STASSU
Safe Transport And Survivors Support Uganda

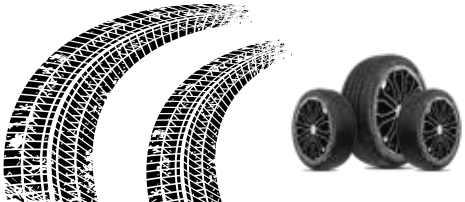
CHECK TYRES, SAVE LIVES:

TYRE SAFETY AND STANDARDS IN UGANDA

SURVEY REPORT

1ST EDITION / STASSU 2025

CONTENTS



ACKNOWLEDGMENT

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Finally, we recognize the collective effort of all respondents and stakeholders who participated in this study. Their voices and experiences form the foundation of this report and will continue to guide our mission: **"Check Tyres, Save Lives."**

EXECUTIVE SUMMARY

Road crashes continue to pose a major public health and economic challenge in Uganda. Tyres being the sole point of contact between vehicles and the road remain a critical yet often neglected factor in crash prevention. The Uganda Police Annual Crime Report for 2025 recorded 24,635 road crashes, representing a slight decrease from 25,107 in 2024, alongside 25,112 casualties, down from 25,808 in 2024. Notably, traffic offenses declined further by nearly 3 percent, falling from 426,432 in 2024 to 412,876 in 2025, continuing the downward trend from 528,025 in 2023. This paradox demonstrates that enforcement of traffic offenses alone is insufficient to reduce crashes, as accidents and fatalities remain persistently high.

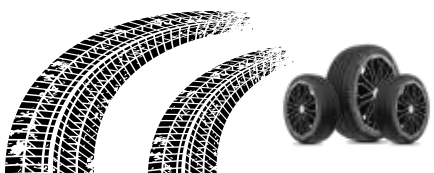
In 2023, police reported 479 tyre-related crashes, comprising 353 tyre bursts and 126 cases of defective tyres. In 2024, tyre-specific data was no longer reported separately. Instead, these incidents were merged into a broader category of "dangerous vehicle conditions," which accounted for 1,722 crashes. In 2025, the merged reporting format continued, concealing tyre-specific risks. This loss of disaggregated data makes it difficult to design targeted interventions focused specifically on tyre safety. While the merged figure is more than three times higher than the tyre-only crashes reported in 2023, the lack of disaggregated data continues to obscure the true scale of tyre-related risks.

Uganda's tyre safety challenge is further compounded by weak enforcement of standards, the high cost of new tyres, and the widespread use of imported second-hand tyres that are often near the end of their service life. Motorists, driven by affordability concerns, frequently prioritize cost over safety, while tyre dealers operate with limited regulation or technical training. The aggregation of tyre-related crashes into a broader mechanical category further complicates the issue, as policymakers lack accurate data to assess the scale of the problem and develop effective responses. This gap contributes to preventable crashes, injuries, and deaths, undermining both national road safety objectives and global commitments to reduce traffic fatalities.

The key insights from the 2025 report are clear. Uganda has lost the ability to track tyrespecific crashes with precision, limiting evidence-based policymaking. **Mechanical defects including unsafe tyres, brakes, and lighting systems are emerging as an increasingly significant threat to road safety. The coexistence of declining traffic offenses and persistently high crashes and casualties suggests that vehicle condition, rather than driver behavior alone, is becoming a more prominent contributor to road crashes.**

The implications for tyre safety in Uganda are substantial. Policymakers face a critical data gap, as the absence of tyre-specific statistics obscures the full extent of the risk. Market vulnerabilities persist, with motorists heavily reliant on unsafe second-hand tyres. Stronger regulation of tyre dealers, targeted consumer education, and interventions to improve the affordability of safe tyres are urgently required. Without directly addressing tyre safety, Uganda risks falling short of the United Nations road safety targets and the Decade of Action for Road Safety commitments.

In conclusion, the 2025 police report highlights **7-9%** crashes attributed to dangerous vehicle conditions and 1.2% tyre bursts , yet the merging of categories has concealed tyre-specific data. This loss of detail constrains targeted interventions and weakens Uganda's ability to address one of the most preventable causes of road crashes. Addressing unsafe tyres through improved regulation, awareness, and affordability is essential if Uganda is to reduce road traffic injuries and fatalities and achieve both national and global road safety goals



INTRODUCTION

Road safety in Uganda continues to face significant challenges, with tyre-related defects contributing to mechanical failures, road crashes, and injuries. Tyres are central to vehicle stability, braking, and handling, yet tyre maintenance remains poorly prioritized among many road users.

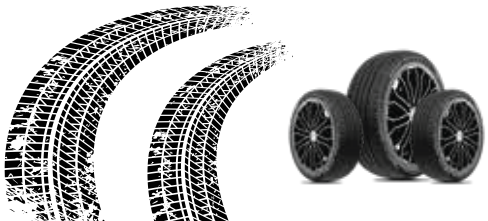
Safe Transport and Survivors Support Uganda (STASSU) undertook this survey to fill a persistent knowledge gap in road safety discourse. While Uganda's road safety initiatives have heavily focused on speeding, reckless behaviour, and drink-driving, comparatively less attention has been paid to tyre condition even though tyres are a leading cause of vehicle defects.

An important contextual limitation of this study is the **over-representation of commercial motorcycle riders (boda-boda operators) and an overwhelmingly male sample.** These patterns reflect Uganda's driving population but restrict the applicability of findings to groups like private car drivers, bus drivers, and female motorists. Nonetheless, the results provide valuable insights into tyre safety practices in high-exposure groups, especially boda-boda riders and taxi (commutter) drivers who experience high tyre wear and crash vulnerability.

A further challenge identified in the survey is the **contradiction between frequent selfreported vehicle inspections and low tyre-specific knowledge,** suggesting that routine checks may not be thorough or informed. Additionally, confidence reported by respondents often did not match actual knowledge-raising concerns about overestimating one's ability to assess tyre safety.

2.OBJECTIVES

- Assess the level of knowledge and awareness about tyre safety among vehicle drivers, motor cycle riders, and vehicle owners.
- Evaluate current tyre maintenance practices and compliance with safety standards.
- Identify major risk factors and knowledge gaps contributing to unsafe tyre conditions.
- Identify gaps in driver behaviour and tyre inspection practices for targeted safety interventions.
- Assess attitudes toward enforcement and the importance of roadside tyre checks.
- Provide evidence-based recommendations to guide policy, enforcement, and public education programs.



3. METHODOLOGY

A cross-sectional descriptive study design was employed to assess tyre safety practices, knowledge levels, and risk behaviours among road users in Uganda. The study targeted drivers, riders (motorcyclists/boda-boda), and vehicle owners operating in selected urban and peri-urban locations, especially Kampala, Wakiso, and Mpigi districts.

Study Population and Sampling

A total of 317 respondents participated in the survey. Participants were selected using a convenience and purposive sampling approach at transport hubs, taxi park, bus and truck terminals, and motor stages. to ensure representation of different road uses categories. Eligibility criteria included being aged 18 years and above and actively operating or owning a
vehicle or motorcycles.

Data Collection Instrument

Data were collected using a structured, interviewer- administered questionnaire developed based on existing tyre safety and road safety studies and guideline. the questionnaires consisted of four sections:

1. Socio-demographic characteristics (age, gender, road user category, vehicle type)
2. Tyre condition and maintenance practices (e.g. frequency of tyre inspection, tyre pressure checks, tyre replacement practices)
3. Tyre safety knowledge and awareness, assessed using 5- point Liker scale items (1 = strongly disagree to 5 = strongly agree)
4. Experience with tyre-related incidents, including tyre bursts, loos of control, and crashes.

Data Collection Procedure

Trained data collectors administered the questionnaires to ensure consistency and reduce interviewer bias. Completed questionnaires were reviewed daily for completeness and accuracy before data entry.

Data Management and Analysis

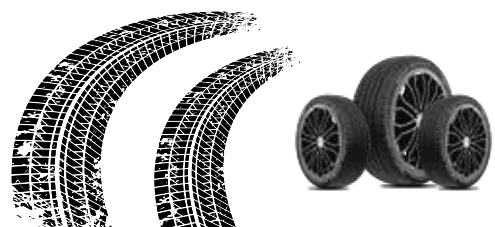
Data were coded and entered into IBM SPSS Statistic version SPSS v26 and Microsoft Excel for analysis. Quantitative data analysis included:

- **Descriptive Statistic:** Frequencies, percentages, means, and standard deviations.
- **Inference Statistic:** ▪ Independent Sample t-tests to compare mean knowledge scores between groups
  ▪ Chi-square tests to assess association between categorical variables such as tyre maintenance practices and tyre failure experiences

A p-value of < 0.05 was considered statistically significant.

Presentation of Results

results were presented using tables, bar charts, and pie charts to illustrate trends in tyre condition, knowledge levels, and risky behaviours. Findings were interpreted in relation to the study objectives to generate insights into tyre safety practices among road users in Uganda.

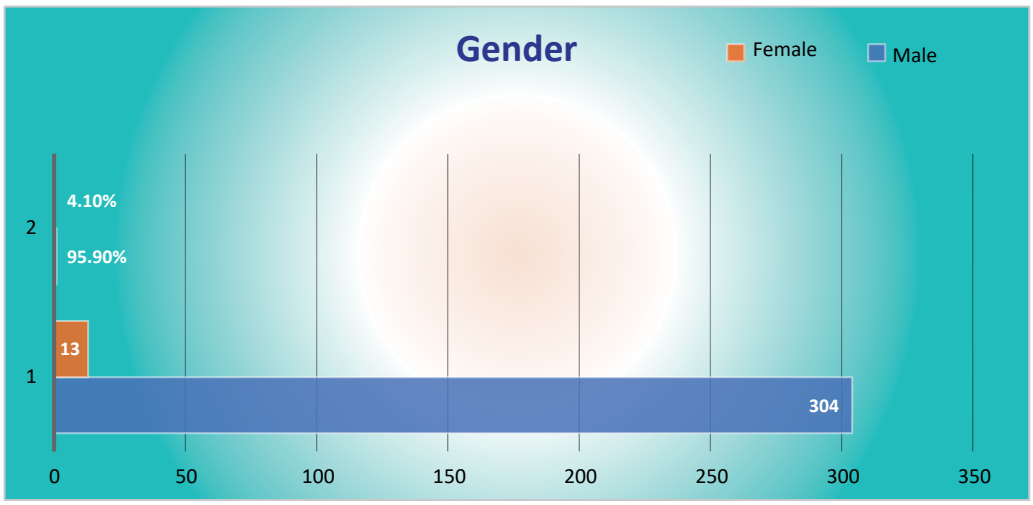


4.FINDINGS AND INTERPRETATIONS

4.1 Respondent Characteristics

The dominance of boda-boda operators and male respondents introduces limitations for broader generalization. However, given their high exposure to road risks and tyre wear, their representation remains valuable for targeted interventions.

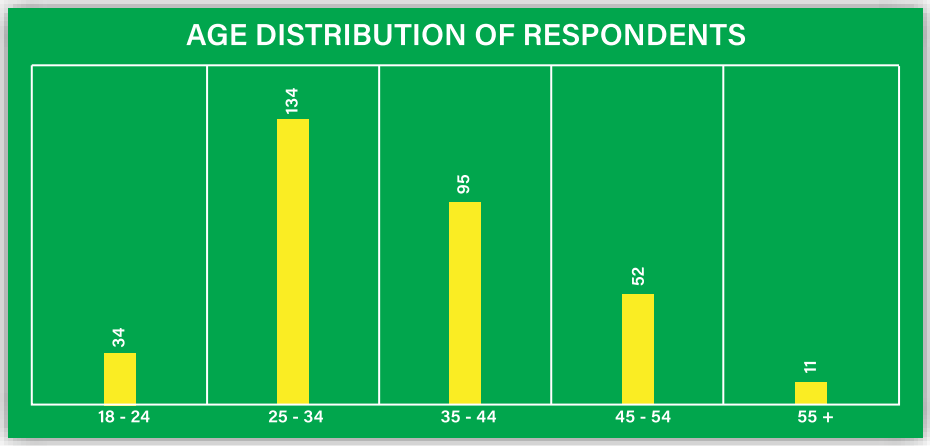
4.1.1 Gender Distribution of Respondents



Variable	Category	Number	Frequency (%)
Sex	Male	304	96
Sex	Female	13	4
Total		**317**	**100**

The majority of 317 respondents were male - 304 (96%), while female respondents accounted for only 13 (4%). This reflects the male-dominated nature of vehicle ownership and commercial driving in Uganda.

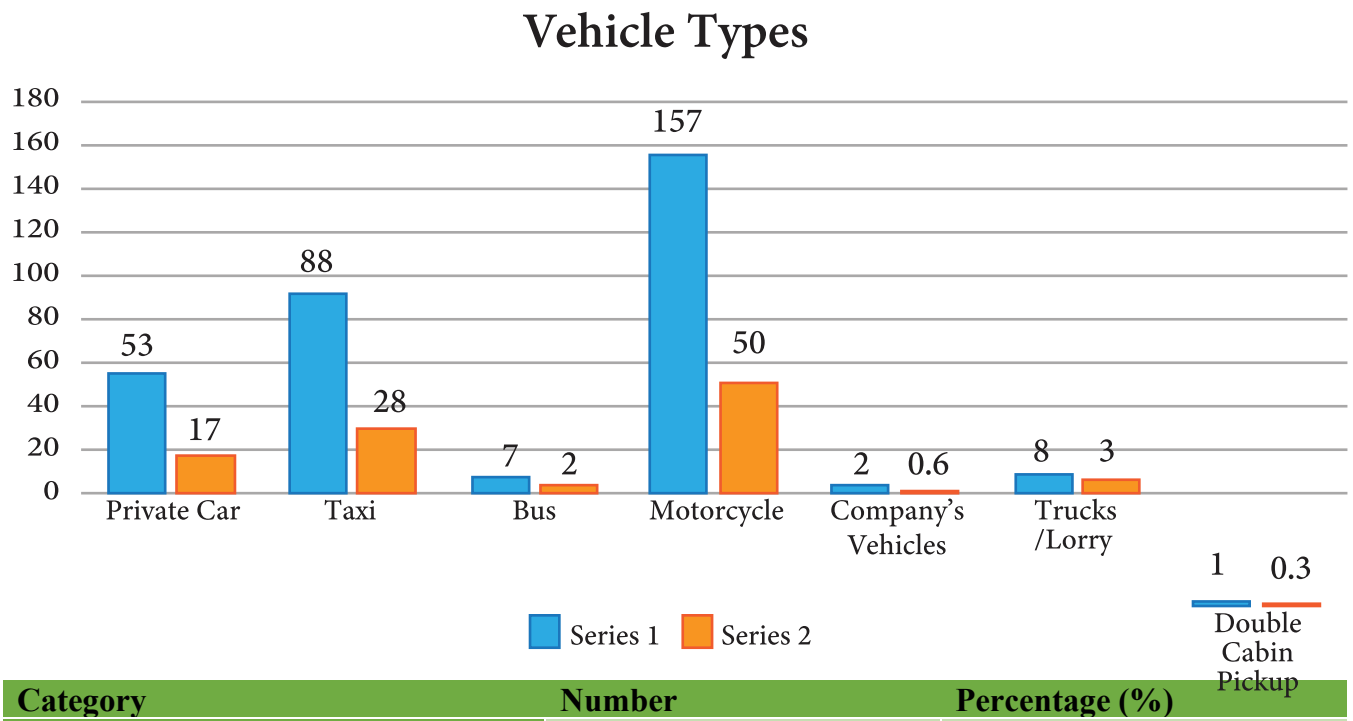
4.1.2 Respondent Characteristics



Category	Number	Frequency (%)
18–24	24	8
25–34	134	42
35–44	95	30
45–54	52	16
55+	11	3

The age distribution among the respondents shows **that the 25–34 years age group constituted the largest proportion of respondents (42%).** This indicates that the majority of road users sampled fall within the young adult demographic, a group generally associated with higher levels of road exposure and increased mobility needs. This also suggests a youthful segment that is actively engaged in daily transport operations, a critical target group for tyre safety awareness interventions and training.

4.1.3 Vehicle Types



Category	Number	Percentage (%)
Private Car	53	17
Taxi	88	28
Bus	7	2
Motorcycle	157	50
Company's vehicles	2	0.6
Trucks /lorry	8	3
Double cabin pickup	1	0.3

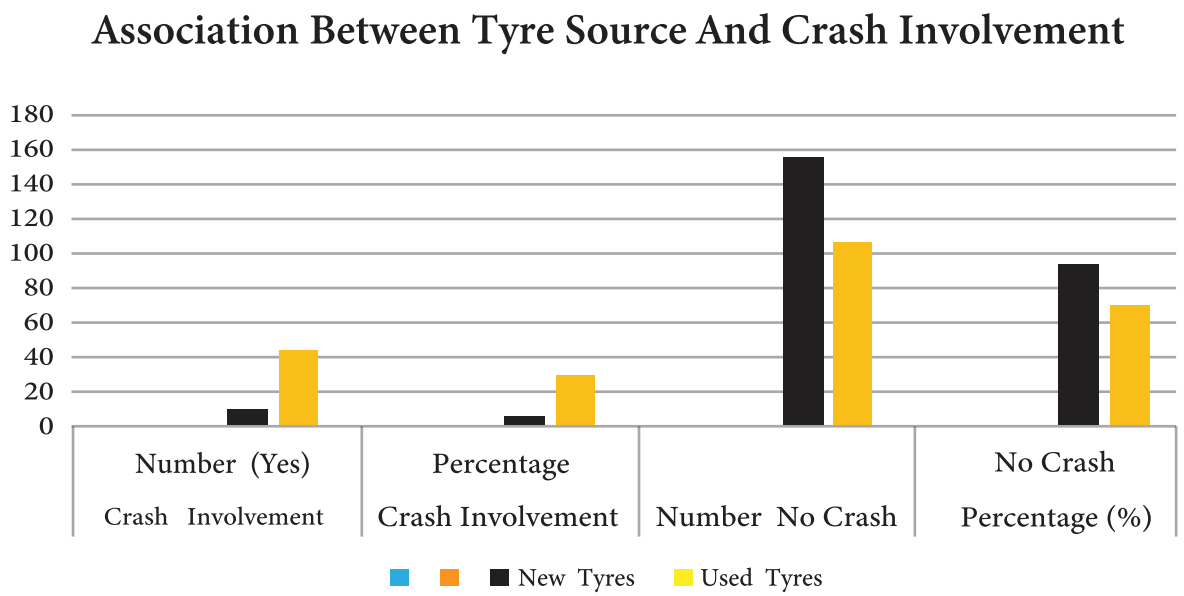
Analysis of the type of vehicles operated by respondents reveals that **commercial motorcycle riders (boda–boda operators) formed the largest share** of participants. Their dominance in the sample reflects their significant presence on Uganda's roads and the essential role they play in urban transport.

The study further shows show that **commercial boda–boda riders make up the majority of vehicle operators** assessed. Given their high daily mileage, exposure to varied road conditions, and vulnerability to road crashes, their prominence in the sample underscores the importance of targeted tyre safety training and regulatory enforcement within this group.

4.2 Bivariate Analysis

Cross-tabulations were used to examine the relationship between tyre condition variables and crash involvement. Chi-square tests were performed to determine statistical significance.

4.2.1 Association between Tyre Source and Crash Involvement.



Tyre Source	Crash Involvement Number (Yes)	Crash Involvement Percentage (%) (Yes)	Number No Crash	Percentage (%) No Crash	Total
New Tyres	10	6%	156	94%	166
Used Tyres	45	30%	106	70%	151
Total	**55**	**17%**	**262**	**83%**	**317**

A Chi-square test of independence found a statistically significant association between tyre type and crash involvement, χ^2 (1, N=317) =31.19, p<0.001. Vehicles using used tyres were significantly more likely to be involved in crashes compared to those using new tyres.

Expected Frequencies (Based on Chi-square Calculation)

$$E = \frac{(Row\ Total) \times (Column\ Total)}{Grand\ Total}$$

4.3 Expected Frequencies (Observed vs Expected)

Tyre Source/type	Crash (Expected)	No Crash (Expected)	No Crash (Observed)	No Crash (Expected)
New Tyres	28.80	137.20	156	137.2
Used Tyres	26.20	124.80	106	124.8

There is a highly significant association between tyre type/source and crash outcome.

- Used tyres significantly increase crash risk
- New tyres show far fewer crashes than expected.

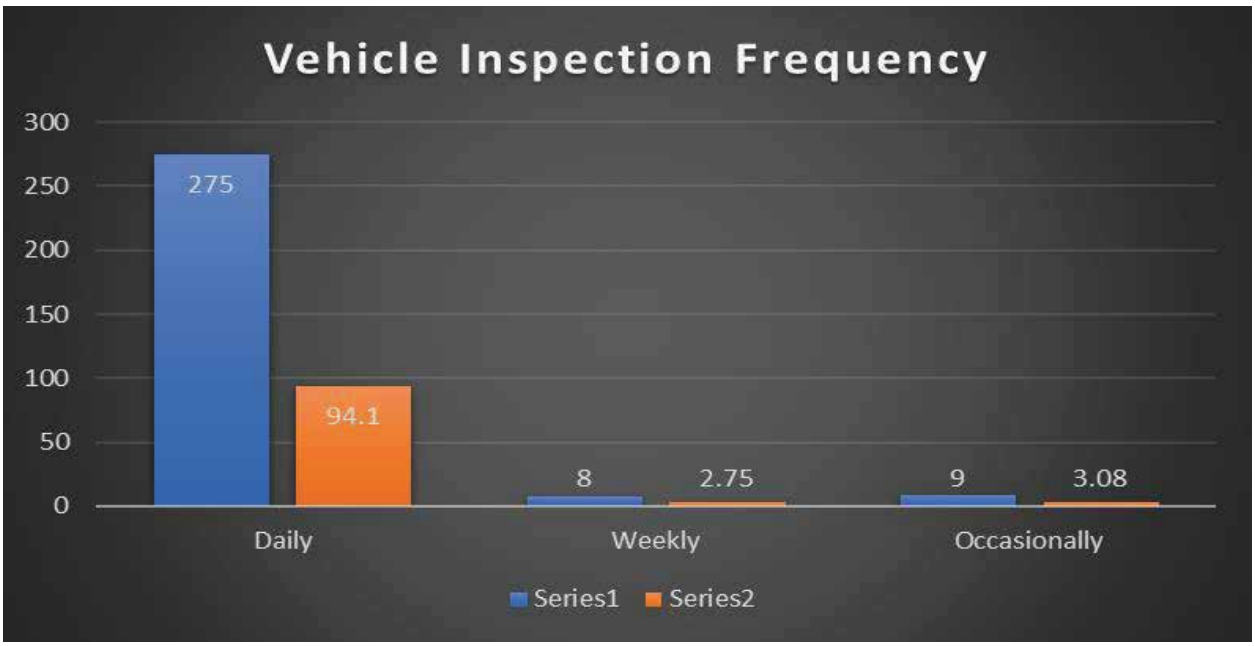
This suggests tyre condition (new vs used) is strongly linked to crash risk.

4.2.3 Comparison of Mean Tyre Knowledge Scores by Crash Involvement (T-Test Result Independent Samples)

Group	Mean Score	Standard Deviation	Respondent Number
No Crash History	72.4	10.5	262
Crash History	58.3	12.8	55

An independent samples t-test was conducted to determine whether tyre knowledge scores differed by crash involvement status. The results show that participants without a crash history had significantly higher tyre knowledge scores (M= 72.4, SD = 10.5, n= 262) compared to those with a crash history (M=58.3, SD= 12.8, n= 55). The difference was statistically significant, t (70) = 7.65, p< 0.001. This finding suggests that lower tyre knowledge is strongly associated with crash involvement, indicating the importance of tyre safety awareness as a potential contributor to safer driving outcomes,

5.VEHICLE INSPECTION FREQUENCY

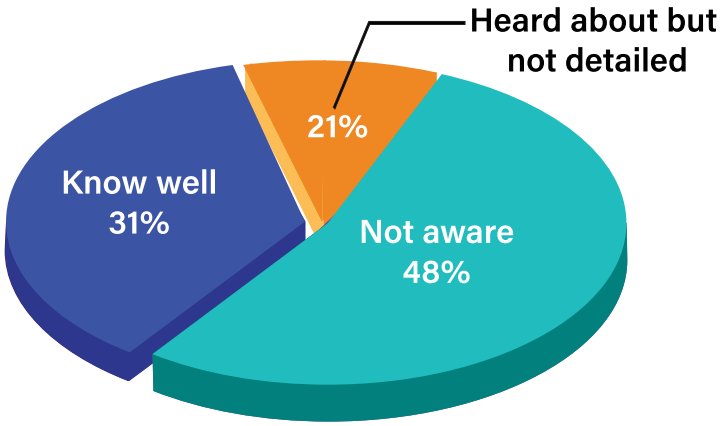


Frequency	Respondents	Percentage (%)
Daily	275	94.1
Weekly	8	2.75
Occasionally	9	3.08
Total	**292**	**100**

Although 94% reported daily inspections, this appears inconsistent with poor tyre knowledge and high prevalence of unsafe practices. This suggests:

- Inspections may focus on general vehicle appearance rather than tyre condition;
- Respondents may over-report desirable behaviour (social desirability bias); or
- "Inspection" may mean a quick visual glance rather than a technical assessment.

6. KNOWLEDGE AND AWARENESS ABOUT TYRES

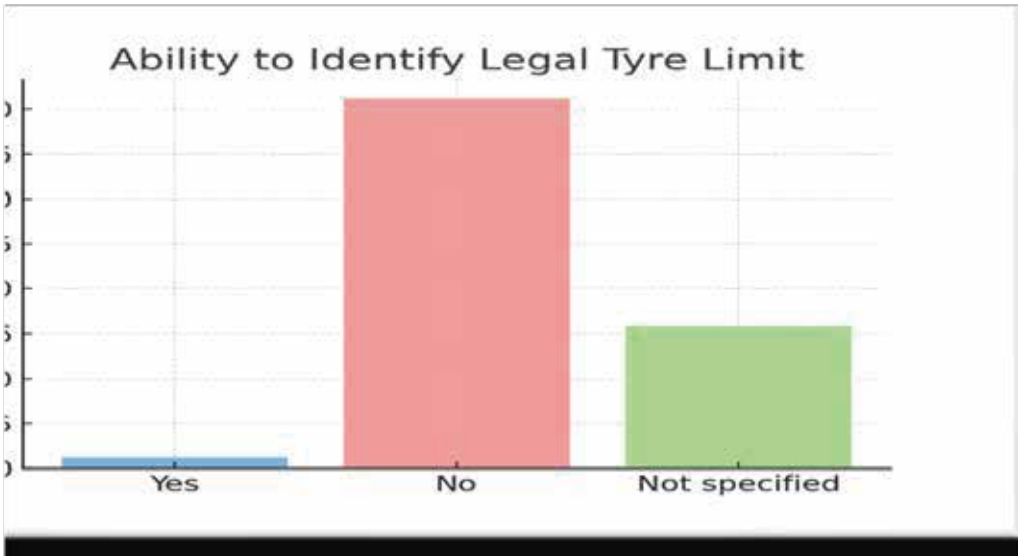


Knowledge Level	Respondents	Percentage (%)
Know well	*90*	*31*
Heard about but not detailed	*61*	*21*
Not aware	*140*	*48*
Total	***291***	***100***

The survey reveals substantial gaps in tyre safety awareness among respondents. Only 90 respondents (31%) demonstrated comprehensive knowledge of tyre safety. A further 61 individuals (21%) possessed limited or partial awareness. Alarmingly, almost half of all participants—140 respondents (48%)—reported having no meaningful tyre safety knowledge at all.

These knowledge deficits are significant and pose a direct risk to road safety. While the sample is heavily dominated by boda-boda riders, meaning the findings primarily reflect this group, the gaps identified are likely prevalent across other key road user categories, including private motorists, taxi drivers, and commercial vehicle operators. This indicates a much broader national challenge.

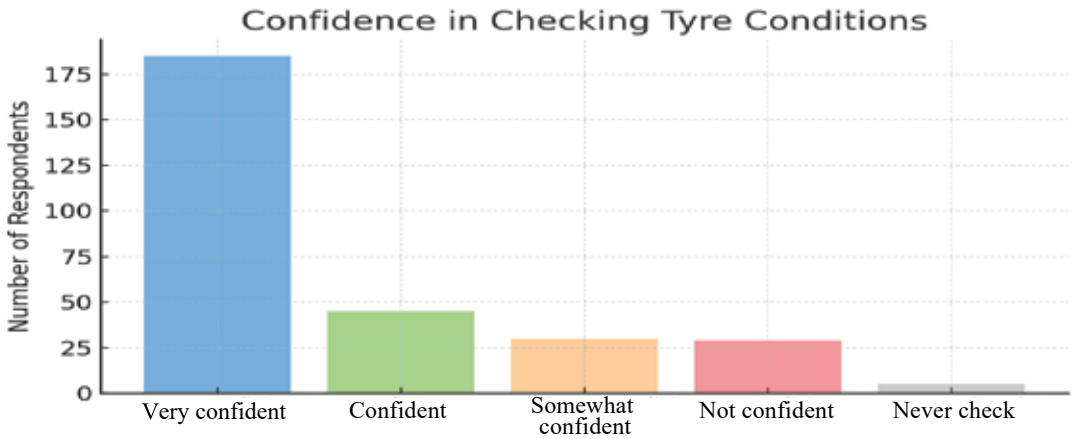
6.1: Ability to Identify Legal Tyre Limit



Response	Frequency	Percentage (%)
Yes	6	2
No	206	71
Not specified / Missing	79	27

The survey shows a substantial knowledge deficit regarding legal tyre tread limits. Only 6 (2%) respondents were able to correctly identify the legal tyre limit, compared to 206 (71%) respondents who could not. The remaining group did not provide a response or were unsure. This finding indicates that most drivers operate without understanding regulatory tyre standards, underscoring the importance of awareness campaigns and enforcement of minimum tread depth regulations.

6.2: Confidence vs Knowledge in Checking Tyre Conditions



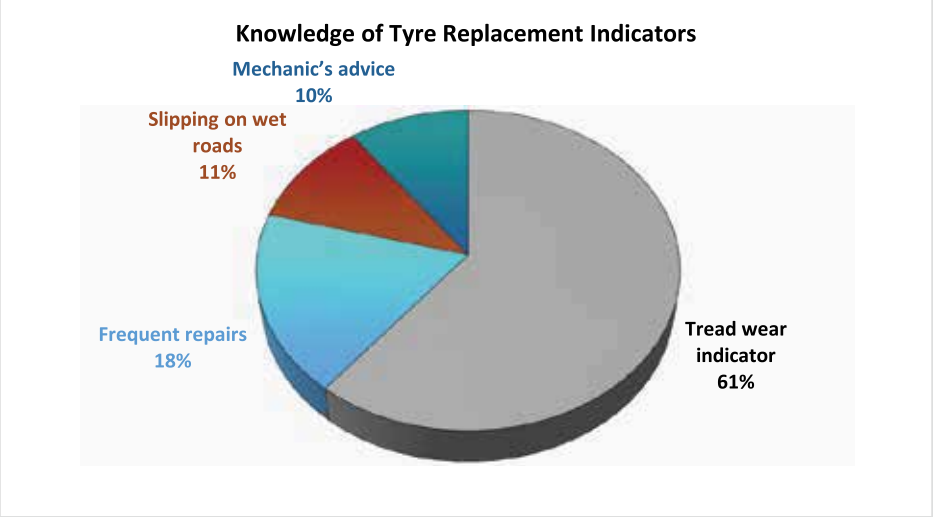
Confidence Level	Number	Percentage (%)
Very confident	185	64
Confident	45	16
Somewhat confident	30	10
Not confident	29	10
Never check	5	2

A striking mismatch was observed:

- 80% reported being confident in tyre checks
- Yet only 2% could identify legal tread depth limits
- 41% could not read tyre specifications

This overconfidence may lead to complacency and unsafe decisions.

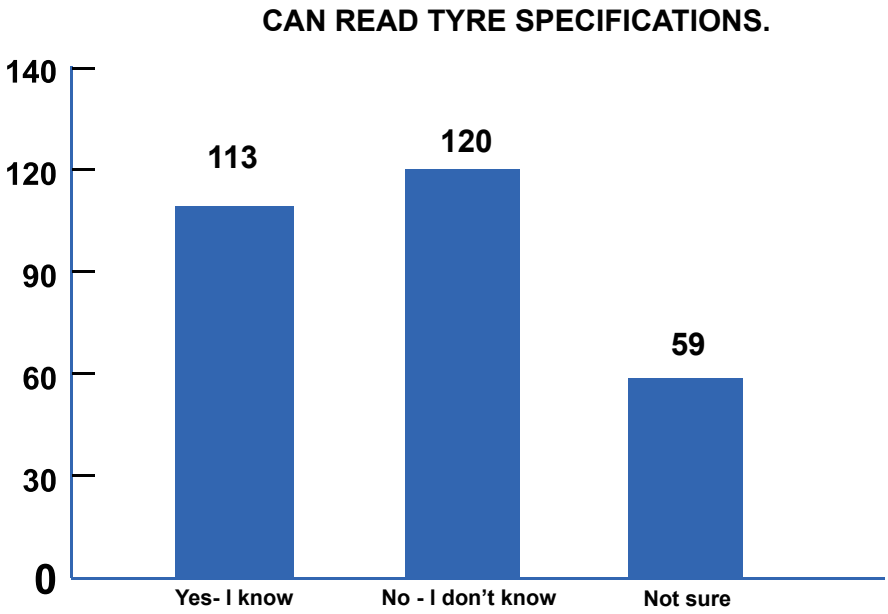
6.3: Knowledge of Tyre Replacement Indicators



Indicator	Number	Percentage (%)
Tread wear indicator	175	60
Frequent repairs	53	18
Slipping on wet roads	31	11
Mechanic's advice	29	10
Don't know	3	1

The survey highlights mixed levels of awareness regarding tyre replacement indicators. A majority - 175 (60%) respondents - correctly rely on tread wear indicators to determine when a tyre should be replaced. However, about 40% rely on reactive or less reliable signs such as frequent repairs, slipping on wet roads, or advice from mechanics. These approaches may lead to delayed tyre replacement and increased risk of tyre failure, especially under hazardous driving conditions. Strengthening knowledge of proper indicators is essential for proactive tyre maintenance. The pie chart above highlighted the findings.

6.4: Ability to Read Tyre Specifications

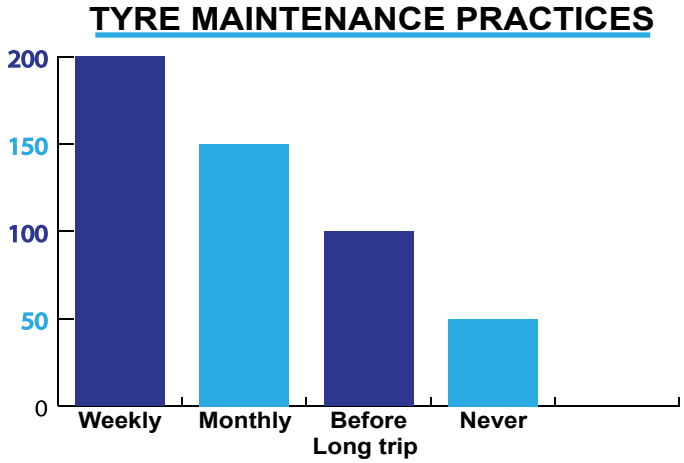


Response	Number	Percentage (%)
Yes	113	38.70
No	120	41.10
Not sure	59	20.21

The survey sought to assess respondents' knowledge of tyre specifications—an essential aspect of proper tyre selection and safety management. **113 (39%)** respondents reported that they could accurately read tyre specifications, representing a very small minority. While a proportion of 120 **(41%) respondents** indicated that they could not read tyre specifications, and **59 (29%) respondent**s were unsure of their ability to do so.

This distribution demonstrates a significant knowledge deficit among riders and drivers regarding the interpretation of tyre codes such as size, load index, speed rating, and manufacturing date. The limited capacity to read this information raises concerns related to inappropriate tyre choices and potentially unsafe operating conditions. The findings suggest a need for targeted educational interventions—such as awareness campaigns or training efforts—to enhance basic tyre literacy.

7. TYRE MAINTENANCE PRACTICES

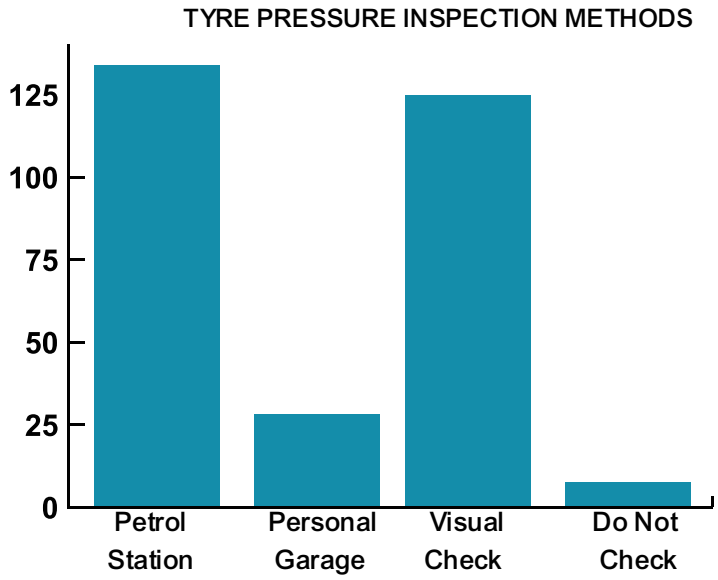


Maintenance Habit	Number	Percentage (%)
Check weekly	235	80.48
Check monthly	11	3.77
Before long trip	26	8.90
Rarely check	12	4.11
Never check	8	2.74

Respondents were also asked about the frequency of their tyre maintenance checks. Results reveal that the majority exhibit commendable behaviour in this regard: 235 (80%) respondents check their tyres on a weekly basis. Smaller groups of 11 (4%) respondents perform monthly, while 26 (9%) check before taking long trips, 12 (4%) rarely check, and only 8 (3%) reported they never inspect their tyres.

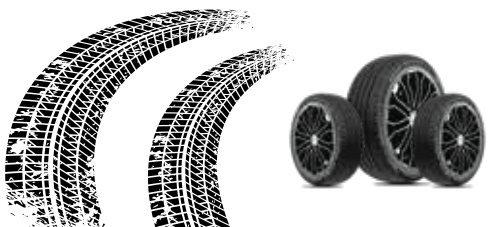
While weekly tyre checks appear high (80%), the mismatch with practice suggests overreporting or superficial checks.

7.1: Professional Inspection Points



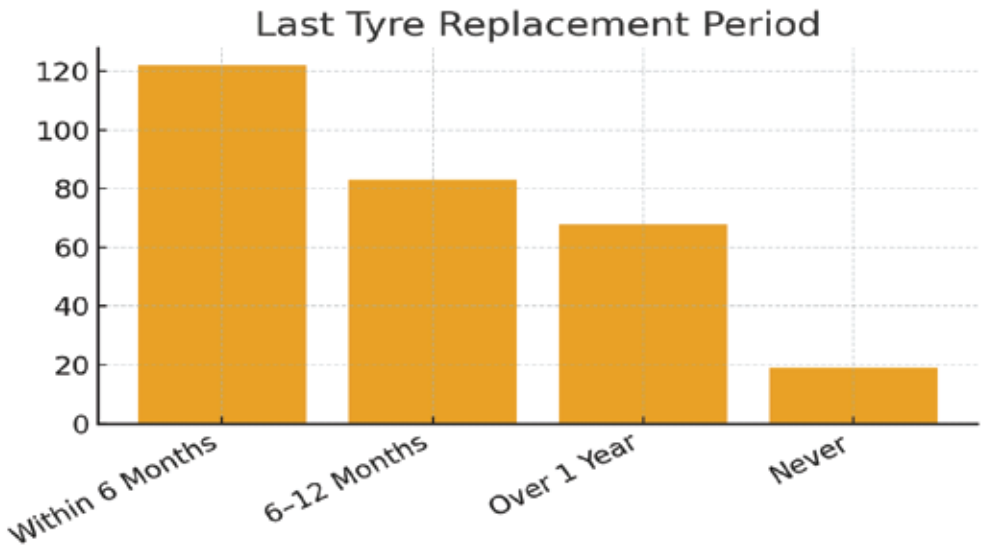
Location/Method	Number	Percentage (%)
Petrol station	134	45.73
Personal tyre garage	29	9.90
Visual inspection	126	43.0
Don't check tyre pressure	4	1.37

When examining where and how respondents conduct tyre pressure and condition assessments, the results show that 134 respondents rely on petrol stations for inspections. A nearly equal number, 126 respondents, depend on visual inspection alone, without using specialised tools. Only 29 respondents reported owning a personal tyre garage for self-checks, while four respondents admitted to not inspecting their tyres at all.



The heavy reliance on visual inspection and petrol stations suggests limited access to accurate tyre pressure measurement tools. Visual checks, although common, are insufficient for detecting slow leaks or minor pressure deviations that can compromise tyre performance and safety. The low ownership of personal tyre garages points to a gap in both resources and awareness. Addressing this gap through wider availability of low-cost inspection tools and training on their use would significantly improve tyre maintenance accuracy across the respondent population.

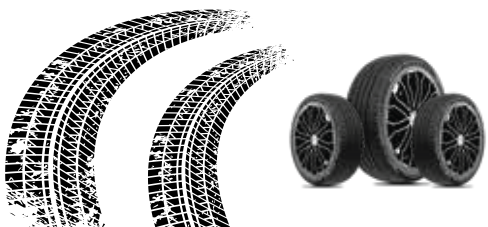
7.2: Last Tyre Replacement Period



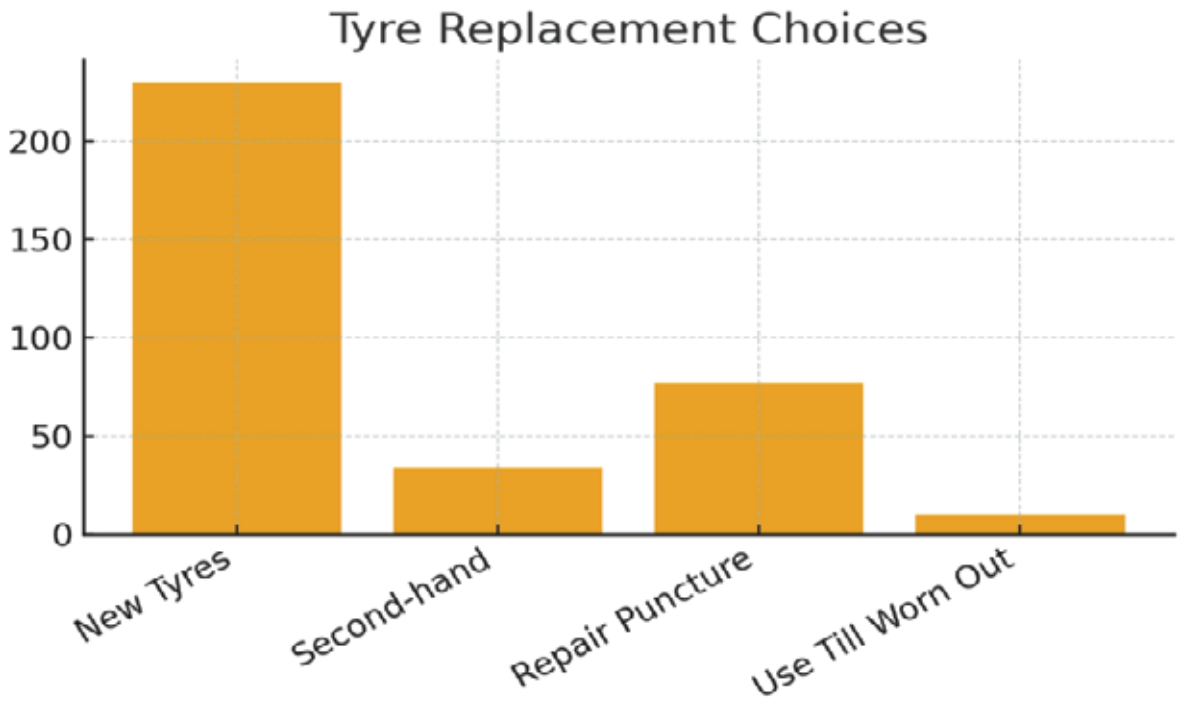
Period	Number	Percentage (%)
Within 6 months	122	41.78
6–12 months	83	28.42
Over 1 year	68	23.29
Never replaced tyre	19	6.51

Understanding tyre replacement behaviour is essential for assessing long-term maintenance practices. The survey results show that **112 respondents** replaced their tyres within the past **six months,** representing a generally proactive approach. Additionally, **83 respondents** replaced theirs within the **last 6 to 12 months.** However, **68 respondents** indicated that more than a year had passed since their last tyre replacement, and 10 respondents reported that they had **never replaced their tyres.**

While the majority of respondents maintain timely tyre replacement practices, the proportion of riders who exceed one year without replacement is concerning, especially given the high rates of tyre wear associated with commercial motorcycle use. Those who have never replaced their tyres fall into a particularly high-risk category. These behaviours suggest underlying factors such as financial limitations, inadequate knowledge about tyre lifespan, or limited access to replacement services. Educational programmes on tyre wear indicators, manufacturer recommendations, and the dangers of overdue replacements would help reduce the risks posed by these practices.



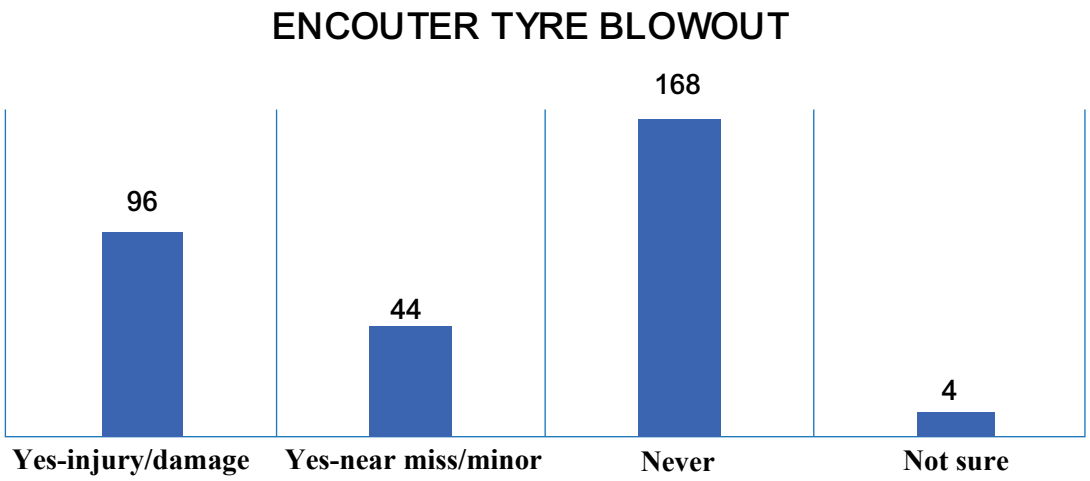
7.3: Tyre Replacement Choices



Action	Number	Percentage (%)
New tyres	230	65.53
Second-hand tyres	34	9.69
Repair punctures	77	21.94
Use till worn out	10	2.85

Respondents were asked how they typically manage tyre replacement. The majority, **230 (66%) respondents,** reported that they replace worn tyres with new ones. Another **34 (10%) respondents** indicated that they opt for second-hand tyres. A notable **77 (22%) respondents** stated that they do not replace tyres at all but instead rely on repairing punctures whenever faults occur. Additionally, **10 (3%) respondents** admitted to using their tyres until they are completely worn out.

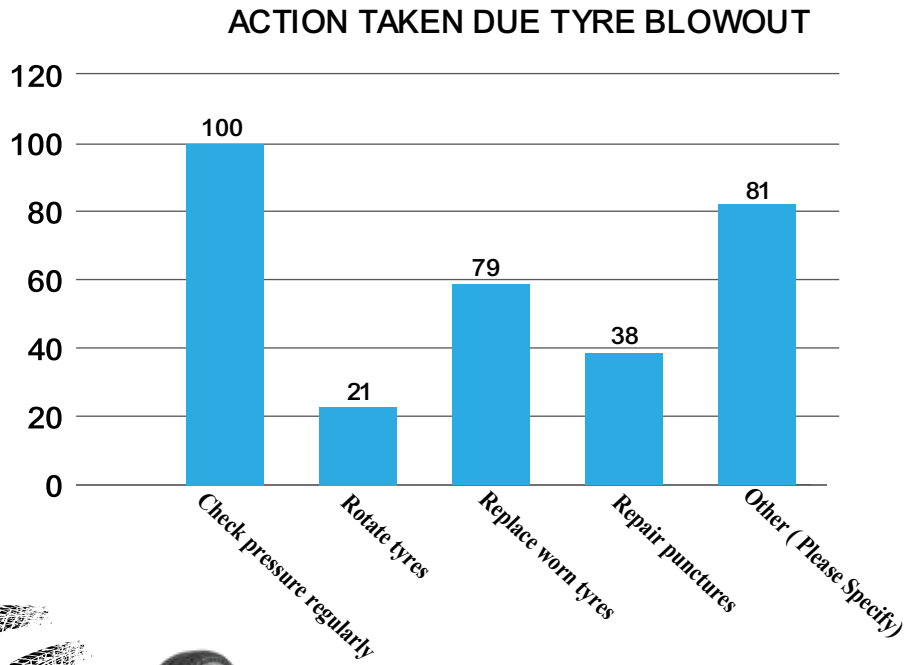
These findings highlight that while most respondents demonstrate positive tyre replacement habits by choosing new tyres, a significant portion rely on less safe practices. The dependence on puncture repair rather than replacement and the behaviour of using tyres to the point of total wear pose substantial risks, particularly for high-usage motorcycles. This suggests financial constraints, limited awareness of tyre lifespan, or poor access to quality tyres.



Response	Number	Percentage (%)
Yes, injury/damage	96	30.7
Yes, near miss/minor	44	14.10
Never	168	53.85
Not sure	4	1.2

The survey explored whether respondents had previously experienced tyre blowouts. **96 (27%) respondents** reported that they had sustained an injury or property damage resulting from a blowout. An additional **44 (13%) respondents** experienced near-miss incidents or minor consequences. Meanwhile, **168 (48%) respondents** reported that they had never experienced a blowout, and **4 (1%) respondents** were uncertain. A notable proportion (over one-third) experienced blowouts— reinforcing the severity of tyre-related risk. Limited enforcement engagement suggests systemic gaps.

8.1: Actions After Blowout

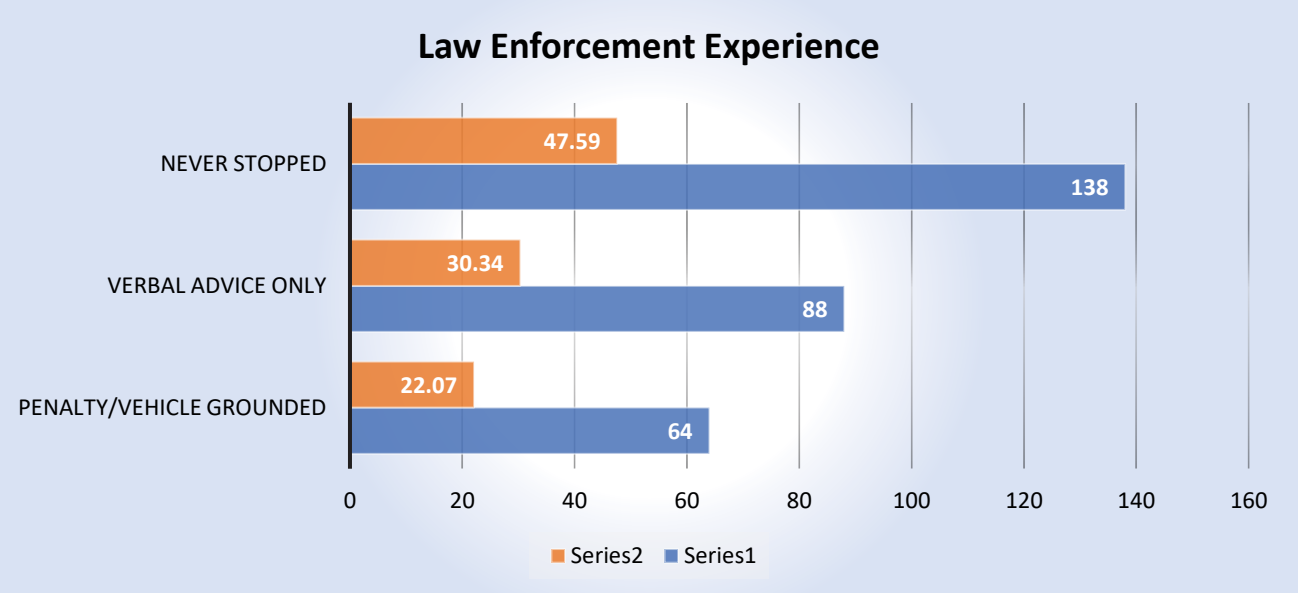


Action Taken	Number
Check pressure regularly	100
Rotate tyres	21
Replace worn tyres	79
Repair punctures	38

Respondents who had previous blowout experiences or were aware of blowout risks were asked about preventive actions taken. **100 (28%) respondents** now check tyre pressure regularly, while **21 (6%) respondents** practice tyre rotation. Additionally, **79 (22%) respondents** replace worn-out tyres as a preventive measure, and **38 (11%) respondents** repair punctures when necessary.

Although regular tyre-pressure monitoring is the most common response, the proportion of riders taking other proactive measures—such as replacing worn tyres—is still relatively low. This may indicate limited awareness of the full range of blowout-prevention strategies or continued financial barriers to maintenance.

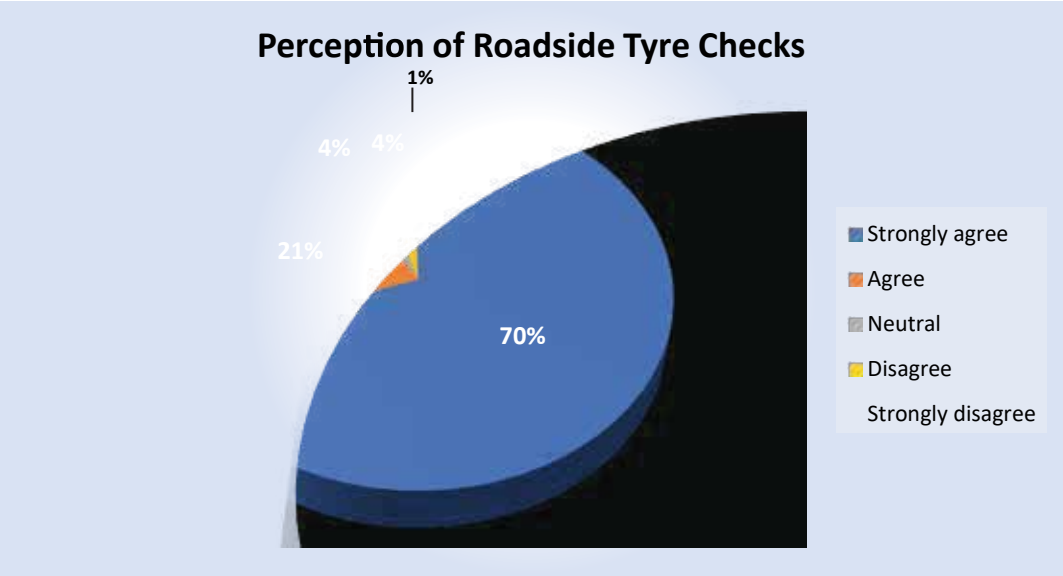
8.2: Law Enforcement Experience



Response	Number	Percentage (%)
Penalty/vehicle grounded	64	22.07
Verbal advice only	88	30.34
Never stopped	138	47.59

To understand regulatory pressures and compliance behaviour, respondents were asked whether they had been stopped by law enforcement due to tyre issues. **68 (19%) respondents** reported receiving a penalty or having their vehicle grounded. Another **88 (25%) respondents** said they only received a verbal warning or advice. The majority, **138 (39%) respondents,** had never been stopped for tyre-related concerns. The findings suggest that tyre enforcement is moderate and inconsistently applied. While penalties are used in some instances, a significant share of riders avoid inspection entirely—possibly due to enforcement gaps, limited manpower, or selective roadside checks. Strengthening enforcement could complement education efforts to improve tyre safety compliance.

8.3: Perception of Roadside Tyre Checks



Opinion	Number	Percentage (%)
Strongly agree	200	69.69
Agree	62	21.60
Neutral	12	4.18
Disagree	11	3.83
Strongly disagree	2	0.70

Respondents were asked about their views on roadside tyre checks as a safety measure. The majority expressed strong support, with **200 (57%) respondents** strongly agreeing and **62 (18%) respondents** agreeing that roadside checks improve safety. Only **12 (3%) respondents** were neutral, while **11 (3%) disagreed** and **4 (1%) respondents** strongly disagreed. The overwhelmingly positive perception indicates public readiness for increased enforcement and monitoring of tyre conditions. The small group expressing dissatisfaction suggests minimal resistance, making roadside tyre-check initiatives highly acceptable to the community.

9. KEY FINDINGS

1. Low Levels of Tyre Knowledge
   - Only 31% of respondents reported good tyre safety knowledge.
   - Nearly 48% had no meaningful awareness of tyre safety indicators, and only 2% knew the legal tread depth limit.

2. Unsafe Tyre Replacement and Maintenance Practices
   - 66% replace tyres with new ones, but 22% only repair punctures and 3% use tyres until they are worn out.
   - 68 respondents (21%) had not replaced tyres in over a year, including 10 who had never replaced their tyres.

3.High Prevalence of Blowout-Related Incidents
   - 27% sustained injuries or damage from tyre blowouts.
   - 13% experienced near-miss blowouts.
   - Only 48% had never experienced a blowout.

4. Inadequate Preventive Response After Blowouts
   - 28% began checking tyre pressure regularly, but only 6% started rotating tyres.
   - 22% replaced worn tyres, while 11% continued relying on puncture repair.

5. Limited Access to Proper Inspection Tools
   - 134 respondents rely on petrol stations for pressure checks.
   - 40% rely on visual inspection alone (126 respondents).
   - Only 9% own a personal tyre gauge.

6. Strong Public Support for Roadside Tyre Checks
   - 75% support roadside tyre-check enforcement.
   - Only 4% oppose these initiatives

7. Over-representation of boda-boda riders limits generalizability

The study primarily reflects high-exposure motorcycle operators. Results for car, bus, and truck drivers should be interpreted with caution.

8. Gender imbalance

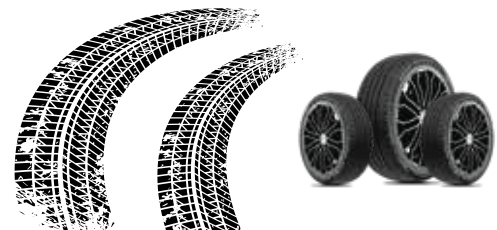
With only 4% female participation, insights into female motorists' tyre behaviour remain limited.

9. Conflicting self-reports

High inspection frequency contradicts low knowledge and unsafe practices—suggesting superficial or misinterpreted inspections.

10. Overconfidence without competence

A large gap between perceived and actual tyre knowledge increases risk-taking behaviour.



10. DISCUSSION

The survey highlights critical issues affecting tyre safety in Uganda. Most notably, the respondent pool is heavily skewed toward boda-boda riders, limiting generalization to other vehicle categories. Their high road exposure, however, makes the findings highly relevant for targeted interventions.

The overwhelmingly male sample also restricts insight into female road users, whose tyre maintenance behaviour remains understudied.

A notable contradiction emerged between frequent self-reported inspections and low tyre safety knowledge. This suggests that daily inspections may be superficial, misunderstood, or over stated. The inconsistency highlights the importance of practical, skills-based tyre inspection training.

Confidence levels were high, yet competence was low—evidenced by the inability of 98% to state legal tread depth and widespread confusion over tyre specifications. Such overconfidence may contribute to avoidable crashes.

The association between used tyres and crash involvement emphasizes the safety risks posed by Uganda's widespread second-hand tyre market.

Overall, these findings call for integrated approaches that combine education, enforcement, accessibility of quality tyres, and behavioural change strategies.

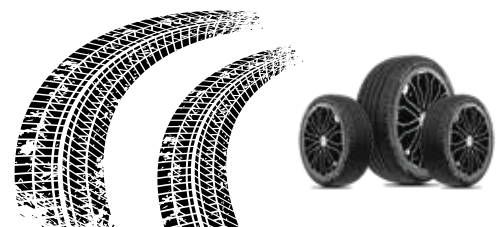
11. RECOMMENDATIONS

The findings of this assessment highlight critical gaps in tyre safety knowledge, practices, and enforcement among road users, underscoring the urgent need for targeted and scalable interventions.

- Nearly 48% of respondents demonstrated no meaningful awareness of tyre safety, revealing widespread tyre literacy deficiencies that pose a significant road-safety risk. Enhancing public education is therefore essential to ensure that users understand tyre specifications, recommended tread depths, correct inflation levels, and indicators of tyre ageing.

- Access to quality tyres and proper inspection tools must also be improved. With only 9% of respondents owning tyre pressure gauges and 22% relying solely on puncture repairs, road users face heightened risks of undetected underinflation, tyre degradation, and structural weaknesses. Addressing these gaps is crucial to improving overall fleet safety.

- Enforcement remains a major challenge. Although 75% of respondents expressed support for roadside tyre inspections, only 19% had ever encountered enforcement. This discrepancy highlights the need to strengthen compliance mechanisms and integrate tyre checks into regular roadside operations. Similarly, tyre safety should be systematically embedded into routine mechanical inspections and crash-prevention strategies, given that tyre blowouts affected 40% of respondents—clearly linking poor tyre condition to serious crash outcomes.



• High-risk groups, particularly boda-boda riders, require focused and sustained interventions. As the most represented and highly exposed road users, they experience accelerated tyre wear and disproportionately use high-mileage or low-quality tyres. Targeted awareness campaigns, subsidised access to quality tyres, and routine safety clinics for motorcycle operators would significantly reduce vulnerability.

• Finally, addressing the confidence–competence gap is critical. Only 28% of respondents adopted regular tyre-pressure checks after experiencing a blowout, indicating that behaviour remains largely reactive rather than preventive. Building a culture of proactive maintenance—supported by education, enforcement, and accessible tools—will be essential for long-term, sustainable improvements in tyre safety.

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