

Influence of Security Management Mechanism in Addressing Emerging Boda-Boda Security Threats in Changamwe Sub-County, Mombasa County, Kenya

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ABSTRACT

This paper uses data collected for an MA Thesis on the influence of security management mechanism in addressing emerging Boda-Boda security threats in Changamwe Sub-County in Mombasa County, Kenya. The study has been necessitated by the conception that management of Boda-Boda security threats will significantly lower Annual crime patterns like terror attacks, kidnappings, robberies, target violent crimes among others. According to this study, the sector operated without proper regulation and or control. The study was guided by three specific objectives; to establish the types of emerging Boda-Boda security threats prevalent in Changamwe Sub-County, to examine perceptions of security personnel on emerging *Boda-Boda* security threats, and to establish security management mechanism adopted by security personnel in addressing Boda-Boda Security threats in Changamwe Sub-County in Mombasa County. This study was focused by crime pattern and Routine Activity Theory. The study comprised of 144 respondents. Stratified random sampling method and purposive sampling techniques were used to select respondents and descriptive statistics used in data analysis. According to the study, the main types of *Boda-Boda* related crimes prevalent in Changamwe Sub-County were robberies, thefts, kidnappings, murders and other forms of gun violence. One of the major perceptions of emerging security threat is that of motor bike related gang that has increased vulnerability of many businesses and targets due to their disguised surveillance on unsuspecting victims and targets. According to the study *Boda-Boda* related crimes are largely under regulated. As one of the major policy concerns, concerted efforts by the Government and the Private sector to come up with preventive social programmes such as economic empowerment and alcohol and drug control programmes that will potentially avert the identified pushing factors responsible for rampant *Boda-Boda* sector related crimes; Poverty and alcohol consumption and drug use. Social programmes may also come up with mechanisms of social justice to supplement government enforcement mechanisms. Finally, National Police Service should

increase intelligence and surveillance of the sub-sector to identify crime patterns, trends and hot spots in order to cut this problem at the nib.

Key words: Boda-Boda security threats, Security management mechanism, Government enforcement mechanisms.

INTRODUCTION

Globally, transport sector plays a significant role in economic growth. The use of motorcycles in transportation is due to the global increase in motorization particularly in low- and middle-income countries, the disorganized and inefficient transport systems in many developing countries (Kumar & Barret, 2008). In 2002, China had an average of 34 million motorcycles (Broughton, 2005). India had 23 million motorcycles in 1997 (Pendakur, 1999). Thailand, Indonesia, Cambodia, Nigeria, Uganda, Ghana, Cameroon are among countries are well known for use of motorcycle as a mode of transport (Odera, 2015). In 2014, it was estimated that there were over eight million motorcycles registered in the United States by private citizens and commercial organizations (Odera, 2015). In Asia and Africa however, increase in the use of motorcycles as a form of road transport for commercial or public transport is relatively a recent phenomenon with a current estimation of more than 200 million motorcycles in use (Znajmiecka-Sikora & Salagacka, 2018).

According to Clarke (2012), the idea that security might be an important driver of crime has come a long way in the last 40 years. Indeed, the origins of what is now called 'the security hypothesis' can be traced to the growing recognition that 'opportunity' is a key driver of crime. With this rising popularity, there are worrying concerns that the sub-sector is becoming associated with crime, traffic accidents and impunity, with grave implications for public safety. This situation has largely been perceived to be attributed by Boda-Boda sector operating with minimal regulation and control. This study sought to address concerns around the Boda-Boda motorcycle transport and security threats in Kenya. Major contentions with the Boda-Boda sub-sector are that conventional crimes, new and emerging crime trends involving motorcycles which have increased two-fold.

According to Ngare Riko and Handa (2019), alternative means of transport referred to as Boda-Boda has been widely adopted in the developing countries as an alternative to the conventional buses and minibuses and as development from the non-motorized two-wheeler bicycles. In Kenya the industry thrived significantly after the zero rating of motorcycles below 150cc by the government in 2007. The broad objectives were to enhance transport and provide employment to the youth through the creation of transport enterprises. However, developments in the industry have revealed a myriad of negative incidences of fatal accidents leading to loss of lives and property including the motorcycles themselves, and the alleged involvement of the riders in criminal activities which raises questions on the economic viability of the venture.

The *Boda-Boda* industry in Kenya has been growing over time, providing a more convenient means of transport to the population. The Boda-Boda business does well in both urban and rural areas. In the rural areas, the boda-bodas are preferred because they can access routes that are inaccessible considering the poor road infrastructure. They thus link the population to areas where the road network is not good, or there are not enough vehicles to transport people. Some routes are not profitable, hence the need to use a boda-boda to arrive to a desired destination.

Further, Onjoro, Bwari Arogo, Lucy, and Osiche (2016) argued that in the urban areas, the boda-bodas have been used to avoid traffic jams. However, little documentation exists on their involvement in criminal activities.

According to the National Crime Research Center (2018), boda-bodas are becoming a popular means of transport for many rural and urban dwellers and have evolved into an informal sector of the transport industry. With this rising popularity, there are worrying concerns that the sub-sector is becoming associated with crime, traffic accidents and impunity, with grave implications for security management. This situation has largely been attributed to the boda-boda sector operating with minimal regulation and control. Complaints of boda-boda operators and criminals on motorcycles attacking people are common occurrences across Kenya and, boda-bodas are gradually turning into the new face of crime. In addition, boda-boda accident-related deaths and injuries have become major public health concerns in Kenya (NCRC, 2018).

Despite the many benefits attributed to the *Boda-Bodas* in public transport, the sector has been associated with increasing Boda-Boda motorcycle related-crimes and accidents in the country (Manyara, 2013). A study on '*Boda-Boda Economy*' by Odera in 2015 noted the growing crime trends involving Boda-Boda motorcycles in Kenya. The National Police Service has singled out Boda-Boda as an evolving threat to security. The National Police Service and the National Transport and Safety Authority (NTSA) it that the high number of unregistered Boda-Bodas in operation could be a contributing factor to the run-away crime. It has also been noted with great concern that *Boda-Boda* operators act with impunity and display 'siege' mentality. However, little is known on influence of security management strategies in prevention and control of motorcycle security threats thus there was need for this study.

PROBLEM ANALYSIS

Although *Boda-Boda* has contributed positively to Kenya's public transport and socio-economic development, there are growing concerns of increasing *Boda-Boda* related threats. *Boda-Boda* has been linked with crime in many areas. Major concerns with the boda bod are those conventional crimes, emerging in addition to new crime trends involving motorcycles which have increased in the recent past in Kenya. It has been observed that increasing numbers of criminals use *Boda-Boda* or Boda-Boda like motorcycles in a number of ways; to access and escape from crime scenes after committing crimes or even to carry out surveillance on their victims in preparation for crimes. Further, this study has revealed that *Boda-Boda* riders, have often been used in smuggling drugs, illegal arms, and other contrabands. Besides, *Boda-Boda* operators have also been victims of murderous attacks and brutal killings and thefts of their motorcycles. Even though commendable measures have been deployed by government to curb crime, crimes continue to rise where criminals use *Boda-Boda* to attack their targets and run away. Pursuing a gang on a *Boda-Boda* is a big challenge for security personnel using a vehicle. Security mechanisms have failed to control this sector in prevention security threats, but little has been known on its influence thus, the need for this study.

METHODOLOGY

This study employed a descriptive cross-sectional design adopting a triangulated methodology research survey design. Both quantitative and some aspects qualitative approaches were used to ensure complementarity in data capture. This design aimed to gather data without any manipulation of the research context and deals with naturally without the researcher had no

controlling the variables. This study largely used a descriptive design because it enabled the researcher to collect crucial information on various challenges faced by security personnel in managing boda-boda related crimes. The potency of descriptive design is often used as a precursor to more quantitative research designs. Given that the study was conducted at one point in time, a cross-sectional survey was best suited for this study. One of the biggest concerns in this research was the protection of the respondents' interests and well-being through the protection of their identity. If revealing their survey responses would have injured them in any way, adherence to this norm was therefore more important (Babbie & Mouton, 2001).

Questionnaire was used to collect quantitative data from the main respondents (managing boda-boda riders) while interview method was used to collect data from the Key informants. Key informants were purposively selected since they are knowledgeable in the subject under study. This included the Sub-County police commander, Directorate of criminal investigation officer in charge of the Sub-County, National Intelligence Service (NIS) officer in charge of Changamwe area, Ward police commander, and the officer in charge of Criminal Prevention Unit.

Qualitative data was examined for completeness and relevance in order to ascertain its usefulness, adequacy and credibility in answering the research objectives. It was then transcribed and organized into themes, categories and subcategories and subjected to content analysis. According to Kombo and Tromp (2010), content analysis helped the researcher organize the data thematically and analysed as per the research objectives. Additionally, the data collected was checked to ensure regularity and accuracy; this was useful in ensuring that the objectives of the study were being addressed.

RESULTS AND DISCUSSIONS

The study targeted 144 respondents (general duty police officers) but only 130 questionnaires were returned representing a 90.3% response rate. According to Mugenda and Mugenda (2003), this was sufficient for doing the analysis.

Demographic Information

This section presents demographic information of respondents namely: station, training centre, rank and years of service of respondents. The results were presented in Figure 1 below;

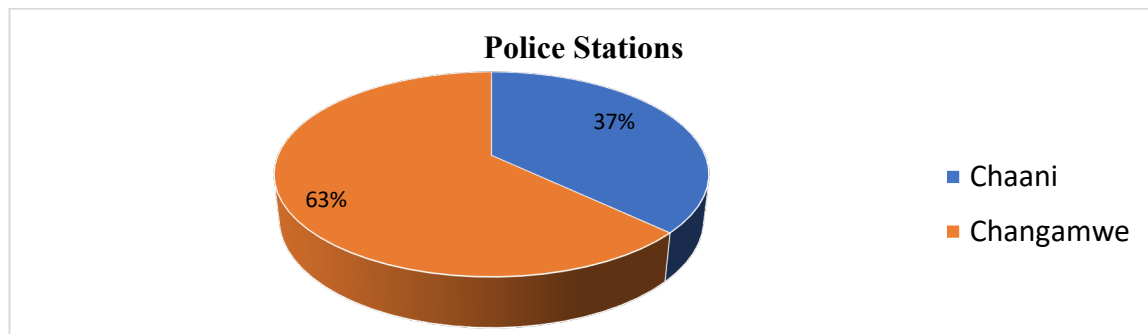


Figure 1: Police Stations
Source: Author 2021

According to Figure 1, majority of the respondents (63%) were from Changamwe police station while 37% of the respondents are from Chaani police station in Changamwe Sub-County. The differences in population size as presented may be explained by the fact that Changamwe consist of divisional police headquarters, DCI office, and Traffic department.

Ranking of Officers

The study sought to establish the rank of the respondents. This was considered important as it helped to understand officers level of experience in crime control. The results were analysed and presented in Table 1 below;

Table 1: Showing Ranking of Respondents (Officers)

Rank	Frequency	Frequency (%)
PC	93	72%
CPL	20	15%
SGT	9	7%
S/SGT	1	1%
IP	2	2%
C.I	3	2%
ASP	1	1%
SP	1	1%
Total	130	100.0

Source: Field 2021

According to Table 1above, 33.1% of the police officers are currently at the rank of PC while 6.9% of the respondents represented the other ranks. This implies that majority of the deployed officer to curb Boda-Boda crime related activities were the junior officers in Changamwe Sub-County Kenya.

Years of Service

The study sought to establish the year of service the officer had served in crime control. The results are presented in Table 2 below;

Table 2: Officers years of service

	Frequency	Frequency (%)
1-5 Years	22	16.9
6-10 Years	14	10.8
11-15 Years	29	22.3
16-20 Years	19	14.6
21-25 Years	18	13.8
26-30 Years	13	10
Over 30 Years	15	11.5
Total	130	100.0

Source; Author 2021

As indicated in Table 2, majority of the respondents (22.3%) have work experience of between 11- 15 years while 10% of the respondents have work experience of 26 – 30 years. This means that most of the police officers who participated in this survey are well experienced. From the table, (11.5%) of the respondents have work experience of above 30 years.

This implies that on average, the police officers at various cadres are likely to bring on board their new and existing knowledge & experiences to create versatile environmental force for high performance and production in their service delivery.

Training Centre

The study also sought to establish the places where the officers took their initial training to determine if it had any bearing in the dynamics of the problem under review. The results are presented in Figure 2.

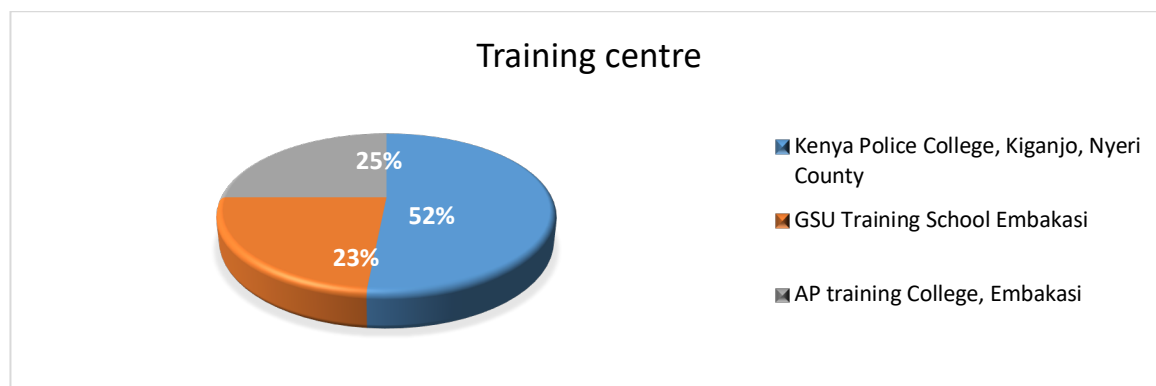


Figure 2: Training Centre

The chart above shows that the majority of the respondents 52% trained at Kenya Police College, Kiganjo, Nyeri County, 25% were trained at Administration Police (AP) training school, Embakasi, Nairobi County, while 23% of the respondents trained at General Service Unit (GSU) training school Embakasi, Nairobi County.

Duration of Stay in the Station

This study sought to establish the number of years the respondents had served in the station to determine the accuracy of information they gave. The results are presented in Table 3.

Table 3 Duration of stay in station

	Frequency	Frequency (%)
<1 Year	13	10.0
2 Year	30	23.1
3 Years	42	32.3
4 Years	32	24.6
5 Years	8	6.2
>6 Years	5	3.8
Total	130	100.0

According to the Table 3, majority (32.3%) of the respondents have worked at the same duty station for 3 years while 24.6% of the respondents have been on the same duty station for 4 years. 23.1% of the respondents have been on the same duty station for 2 years while 10.0% of the respondents have been in the duty station for 1 year. On the other hand, 6.2% of the respondents have been on the same station for 5 years while 3.8% of the respondents have been working on the same duty station for over 6 years.

This implies that on average, 32.8% of the respondents are well conversant with the area and they can bring a change to the local community.

Familiarity with Boda-Boda Offences

The study also sought to establish how familiar the officers were with Boda-Boda related offences. The results are presented in Figure 3.

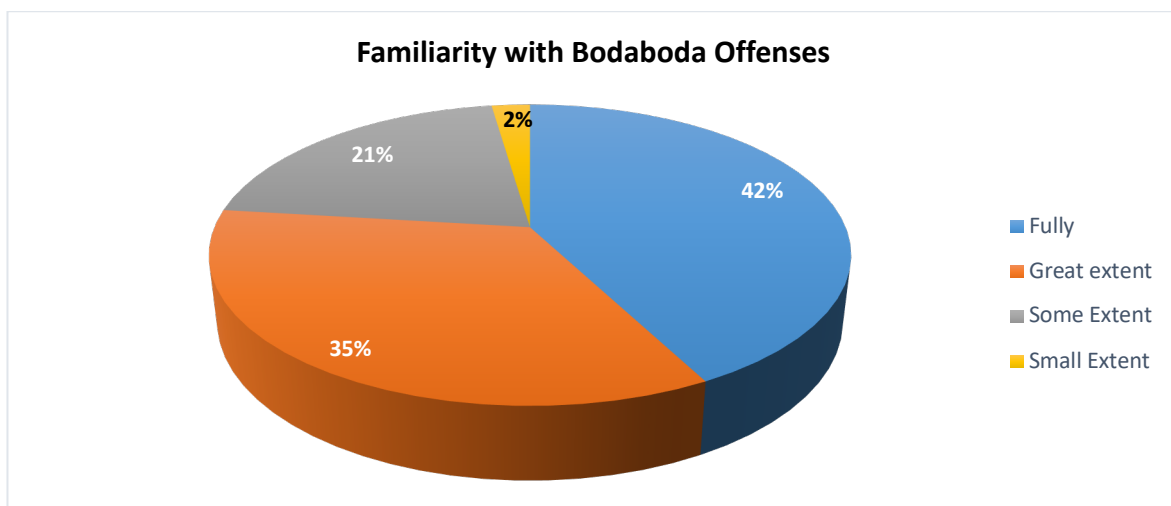


Figure 3: Familiarity with Boda-Boda Offences

According to Figure 4.4, majority of the respondents (42%) are fully familiar with the Boda-Boda offences in the area while 35% of the respondents are either aware to great extent and 21% of the respondents to a small extent. From the pie chart, 2% of the respondents are aware of the offences committed by Boda-Boda riders to small extent.

DISCUSSION OF RESULTS

This section discusses the study findings in relation to other research studies conducted. The section is organized thematically guided by the study objectives as follows;

Types of Emerging Boda-Boda Security Threats

According to the results, 97% of the respondents received Boda-Boda related cases reported at the police stations, with at least Two cases of serious crimes such as robberies and gun violence reported in a week, for 12 months. These findings collaborate with research done by Smith and Cornish (2006) who identifies six categories of crime that are typically evident on the public transport network such as; thefts, robbery, and assault; vandalism and muggings. It demonstrates the spatial and topological patterns of crime evident on the public transport network. Further, though it is implied, the findings lend support or is in support of Data from

Cross River State Police Command between January to December 2008 which showed that one thousand, three hundred and fifty-two (1352) commercial motorcyclists were arrested for indulging in different criminal activities such as snatching of mobile phones, handbags, rape, and unlawful possession of dangerous weapons.

According to the study, 67% of the victims of Boda-Boda related crimes are passengers (general members of the public). It is however noted that, Boda-Boda motorcycle owners are the least victims of crimes (6.3%). As argued by Ombisa, and Amadi, (2016) most Boda-Boda riders were involved in rape and defilement, at times targeting the school going children. According to this study, other offenses committed by Boda-Boda riders included murder, kidnapping, abduction. Burglary. According to this study, most of the push factors of Boda-Boda related crimes, included poverty supported by the majority respondents (32.4%), Alcoholism and Drug abuse supported by 26.6% of the respondents, and weak social controls in society. These findings are in line with Scol (2016) who argued that the most prevalent crime relating to boda-boda riders in these countries is the sale of drugs.

Perception of Emerging Security Threat

The findings of the study revealed that majority 34.1% of the respondents believed that crime affects economic activities to a high extent. 28.6% of the respondents agree to a very high extent that crime affects the economic activities among residents while 4.8% of the respondents agree to a low extent. These findings are in line with research done by Kioko (2017) who says that crime has limited the operating hours of the businesses because they had to close early to ensure that they are not robbed. Criminals take advantage of businesses such as supermarkets and M-pesa whereas they are aware of the flow of cash in such businesses, criminals use motorcycles to steal money and then escape without a trace. The insecurity thus adversely affects the ability to run businesses and generate income for many people. Customers also leave early to ensure that they are not caught up in the robbery incidences.

The economic contribution of Boda-Boda motorcycle and transport sub-sector is estimated at Ksh.600 million which translates to approximately Ksh.219 billion annually (Standard Newspaper, 13th February, 2018). A number of surveys have identified the fear of crime and personal security as major inhibiting factors to the use of public transport. According to this study, robbery and abductions are the most common Boda-Boda related crimes. This is in line with findings by Nyaga (2019) that crime incidences reported where riders were suspects in allegations ranging from transporting stolen goods to riders themselves engaging in the actual robbery. This was attributed to the fact that they could navigate easily and more so some Boda-Boda had no registration number plates on their motorcycles. Even those Boda-Boda that had registration, it was not easy to read their registration numbers at a distance. This made it easy for them to actualize criminal activities.

Management Mechanisms Adopted by Security Managers in Addressing Emerging Boda-Boda Security Threats

The study revealed that 95.3% of the respondents agreed that social prevention programs such as economic empowerment and alcohol and drug control programmes were some of the best ways to address insecurity in the area while 1.6% of the respondents didn't know. The findings revealed that most respondents (71.9%) recommended tougher laws to address insecurity in the area. As argued by the National Crime Research Centre (2018) found out that the challenges

faced in addressing boda-boda crimes were: weak law enforcement and regulation of the boda-boda sub-sector, corruption among sections of police and other law enforcement agencies, culture of impunity among boda-boda operators, untrained boda-boda riders, anonymity of the boda-boda industry making it difficult to trace criminals, unemployment challenges, fear of victimization from boda-boda operators, general insecurity concerns in some parts of the country, poor roads infrastructure, drug and substance abuse, unregistered motorcycles, inadequate security officers to handle the boda-boda sub sector and related crimes, harassment of boda-boda operators by security and other law enforcement apparatus and other road users. According to this study, given some level of under regulation of Boda-Boda industry the society through social programmes may inculcate some form of social justice to help in regularization of the Boda Boda industry.

Controlling Boda-Boda business is a problem as there has been no proper training of the motor vehicle riders, many buy the motorcycles and then start their business. Ways of controlling the business has not been enhanced as the sector is not closely regulated as in the case of Matatu sector. Riders are not aware of time limits and luggage limits and this is why many end up causing accidents. Road patrol officers who are entitled to ensure that road users respect the law, are the ones accused of receiving bribes and allowing the boda-boda riders to operate thus breaking the law (Kioko 2017). Majority of Boda-Boda riders avoided undergoing the training process due to the costs involved in the driving schools and booking for road test exams. Majority of the riders were not well prepared to comply with the traffic rules and regulations causing collusion between the riders and the law enforcers. The low level of compliance and the unwilling riders to comply with the traffic rules therefore disrupted business and increased the cost of running the business. The community policing is also not effective in these developing countries, and this further means that collecting important information that can guide in deciding how to deal with crimes is not available (Nandwoli, 2014).

CONCLUSION AND RECOMMENDATIONS

The study demonstrates the spatial and topological patterns of crime evident on the public transport network, and it is contended that these are a result of the movements on the system in terms of offender and targets, and the increased accessibility it provides to the places the network serves. Motorcyclists were arrested for indulging in different criminal activities such as snatching of mobile phones, handbags, rape, and unlawful possession of dangerous weapons.

The findings of this study confirm the need to determine the influence of security management mechanisms in addressing the emerging security threats of Boda Boda in Changamwe Sub-County, Mombasa County. The first objective of the study focused on identifying types of security threats. From the findings, the study concluded that the crimes committed included theft, assault, and assault; Crimes against employees, including assault and robbery and route crimes, which are crimes along routes that cause delays or impair safety. Crime in the public transport network is due to the movements of perpetrators and target people, as well as the greater accessibility that the network offers. Riders have been arrested in various criminal activities, such as stealing cell phones, wallets, raping, and illegally possessing dangerous weapons.

The second objective of the study sought to examine the perception of emerging security threats. From the findings, the study identified that crime affects economic activities to a high

extent because crime has limited the operating hours of the businesses because they had to close early to ensure that they are not robbed. Criminals take advantage of businesses such as supermarkets and M-pesa whereas they are aware of the flow of cash in such businesses, criminals use motorcycles to steal money and then escape without a trace. The insecurity thus adversely affects the ability to run businesses and generate income for many people. Customers also leave early to ensure that they are not caught up in the robbery incidences.

In regard to the third objective, the study sought to establish management mechanism, study concluded that social prevention programs and making tougher laws were the best way to address insecurity in the area. Challenges faced in addressing boda-boda crimes include weak law enforcement and regulation of the boda-boda sub-sector, corruption among sections of police and other law enforcement agencies, culture of impunity among boda-boda operators, untrained boda-boda riders, anonymity of the boda-boda industry making it difficult to trace criminals, unemployment challenges, drug and substance abuse, unregistered motorcycles, inadequate security officers to handle the boda-boda sub sector and related crimes and harassment of boda-boda operators by security officers.

Because of the current under regulation of the Boda-Boda sector, concerted efforts by the Government and the Private sector should be made in order to come up with preventive social programmes such as economic empowerment and alcohol and drug control programmes that avert the identified push factors responsible for rampant Boda-Boda sector related crimes; such as Poverty and alcohol consumption and drug use. Social programmes may also come up with their own mechanism of social justice to supplement government enforcement mechanism.

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