Introduction: Worldwide, road traffic accidents 1.4 million people yearly and injure 20–50 million (Mark Eshbaugh etal 2012). By 2050 accidents mainly from motorcycles will claim 3 million people annually. Africa will bare 90% of causalities. In Uganda 24% of accidents are associated to motorcycles and the accident trend is in the increase. Studies by Lemming (Lemming 1969) Odero, (Odero 1995), and Asogowa (1992) etc, indicate motorcycle accident factors to be Human, Environmental and Vehicle related. Gaps exist on the detail of these factors in relation motorcycle accidents in Uganda. Despite the government efforts to reduce Boda-Boda motorcycle accidents, the incident rates remain high. It is against this background that the researcher sought to establish reasons for this continued carnage.

Objectives: This study investigated the factors (environmental, human and motorcycle conditions) that contributed to Boda-Boda motorcycle accidents in Mbuya parish, Nakawa division, Kampala Capital City Authority.

Methodology: The study was conducted through a cross sectional study design; data was collected in 2013 through questionnaires and key informant interviews from 220 Boda-Boda riders and 40 key informants including police officers, Boda-Boda leaders and health facility in charges.

The data was analyzed using EPI Data and SPSS to be able to establish whether physical environment factors, human factors and motorcycle mechanical conditions contributed to accidents in Mbuya Parish Nakawa division, Kampala Capital City Authority and results were presented in tables and figures.

Results: The Boda-Boda riders were mainly married males of which 97% were youth (< 33 years) with secondary or less education. The study found out that most of the Boda-Boda riders got involved in road accidents during rainy season and this occurred on tarmacked road when the traffic was flowing, most of them personally owned the motorcycles they rode. Most accidents occurred in the afternoon with a peak of 1 Post Meridiem (PM) and easing at 4pm with a second peak at 7am. Both peaks were due to high Boda-Boda activity at that time.

In terms of human factors most Boda-Boda riders had valid riding permits, drink alcohol and up to 25% of them only could read ten of the selected road signs and majority of them reported to having ignored traffic rules. It was also noted that they got involved in accidents while either carrying luggage or passengers while riding at mostly ≤ 50 km/hr. In relation to motorcycle conditions a majority of the riders had sound motorcycles in terms of tyres, breaks, mirrors, head lumps among others mainly may be because the regularly carried out maintenance and servicing and only a few of them reported to having gotten accidents due topoor motorcycle mechanical

condition.

Conclusions and Recommendations: As a result of the above findings, the researcher recommends that „Boda-Boda" riders get formal riding lessons before getting riding permits so as to reduce on traffic accidents and consequent loss of lives. The laws concerning careless riding and drink driving should be enforced seriously.

The police need to increase surveillance on the roads. Furthermore more research covering a wider area and issues should be carried out so as to be able to generalize and concretely ascertain the causes of increased commercial motorcycle road accidents. These recommendations will result in reduction of injuries and death among Boda-Boda's and in the general population.