, they expressed willingness to collaborate on a legal advisory program aimed at promoting legal compliance.

During the field research, we also conducted visits to six police stations to introduce our project and establish rapport between the police and informal traders, specifically Boda-Boda riders. We emphasized the importance of facilitating dispute resolution and fostering collaboration between the police and traders to promote adherence to established legal procedures. From these interaction we observed:

- Boda-Boda riders were perceived by the police as facilitators of criminal activities due to their perceived lack of knowledge and compliance with the law, leading to conflicts between the police and the riders during law enforcement.
- There was a consensus on the need to eliminate the existing stigma between the police and the general public, including traders and Boda-Boda riders.
- Law enforcement agencies expressed their interest in the idea of providing training and education to Boda-Boda riders regarding legal compliance.

# Recommendations

Our research indicates that Boda-Boda riders operate in a marginalized environment that demands prompt intervention. This claim aligns with the vast literature pointing to the different challenges the Boda-Boda sector faces in Kenya. Urgent attention is required to address the areas of legal advisory and compliance through legal, digital and financial education. Therefore, our report puts forth the following recommendations:

- Offer legal counsel and representation to assist wrongly accused Boda-Boda riders in defending their innocence and safeguarding their rights during legal challenges.
- Develop and implement legal training programs for both law enforcement officers and Boda-Boda riders to foster mutual understanding, adherence to the law, and mitigate tensions, arbitrary arrests, and harassment.
- Collaborate with county assemblies and relevant authorities to assess and revise existing regulations and policies governing Boda-Boda operations, ensuring clarity, reasonability, and rider awareness and compliance.
- Establish an accessible and user-friendly platform to deliver real-time legal advisory services to Boda-Boda riders, enabling them to seek advice and support promptly.
- Collaborate with civil society organizations, community leaders, and business associations to advocate for the rights of Boda-Boda riders and facilitate their integration into the formal economy.
- Implement comprehensive training programs to enhance the digital literacy skills of Boda-Boda riders, empowering them to effectively utilize digital tools and platforms for business operations, communication, and financial management.
- Collaborate with financial institutions and organizations to develop tailored financial literacy training for Boda-Boda riders, equipping them with essential knowledge and skills to manage their finances, access financial services, and make informed decisions regarding savings, investments, and loans.



## Conclusion

The findings, observations and recommendations presented in the Boda-Boda Law Report highlight the pressing issues faced by Boda-Boda riders in Kenya and the urgent need for intervention. The report identifies the negative attitudes of the police towards Boda-Boda riders, arbitrary actions leading to unlawful arrests, and the lack of legal guidance for the Boda-Boda as major obstacles to trade. It also emphasizes the importance of fostering collaboration between the police and Boda-Boda riders, eliminating stigma, and providing training on legal compliance.

To address these issues, the report proposes a range of recommendations. These include offering legal counsel and representation for wrongly accused riders, implementing legal training programs for both law enforcement officers and Boda-Boda riders, revising regulations governing Boda-Boda operations, establishing a platform for real-time legal advisory services, advocating for the rights of Boda-Boda riders, enhancing digital literacy and providing financial literacy training.

By implementing these recommendations, it is expected that Boda-Boda riders will be able to operate in a more supportive environment, with improved knowledge of their rights and legal responsibilities. This will contribute to reducing tensions between the police and riders, promoting adherence to the law, and facilitating the integration of Boda-Boda riders into the formal economy. Ultimately, these measures aim to enhance the overall trading environment and empower Boda-Boda riders to thrive in their businesses.

# Appendix

Kisumu is a Kenyan city with over 130,000 Boda-Boda riders, and it plays a significant role in the country's economy, contributing 2.6% of the national GDP. This makes it one of the top ten counties in terms of GDP contribution to the national government. The city's high number of Boda-Boda riders, which accounts for 5.4% of all Boda-Boda riders in Kenya, coupled with its strategic contribution to the GDP, influenced our decision to choose Kisumu as the pilot location for our project.

The Boda-Boda law report details both primary and Secondary data collected in a pilot program in Kenya to establish the legal challenges facing informal traders with an aim to provide legal advisory services to the Boda-Boda sector. above are the visualized findings with primary data and combined with desktop research on the legal issues facing the sector which we further wish to address through provision of Technical Legal Advisory to the Boda-Boda riders.

The study employed structured individual face-to-face interviews to collect primary data, where a total of 296 respondents participated. Of these, 75 (25.34%) were Boda-Boda riders. To complement the primary data, secondary data was sourced from existing literature. The quantitative data collected was analyzed using descriptive statistics and presented in frequency tables, percentage tables, bar graphs, and pie charts. On the other hand, qualitative data obtained from key inferences was analyzed thematically to reinforce the findings obtained from both riders and other informal businesses.





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