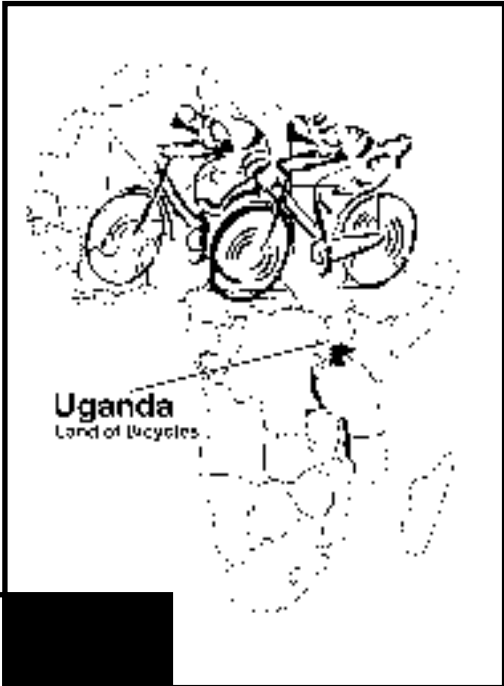




# Bicycle Sponsorship Project and Workshop



# Jugendhilfe Ostafrika





**“All roads lead to Rome”,  
the question is  
when will we  
arrive?**

Mobility is a fundamental  
need for human beings.

**Why?**

The ingredients of a satisfactory life as well as sustainable social and economic development, from communication and exchange over food and health to education and employment are generally available only if there is adequate means of moving people, goods and ideas.

The question remains, which type of mobility model is affordable and sustainable on one hand and on the other hand also considering the critical resources “TIME” and space?

**How do we address  
poverty?**





# An answer?

With a total number of more than one billion, the bicycle is by far the most important means of transport and travel all over the world.



one billion bicycles

one billion bicycles

one billion bicycles

The bicycle provides easier transport of heavy loads and allows people to cover long distances.

The bicycle is manageable by nearly everybody and the running costs are so low, that they're affordable for the average Ugandan.



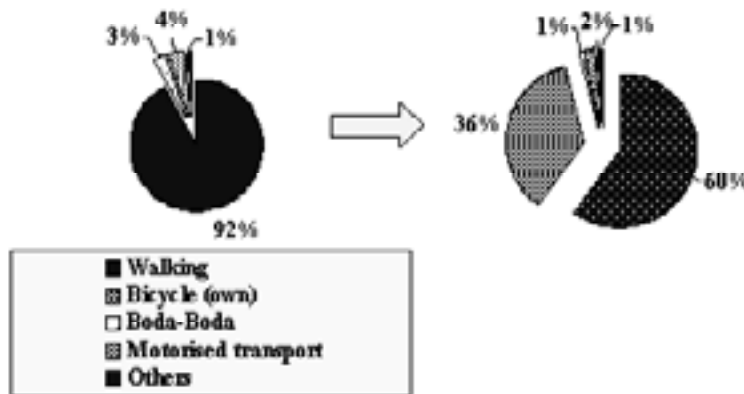
## That's why...

Non motorised modes of transport (NMT), account 92 % of all journeys made nationwide, while motorised modes account for only 8 % of all journeys made.

Only 36 % are made with bicycles. That means bicycles taking up 36 % of the modal split (=all transport possibilities).

# Transport situation

Diagram 1: Choice of means of transport for household as a whole



Where a bicycle is accessible, the daily walking distances are declining significantly.

Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002, P. 174

Ugandan transport is distinguished between public and private transport.

## Public transport

Public transport are Matatus (shared taxis), Picky Pickys (motorcycles) or Boda Bodas (bicycle-taxis).

- Public transport in Africa is dominated by small private operators offering **unreliable, uncomfortable and unsafe** travel.
- Prices are **unaffordable** for the majority of the population.
- Transport in **rural areas** is not available at all and even more expensive.

Public transport is not affordable for the average Ugandan!

## Private transport

**Info: Domestic ownership of transport modes in Uganda:**

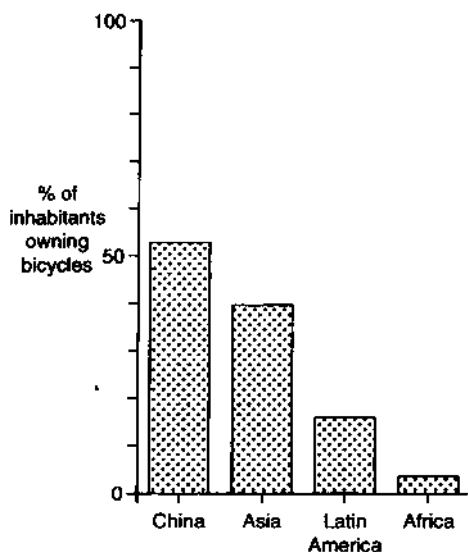
- 60 % own no transport modes
- 36 % own bicycles
- 2 % own motorized means

**Motorised transport**

- The statistic says, that there are 1,83 cars for 1000 inhabitants.

Motorised transport is totally unaffordable.

Diagram 2: For comparison: Bicycles in the world.



Source: TURNER 1994, S.51

- The 100 million bicycles manufactured around the world every year are mainly sold in Asia (LOWE, 1991).
- In Africa bicycle use varies widely: From 0.5 % in Nairobi to 40 % in Tamale (Ghana).
- For comparison: In **Asia** development regions more than 50 % own a bicycle while it is in **Africa** approximately only 4 %.
- As a result, there are fewer than 4 bicycles per 1000 Africans today, while in Asia about 40 % of the population own a bicycle.
- Overall, Africa is the continent with the least density of bicycle usage.

Bicycles are a rarity in Sub-Southern-Africa!



# Why is the bicycle a rarity?

Answer one - Answer one - Answer one - Answer one - Answer one

The cost of the bicycle on retail ranges from 80.000 - 220.000 US\$.

**Info:** The average annual household income in rural Uganda is 120.000 US\$.

Study conditions in East Africa have led to the conclusion that only the top 10-20 % of households can afford new bicycles.



**That means the bicycle price is virtually unaffordable for the average Ugandan!**

# Why is the bicycle a rarity?

Answer two - Answer two - Answer two - Answer two - Answer two

## **The first bicycle in Uganda.**

Bicycle use in Uganda is a new phenomenon that was introduced in 1903 to the Royal Court of the Buganda Kingdom, (the most powerful kingdom at that time) by the Indian community that brought bicycles to Uganda to construct the Uganda Railway.

## **Bicycle meant Prestige.**

It was a strange contraption that soon came to be regarded with prestige and power. The rod pull bicycle proved less labour intensive. It soon replaced the laborious stretcher group that was used to move the King and his chiefs from one place to another.

## **And then the car came ...**

With the introduction of the powerful and ever dynamic automobile, the bicycle rapidly experienced a decline in status. Its ownership has since been left to the low-income groups especially in rural areas.

## **Today: Bicycle makes proud or results feeling inferior?**

Non-motorised transport users in rural environments are happier with their means of transport, even proud of owning a bicycle, whereas the same people in urban areas stated that they felt inferior.

## **Poor image for the bicycle.**

For reasons of prestige, citizens with higher income decline to use non-motorised transport, thus enforcing the view held by people who have no choice but to use non-motorised transport, that they own a means of transport for the poor. This prevents wide spread use.



**Bicycle - a means of transport for the poor!?**

# What are the consequences?



People in Uganda both rural and urban are predominantly immobile ...

1) 88 % of Uganda's population is rural based and dependent on transport they cannot afford.



2) Important economic and social facilities like markets, schools or health centres can only be accessed irregularly.



3) High transport burden.  
- The greatest share in the transport load is on the side of the female household members.



4) In urban African cities there is inefficient use of road space. Traffic accidents create time losses and lower urban productivity up to 30 %.



**Africa, a 'walking world!**

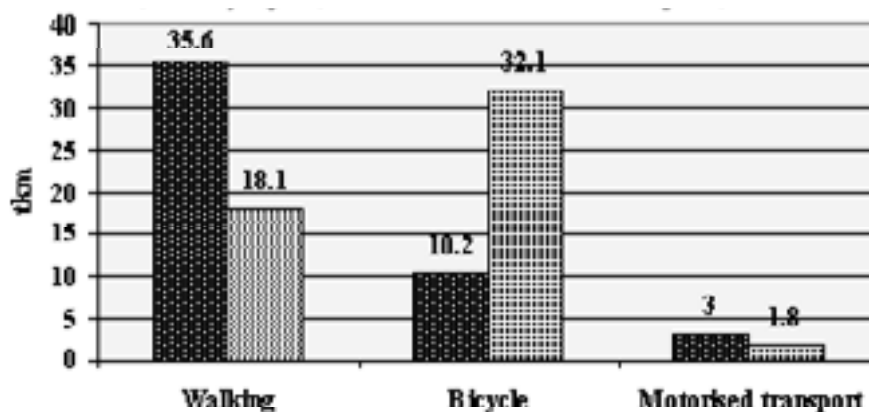


### Future?

Demographic data shows that a high portion of the population in Africa will never be able to use personal motorised means of transport - African cities will remain walking cities.



Diagram 3: Distribution of transport burden according to means of transport ( before-after)



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002

In Africa up to 92 % of all ways are **on foot** and only 4 % with motorised means of transport, while in industrialised countries, the car has taken over the highest share. 3 % of Ugandan people used the bicycle taxi (Bodaboda).

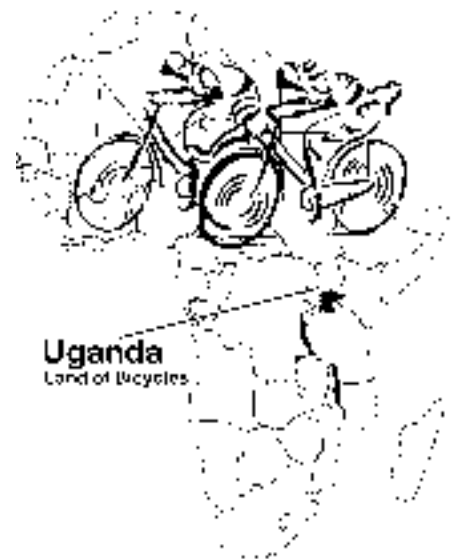
# Moving slowly, but reaching far

## Our vision

The people of Uganda and elsewhere in the world appreciate, recognize and support non-motorised mobility particularly bicycles as a suitable, convenient and environmentally friendly tool for the national social economic development.

### Our Mission Statement

- To empower the low-income communities, groups and individuals particularly women and youth by accessing to them bicycles on cost-sharing basis or on credit basis using a hire purchase facility.
- Further provide quality information, impart skills and knowledge on issues of development that makes them realise and analyze their situation in order not only to improve but also share on issues of non-motorised mobility.
- Advocate and lobby government to recognise human rights and non-motorised mobility as a key factor in the national economy.



BSPW, FABIO and Jugendhilfe Ostafrika e.V concern themselves with the promotion of non - motorised transport.

That includes:

- Production of bicycles.
- Distribution of bicycles.
- Capacity building in rural and urban areas (empowering with skills, information, linking).
- Fighting for acceptance by politics.



# How everything started ...

(Source: interview with Richard Kisamaddu, Manager of BSPW, 3/2006)



15 years back a team of three people two of whom were Germany based put their heads together making an analysis of the transport system in terms of accessibility and affordability.

They looked around recognizing that the people carried a heavy burden day by day on their heads and backs. In addition travelling was only affordable for the rich.

The idea of supporting bicycles in Africa was born.

We started at St. Moses Bicycle Workshop since these founder volunteers were based at this St. Moses Orphanage Centre/School. A small room was acquired and a number of 18 bicycles were put together and given out.

The project was planned as a two-year project. But the number of donations each year didn't allow coming to an end.



In 1997 the project was reviewed and transformed into an non-governmental organisation (NGO), and it was registered under the national NGO Board, Ministry of Internal Affairs under 'Bicycle Sponsorship Project and Workshop (BSPW).

With the increased need for scientific data regarding bicycle mobility in Uganda and Africa and the consolidation of the sponsored bicycle for impact, FABIO programme was born, also in 1997.

New programme have since been developed including - capacity building, advocacy and lobby, networking for strategic alliances.

# Why the bicycle?

(- and not the motorbike?)

- 1) **Running Costs!** Bicycles are affordable to low-income groups, because the running costs are very low.
- 2) **Conditions!** Bicycles adapt to the natural conditions of Uganda, like rough roads.
- 3) **Fuel!** Increasing the modal share of cycling and walking can reduce the country's dependence on imported oil. (Tanzania spends 60 % of its foreign exchange on the import of oil). Therefore in the long-term perspective this hinders sustainable development of the urban economy.
- 4) **Space!** Cyclists and pedestrians are more efficient users of scarce road space than private motor vehicles, helping to combat congestion of traffic.
- 5) **Time!** The time difference between walking and cycling is obviously!
- 6) **Fitness!** Cycling and walking provides important aerobic exercise - combating high cholesterol obesity, diabetes and depression.
- 7) **Environment!** Pedestrians, bicyclists and cycle rickshaw-/Boda boda-passengers generate no air pollution, no greenhouse gases and little noise pollution. The transport sector is responsible for 86 % of total airborne pollutants in developing cities.



# Let's look in detail!

## The difference between walking and cycling ...

### Foot and on-head transport ...

allows loads of 10-20 kg to be carried, cover distances of up to 5 km, at a speed of 4 km/h on flat terrain in SSA.

### Bicycle transport ...

is used to medium size loads of up to 150 kg, over distances of up to 40 km, at a speed of 10-15 km/h.

Among the efforts made by the rural population in earning their living, one of the greatest is the amount of time and energy that has to be invested in transporting goods produced on small farms.

The profits from sale in relation to the necessary amount of work are also small, which in most cases rules out the cost-effective use of motorised transport.

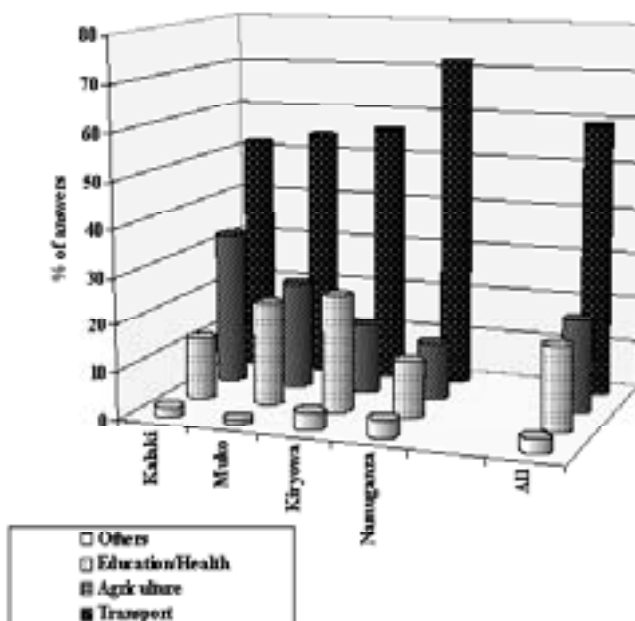
A journey on foot to a field 4 km away (about 1 hour) reduces the time available for field work by 25 % and uses up three times as many calories as travelling by bicycle.

As a result, intensive agriculture activities decrease dramatically at distances of as little as 2-4 kilometres from the dwelling place to the field.

For women farmers, having fields some distances away means that they are much less able to run the household and care for the children or pursue other economic activities.

**Diagram 4: Problems experienced by households before the start of the survey**

59 % of the people say that their biggest problem is the lack of availability of transport, followed by problems in agriculture production (20%) and in education and health matters (18%).



# Bicycles save transport costs, transport time and the transport burden.

Bicycles help ...

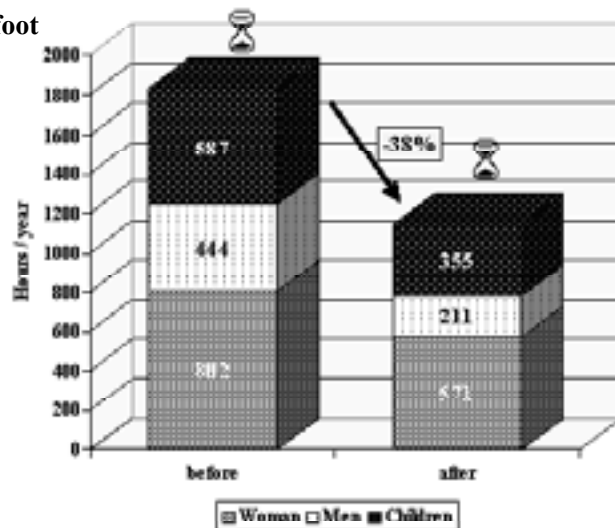
- **women** to reduce the burden of carrying heavy loads on their head. Within their daily routine, women have to look for proper water, firewood, food and collecting animal feed.
- **farmers** to carry heavy loads of 100 Kilograms. They transport fruits like pineapples, avocados, jackfruit, matooke, sweet bananas, ...
- are essential for **bodabodas**, who need a bicycle to make their jobs: carry customers. A bodaboda bicycle carries at one time 150 kilos.
- **business people**, who transport heavy loads from town to rural areas (i.e. bread)
- **youths**, who are producing stones in rural areas and looking for market in town, where they have to transport for example stones with themselves.

**Diagram 5: Reduction in time spent travelling on foot**

The bicycle saved the households almost two hours of transport time per day. Bicycles shorten the time, to come from home to ...

- work or school
- hospital (for example for immunisation of the children). In some areas the next health centre is 30 Kilometre away.
- a place where there is firewood; sometimes women need three hours to collect.
- respective gardens far away.

Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P.179



Besides that, social workers, like community members, health workers, nurses, midwives, doctors and teachers use the bicycle to come to their work, but also to visit families and patients at home.

## Fields of bicycle-use:



- **Mobile businesses**, like bakeries, fish business etc.
- **Mobile telephones**, who are travelling from village to village.
- Bicycles are also used to run sharpening instruments which are used to **sharpen** items such as knives, slashers and pangas. The cost of sharpening ranges from 100-200 Ush.
- **Wedding cart** with a bicycle: It becomes a new trend. People like to be seen at their wedding and they're more seen on a wedding cart, than in a car. Besides that, it's an attraction, because nowadays it's still very rarely.
- **Wedding gifts**: On an introduction, the man gives gifts to the women's family. That could also be a bicycle. In this case, the bicycle functions as a symbol. The man takes away the daughter, who was many years very useful to collect for example water and firewood. By way of compensation for the daughter, the family gets a bicycle, which can help them in the future.
- **Bicycle races**

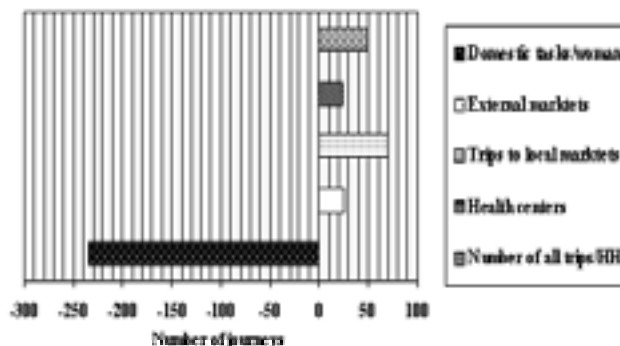
# The effect of bicycles in numbers

- 1) The bicycle can improve an individual's productive capacity by 20 %.
- 2) The time spent and the work load is reduced by 3 to 4 times over.
- 3) The bicycle saves the household almost two hours of transport per day.
- 4) A 35 % higher income from selling harvest products on external markets, where it is possible to obtain higher sales, than on little markets.
- 5) Coupled with skills empowerment the bicycle has the capacity to increase household incomes by 47 %.
- 6) 23 % fewer journeys to carry out domestic tasks.
- 7) An example from Haiti illustrates that it is possible for a bicycle project to double the effectiveness of the professional work performed by teachers and health workers - almost 100 % more schools and patients were visited than before the bicycle project.
- 8) Although the women's share in transport decreased by 46 %, they were still the individuals with the largest burden. Women saving just under a third, men however more than half of their time spent on transport.
- 9) Men used a considerably larger amount of this time for social purposes and recuperation than women attended more to household matters and their children.

## And besides that: The multiple effects!

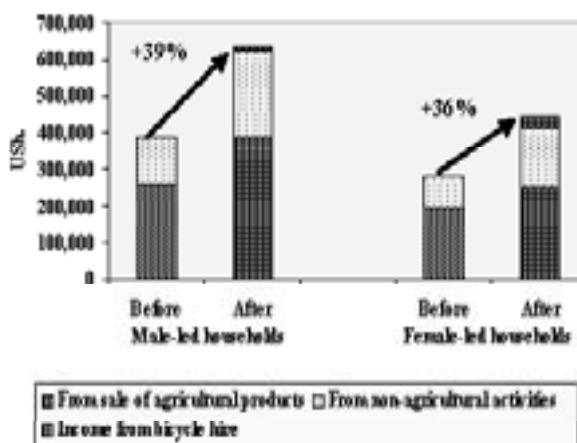
An average Ugandan family includes seven persons. In addition to that, a bicycle helps not only the owner, but also six more persons. Besides that, the few bicycles available have to be shared with neighbours, friends and relatives. This results a multiplier effect. You can say that every bicycle is lent to others 2-4 times per week. This means that during a year besides the members of the original household up to 192 other persons made use of the bicycle.

Diagram 6: Changes in frequency of travel.



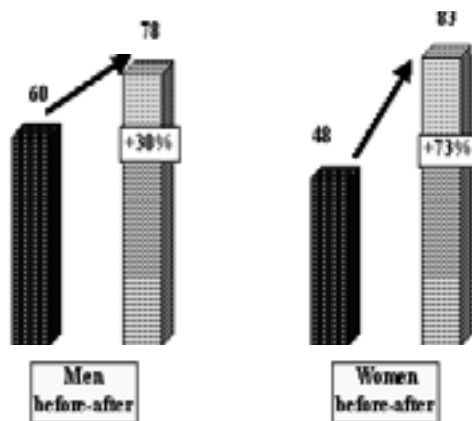
Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 156

Diagram 7 : Development of total income



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P.198

Diagram 8: Informal activities in a before-and-after comparison (as % of all households)



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 192

# Distribution of the bicycles

## Not everybody gets a bicycle!

(Source: interview with Richard Kisamaddu, Manager of BSPW, 3/2006)

The organization distributes bicycles in following districts:

District Jinja, Kamuli, Iganga, Mukono, Kasese, Kabale, Bushenyi, Tororo, Mbale, Bugiri, Palisa, Soroti, Kitugum, Fort Portal, Busia and Katakwi District.



### General Questions about the distribution.

1) How many applications do you get a month?

Nowadays we get 100 applications a months. 90 % are worth / in the need of getting a bicycle. But if we are lucky, we can give out 50 - 70 bicycles a months. There are waiting lists. The people on the list are preferred next time.

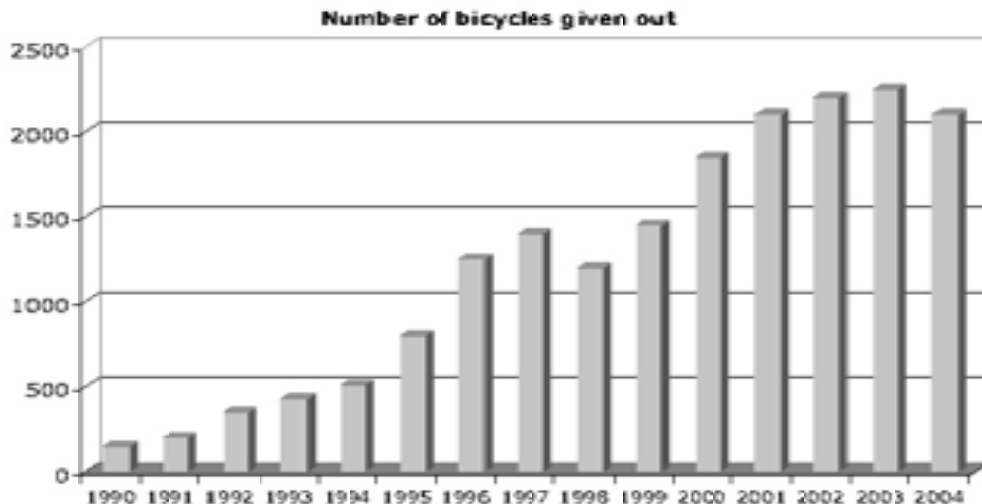


Diagram 9:  
own survey

|        | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 |
|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Number | 150  | 200  | 350  | 430  | 510  | 800  | 1250 | 1400 | 1200 | 1450 | 1850 | 2100 | 2200 | 2250 | 2100 |



2) Who gets a bicycle?

There are two conditions:

A) People, who can't afford bicycles by themselves. Most of these people are rural based and survive with less than a Dollar per day.

B) People, who are really in the need of a bicycle. That means, they have to cover long distances, to reach their work, or the bicycle would even help them, to find work. That's why every applicant has to tell, which distances he/she covers a day. If he needs more than 10 kilometres to work or the next health facility, the bicycle is justified. All personal data is checked by BSPW.



3) Who is supported first? - Order of precedence:

Single mothers, women, persons with disability, health workers, midwives, teachers, orphans, youths, HIV-affected families, farmers and business people.

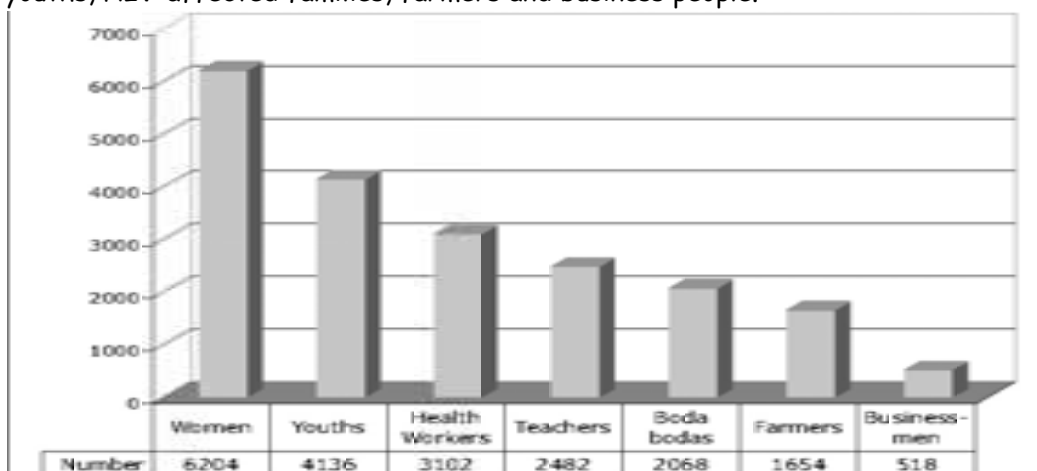


Diagram 10: Distribution of bicycles, own survey

4) Who decides who gets a bicycle?

A group out of five people discuss every three months the application. They have to set priorities! Is there a teacher and a student, who have to cover the same distance every day, the organisation decides for the teacher. He helps 60 others students. Somebody, who earns 100.000 USH monthly, has a job that means: No right for a sponsored bicycle! But, if he tells, that he has to pay school-fee for four children, we have to think about the case.



# Why do you support ...



## Women?

- women are most disadvantaged (no ownership of property, no access and control over valuable resources - money, land e.t.c, no powers over decision making in the home) , because dependent on the husband
- women are more vulnerable

That's why the organisation decides to give 75 % of all bicycles to women.

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## Youth?

Bicycles help youths to run small enterprises in both urban and rural areas.

- During the 15 year experience we have realised that one of the big challenges has been the dependency of women on their husbands and the high rate of unemployment among youths. The above situation has made youths and women more prone to discrimination, low status in society, gender based violence, increased criminality, drug use and disease.

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## Health Workers?

For immunization program and home visits, doctors, public health workers, nurses and midwives need a bicycle.

**Teachers?**

With a bicycle teachers can reach schools in time and the students don't have to wait for a teacher coming late and sometimes missing out a lesson.

**Bodabodas?**

Here the youths get the bicycles and start to transport people from one place to another for a fee (bicycle tax). For this source of income, they do not have any profession, but they are able to sustain their families.

**Farmers?**

Most farmers are women and most farmers have small sized gardens (subsistence farming). The bicycle makes it possible for them to reach bigger markets and demand higher prices.

**Business people?**

In this case, people start small businesses dealing with all types of merchandise. They're moving from village to village and to different trading centres. They only need a small capital for the kick off of their business.



# The organization has three categories of bicycles: donated, sponsored and credit bicycles.

(Info: BSPW pay for every bicycle 108.000 US\$ at market price.)

## Donated bicycles:

### Who gets a donated bicycle?

Bicycles are sometimes given out as donation. This is when a household or individual has been identified as being too poor to even afford a meal a day or special cases concerning HIV infected persons, or persons with multiple disabilities. However, some bicycles are also given out as presents on rare occasions. The reason is that everybody would ask for a bicycle, if this would become public. Bicycles are given out as presents on special events. That could be a women bicycle race.

## Sponsored bicycles:

### Who gets a sponsored bicycle?

This scheme is open only to individuals / groups to whom the following conditions prevail:

- Where the income level of the individual household is 120.000 US\$ per annum or below.
- In remote areas where access to social facilities is encumbered due to the terrain and subsequently a lack of availability of a public transport system which in consequence has had a great impact on the cost of transport to the average individual in the area.
- In rural areas where women and children are the major agricultural producers, but the man controls marketing issues and income, so that women are living in deep dependence.

Sponsored bicycles are mainly given out to disadvantaged people like women (single mothers), persons with disability, orphans, youth (15-27 years), HIV affected families or to people, who help other people within their work. That could be teachers, health workers, nurses, midwives, etc.

### Who pays the sponsored bicycle?

The bicycle receiver pays half the price of the bicycle. That means 57.000 US\$. The other half is paid by BSPW from the donations, they get.

### How does he pay?

The receiver pays all at once. He gets enough time to collect the money.





**Credit bicycles:**

Credit bicycles are offered since 2000 to promote accessibility and affordability of mobility. Most people, who need the bicycle, do not have money to purchase it at once at open market. It was therefore important to have a scheme that takes care of their small income in that the cost of a bicycle is spread for a period.

Who gets a credit bicycle?

Credit bicycles are given out to people, who have a job and earn enough to pay the whole bicycle as well as people, who get the second time a bicycle from the organization. That could be farmers or businessmen.

Who pays the sponsored bicycle?

The receiver of the sponsored bicycle pays the full price of the bicycle plus interests. That makes: 125.000 USh.

How does he pay?

The bicycle is paid over a period of 8 months, starting with an initial deposit of 55,000 USh, at which he/she receives the bicycle and a one-months grace period. The receiver pays the balance on the bicycle i.e. 70.000 USh in seven monthly instalments.

**Bicycles for hire**

This scheme is yet another way of income generation and promotion of bicycles use in which a bicycle is hired out at USh 1000 a day to individuals or groups, which need to use the bicycle for a short period of time.

How many of the sponsored bicycles were distributed to the different groups?

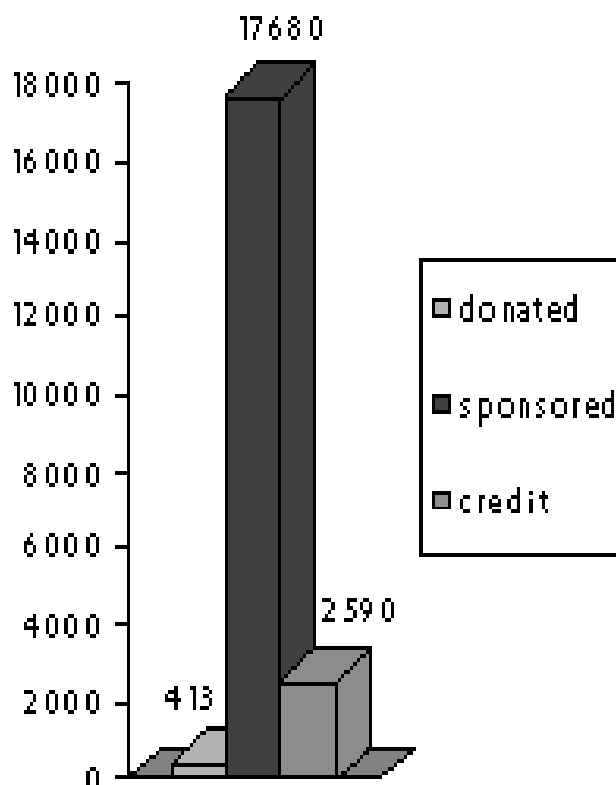


Diagram 11: Number of donated, sponsored and credit bicycles

# Just 3 examples out of 20.683 Feeding a family per bicycle work

Bicycles not only simplify transport, but also make it possible to earn a living, not only for the direct beneficiary but also for the family. **On the next three pages, we want to give examples for common job-possibilities with a bicycle ...**

## Bicycle kicks off...

There are a lot of people, who are willing to start a small business, but only need a small capital for the kick off of their business.

Often, because of missing transport possibilities, it's only the bicycle that is in the person's way of starting the business.

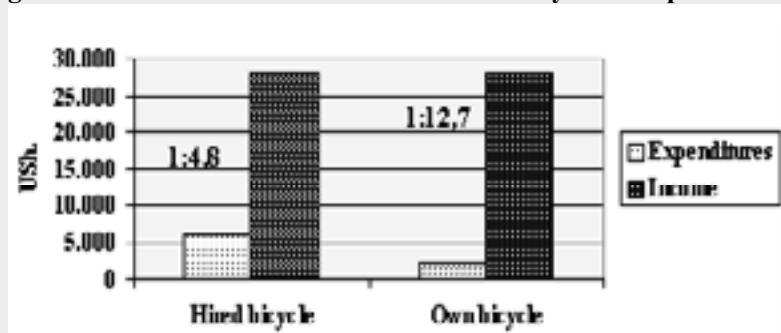
We try to support these people by giving them a bicycle for a subsidised price.

### Boda boda:

Boda bodas are bicycle taxis. Especially chronically unemployed youth can work in this business, as they are young, healthy and fit. The current transport situation makes Boda bodas important to the middle class Ugandan, who cannot afford a car, but pay a transport fee to Boda bodas. In Jinja area alone, about 5000 Bodabodas are on the road.

But a lot of Boda bodas cannot afford to own a bicycle on open market. They have to rent a bicycle for 5000 USh a week. A comparison of the expenditure and income of cyclists using a hired bicycle and the cyclists using their own bicycle reveals a clear improvement in cost-benefit efficiency from 1:4,8 to 1:12,7.

Diagram 12: Cost-benefit-ratio of Boda-Boda/Bicycle-Taxi per week



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 210

### Farmer:

- 90 % of Uganda's population earns the daily bread from Ugandan farming.
- Most of Uganda's farming is carried out by 2.5 million small holders, using simple traditional methods of farming (hand hoe) on farms averaging 2,5 hectares.
- 75 % of the land is farmed by women.

With the presence of bicycles farmers have managed to access markets where they can fetch higher prices by avoiding the middle men who tended to provide very low prices.

### Baker:

Some people introduce small businesses. This can be a baker or somebody who makes chapati. The bicycle helps mainly to get ingredients or material and to look after the production for market in bigger villages or cities. It facilitates therefore the transport.

### Other work possibilities:

There are a lot of people in Uganda, who get new income ideas. They see a gap in the market and try to fulfil it. Some people for example use the bicycle to transport lots of things, who are missing in rural areas, from urban areas to the latter.

There are also people, who came up with mobile phones on bicycles, which were going through the villages, where mobile phones are very rare.

**Info:**

- The annual income of an average Ugandan is 333.000 USH.
- The annual income of an average rural based Ugandan is only: 120.000 USH.

## Boda Boda

**Personal details:**

Name: Swaibu Mugoya  
 Occupation: Bodaboda  
 Living place: Bugembe  
 Working place: Streets of Jinja  
 Age: 38 years  
 Women: 1  
 Children: 3

**Working as a Bodaboda:**

- Working start: 5 o'clock in the morning.
- Customers a day: 14
- Common distances: 2 km
- Earning for common distances: 300 USH + tip

**Earning as a Bodaboda in USH:**

- Earn a day: 4000, (= 2 Euro)
- Monthly: 120.000
- Annual: 1.440.000

Running costs: Mugoya's trousers last two and the wheels three months.

Occupation before getting the bicycle: fabric worker.

Monthly earning before getting the bicycle: 30.000 USH

**Monthly expense of Swaibu Mugoya in USH:**

food: 60.000  
 water: 10.000  
 rent: 25.000  
 school-fee: 6.600  
 running costs of bicycle: 15.000  
 TOTAL: 116.600

**The bicycle:**

Credit programme; Payback time: one year;  
 Monthly: 7300,- USH

**The effect: Mugoya can sustain his life with the Boda boda.**

**Quotations to his job:** „Every customer is important.“



What do you do, to get the customers?

“I make sure, that my bicycle is clean and properly serviced. The people think 'Why should I take a dirty Boda boda, if there are 20 others! And I try to be as friendly and as cool as possible. Not screaming! The people would think you're not normal. At my crossing there are every day 54 Boda bodas. That's a big competition! But I have also fixed customers and every morning I take children to school.”

Was it a problem to pay back the money?

“No, that was no problem.”

What work would you do, if you had no bicycle?

“I would have no other chance, than to go back in my village and work there in the garden.”

**Info:**

- The annual income of an average Ugandan is 333.000 USH.
- The annual income of an average rural based Ugandan is only: 120.000 USH.

# Baker



**Personal details:**

Name: Bogere Classius  
 Occupation: baker, student  
 Living place: Jinja  
 Working place: Jinja  
 Age: 37 years  
 Women: 1  
 Children: 2

**Working as a baker and studying/ A general day of Bogere Classius:**

| Time          | Activity  |
|---------------|---|
| 1.00 - 8.00   | baking about 520 cakes                                    |
| 8.00 - 11.00  | hand out the cakes with the bicycle to more than 20 shops |
| 11.00 - 13.00 | two hours sleeping  |
| 14.00 - 17.00 | studying  |
| 17.00 - 18.00 | buying the ingredients                                    |
| 18.00 - 20.00 | making homework for the study                             |
| 20.00 - 21.00 | relaxing, watching the News on TV, sleeping               |

- Working seven days a week - since 10 years.

**Earning as a baker in USH:**

- 40 bags with 12 half cakes each; one bag is sold for 1000 USH; costs of ingredients: 850 USH a bag; earning per bag: 150 USH
  - Earn a day: 6000
  - Monthly: 180.000
  - Annual: 2.160.000

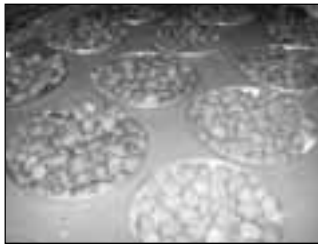
- Occupation before getting the bicycle: student
- Earning before getting the bicycle: ---

**Monthly expense of Swaibu Mugoya in USH:**

food: 52.000  
 water: 8.000  
 rent: 120.000  
 TOTAL: 180.000  
 school fee: 60.000, (family sponsored)

**The bicycle:**

Credit programme; borrowed the money from a relative; Classius needed 2 months to pay him back.



**How does he need the bicycle?**

- to hand out all half cakes
- to cycle 10 kilometre to the university
- to collect all ingredients: 20 kilo flour, 3,8 kilo sugar, 39 eggs, 3 litre milk, 11 litre oil for deep-frying the cakes

**Quotations to his job:**

„The bicycle helps me to continue with my study, but also earn a living as a baker for my family. I can bake the cakes in the night, distribute them in the morning. My day is free for studying. If I had no bicycle I would need at least 5 hours to hand out the half cakes!  
 The best thing is that the running costs of the bicycle are so low, because you only use your own energy.“



**Info:**

- The annual income of an average Ugandan is 333.000 USH.
- The annual income of an average rural based Ugandan is only: 120.000 USH.

## Farmer

### How everything started – If you give a woman a bicycle it's like a bomb:

In 1969 the Wagabazas used their saved money to buy farming land for 1300 USH. First Wagabaza only sold matoke, later also coffee. Her man bought a bicycle for Wagabaza, because she always had to walk to her far away garden. Wagabaza exchanged the bicycle against a cow, to sell milk. Wagabaza got a new bicycle from the organization, to be able to sell the milk in bigger towns.

Now she has 23 cows. She bought again farming land for 3 Million USH, where she cultivates now beans, maize, groundnuts, matoke, bananas, casava, sweet potatoes, pumpkins, mangos and avocados. She has 10 employees, who help her to milk the cows, sell the milk and to do the farming work.

**Personal details:**

Name: Alice Wagabaza  
 Occupation: farmer  
 Living place: Wakabango  
 Working place: Wakabango  
 Age: 52  
 Children: 13

**In comparison:**

Earning as a farmer without bicycle:

A farmer without bicycle has two options:

1. Selling by herself/ himself: The farmer will get transport problems! Selling 43 litre would not be possible. Besides that the farmer would have to sell the milk in his/her area, where he/she cannot demand as high prices as in big towns or on bigger markets.
2. Selling to a businessman: The farmer would earn 200 USH less per litre, but could still sell 43 litres:

- 400 USH per litre milk; every day 43 litre!

- Earn a day: 17.200
- Monthly: 516.000
- Annual: 6.192.000

Earning as a farmer with bicycle (Only milk selling!):

- 600 USH per litre milk; every day 43 litre!

- Earn a day: 25.800
- Monthly: 774.000
- Annual: 9.288.000

**The bicycle:**

Sponsored bicycle; 75.000 USH at once.

**Monthly expense of Alice Wagabaza in USH:**

Water/Food: 10.000 for sugar, salt etc.; she produces the majority by herself!

Rent: no debts

School fee: 300.000

TOTAL: 310.000

### Alice Wagabaza would earn 3.096.000 USH less!

She would still earn more than the average Ugandan, but the question is if she would have been able to invest in the past as much as she did, so that she got all the cows.

# Bicycle theory



## Imported bicycles

Currently 80% of the bicycles in Uganda are imported from India or China.

In 1996 the Indian Road Master Company had a bicycle factory established in Uganda. But also the few bicycle factories in Africa nearly all carry out the final assembly of imported parts.

As a result, there are less bicycle workshops and spare parts are difficult to find.

**Info:** A study from 1994 in Zambia's north-western province revealed that 66 % of bicycles were not in use awaiting repair.

## Which bicycle types did the organization have?

The organizations worked with a lot of different bicycle types in the past, for example Road Master, Hero, Bodaboda, Hamilton, Long Man, Atlas, Raleigh and Jupiter, what is also our present bicycle type.

## Jupiter

Currently the Jupiter bicycle is the most effective, cheap bicycle for our beneficiaries on the market.

### Advantages

cheap  
strong because it includes a lot of steel  
Long lasting

### Disadvantages

carrier can only carry 60 Kilo  
very heavy because of the steel



The bicycle life span is five to twenty years or more. But it always depends on the user!

**BUT:**

The bicycles have an over fifty-year old design, not especially made to meet the needs of African countries.



**What does the organization produce by themselves and why?**

- 1) **carrier:** the original 'Jupiter'-carrier can carry only 60 Kilo. Bodabodas has to carry 150, farmer bicycles 100 Kilo per day. That's why the organization produces a stronger locally refurbished carrier. This carrier can carry 160 Kilo.
- 2) **double fork:** the original fork is not strong enough for hilly, stony ways and big luggage.
- 3) **gum for the brake:** our quality is higher and lasts longer.



**Our dream would be to ...**

manufacture and produce our own bicycle. That would save a lot of foreign exchange as we would only have to import the wheels and tyres.

Encourage cottage industry in Uganda for the manufacture of some components of the bicycle in Uganda, would help reduce the price of the bicycle drastically.



# Capacity Building - the building of capacity!

(Source: interview with Richard Kisamaddu, Manager of BSPW, 3/2006)

## What is Capacity Building?

Capacity Building is the empowerment with skills. The vision is to have an organized community that is able to demand its rights on political level and to take therefore responsibility about community needs.

We try to strengthen knowledge in relation to ...

- Bicycle handling
- Bicycle Sponsorship
- human rights
- gender aspects
- saving culture
- agriculture
- health
- Leadership and social networking
- Small enterprise management



## INFO

### Why Capacity Building?

A bicycle can improve the income by 35 %.

A bicycle coupled with skills empowerment has the capacity to increase household incomes by 47 %.

## We're supporting groups - not individuals ...

### Why do you support groups and not individuals?

Groups have a wider outreach and are more cost effective as in our capacity it is difficult to keep contact with single individuals. Especially because we're supporting groups in the whole Uganda. That's why we have partner groups, who help us to select and control the beneficiaries.

### How do you support the groups?

We support the groups with capacity building, bicycles, solar cookers and bicycle ambulances.

We also link communities to other organizations that could be of help to them.

**Why supporting projects on the villages?****Info:**

- The annual income of an average Ugandan is 333.000 USH.
- The annual income of an average rural based Ugandan is only: 120.000 USH.
- 87, 8 % of Uganda's population is rural based.

90 % of rural households are surviving on one euro per day!

**Almost 90 % of low-income households also rely on subsistence farming. They have to transport the harvest, what means, that all could improve their income with a bicycle!**

Besides that, people in rural areas have to travel longer distances and the transport situation is even worse than in urban areas. Transport is rare and very expensive.

**How many projects do you support?**

The organizations are supporting projects in 17 districts of Uganda.

**Which kinds of groups do you support?**

**Women groups**

**Agriculture groups**

**Youth groups**

**Special needs groups ( HIV/AIDS initiatives, Persons with disabilities initiatives, the elderly)**

**Orphan home Association/ Children Groups**

**Teachers Association**

**School Group**

**Religious Groups**

**Family Group**

**Health groups**





**Advantages of women groups**

- Proceeds of women reach all members of the household especially children
- Women have been found by the micro - finance sector to perform better than men in loan recovery
- Women have always exhibited much better commitment and capability in managing family income generating initiatives
- Easier to mobilize
- When sensitized and awakened in regard to their rights and potential, women are great movers and slowly become formidable force to reckon with.

**Disadvantage of women groups**

- due to culture some women still believe in being led than leading and in consequence are rather less aggressive in resource mobilization and are reluctant in taking an independent stand in decision making even when these decisions may affect their lives negatively and irreversibly.

**We have for example projects in ...**



**Bicycles:**

- Jinja (33472\*)
- Kotido (18010)
- Bushenyi (600)
- Mbale (544)
- Bugiri (433)
- Mukono (432)
- Katakwi (326)
- Fortportal (310)
- Kabale (220)
- Kamuli (212)
- Kasese (165)
- Iganga (102)
- Mayuge
- Kampala
- Tororo
- Palisa
- Kisoro
- Arua
- Kaliro
- Nairobi
- Soroti
- Entebbe

**Bicycle Ambulances:**

- Kabale (268)
- Arua (40)
- Kotido (10)

\* Numbers of bicycles/ bicycle ambulances per district/ city

**One step further.**  
**- With our big projects**

**Women on the move**

**Bicycle Ambulance**



**Solarcooker**

**Bicycle for Peace**

# Bicycle Ambulance

- In Uganda 80 % of all journeys to hospital are by bicycle, because motorised vehicles are very rare and too expensive for the poor in rural areas!



## Just a few examples:

In Kisoro live patients in the furthest areas about 25 kilometres away from the nearby health unit.

In areas like Kotido there exists one doctor within a radius of 215 km.

On average there is one doctor responsible for 20.000 people.

## The alternative-system: Stretcher groups

In those areas Communities have developed a transport-system, they can afford: Stretcher Groups are carrying people slowly on a stretcher even long distances up to 30 km. To manage these long trips, 8 to 20 adult men have to assist each other in this time and energy-consuming activity. This system is extremely slow. Sometimes the patient is not reaching the clinic alive.



Besides that, all these people are unavailable for domestic work or for working the fields for a period of one or two days. In times of high frequency of illness (e.g. malaria epidemics), this can have a considerable impact in rural productivity.

In areas without stretchers, people fix a chair on the carrier of a bicycle take the sick person on the chair and push the bicycle to the next health facility.



In 1997 BSPW developed and produced a unique trailer that can be used together with a bicycle - the bicycle ambulance. It is equipped with mattresses and a toolbox for maintenance.



The bicycle ambulance is used to close the geographical gap between remote villages and local clinics and to connect local clinics to larger health centres.



**Advantages**

- quick, safe, comfortable transport of patients
  - trailer can be used with every bicycle
  - everybody, who can cycle, can handle the bicycle ambulance
  - manageable by one or two persons
  - easy repair
  - financial sustainable: low running costs for the communities
- Within hilly countryside it is possible to use a mountain bicycle.

**Who gets a bicycle ambulance?**

Bicycle ambulances are distributed to rural and peri urban communities, health centres or former stretcher-groups who are in dire need, because of ...

- the distance to the next health centre and hospital
- the unavailability of good public transport
- the unaffordability of the existing transport modes to the average individual  
(all these areas are characterised by an average annual income which is equal or less than 100 \$)

- The groups go through a seminar on technical and financial management of the bicycle ambulance, that includes bicycle maintenance, book keeping, handling of patients in transit and first aid.





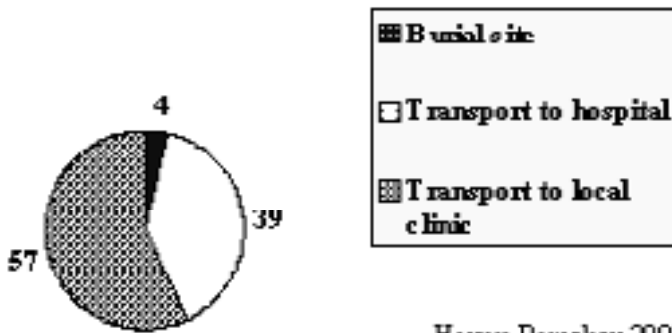
**Responsibility of the communities:**

- The bicycle ambulances are managed by bicycle ambulance management committees, selected by the community.
- They are responsible for the smooth running and maintenance of the ambulance that includes keeping safely the bicycle ambulance, giving out the bicycle ambulance for use when necessary and collecting the user fee.
- They are also responsible to collect data, such as (how often is the bicycle ambulance used, who uses the bicycle ambulance, which sickness has the user etc.)

**Who has to pay how much for the bicycle ambulance?**

- Production of bicycle ambulance costs: 280.000 US\$.
- The communities pay: 120.000 US\$.
- Donators (sometimes key figures in society like politicians) pay the rest.

**Diagram 13: Destinations (as % of all journeys)**



Heyen-Perschon 2001;  
after Mbonye 1998

Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 217

**Bicycle ambulance in numbers:**

- The most frequent destination is the local clinic.
- Every 4. from 100 journeys with the ambulance involved transport at a burial site. Most people cannot even afford this type of transport.
- at least 10 % reduction in mortality (especially of maternal and paediatric nature)
- at least 25 % reduction in average cost of transporting patients to hospital per household per year
- at least 20 % increase in level of savings by the different groups
- at least 25 % increase in household income levels accruing to promotion of initiative.



**Who is transported with the bicycle ambulance?**

Women: 70 %  
 Men: 29 %  
 Children: 1 %

**Diagram 16: Transported people (as % of all journeys)**

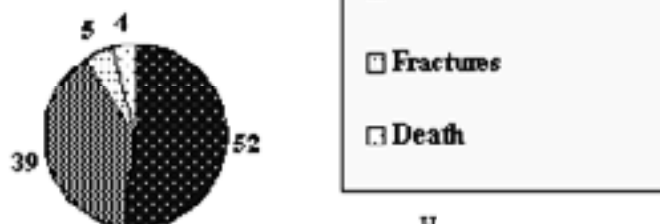


**Pregnant women - main users!**

- Only one of five deliveries is taken place in health centre/ hospital.
- Mothers, who die at their delivery: 504 per 100.000
- In Kisoro over 46 % of pregnant women who are carried on stretchers die while on transit to the health centre.

- 52 % of all bicycle ambulance-users are pregnant women!

**Diagram 15: Medical indications (as % of all journeys)**



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 216



**Other cases:**

- unconscious patients
- sicknesses caused from dirty water
- unexpected epidemics
- accidents
- snake bites
- increase of transport of HIV-patients, in Aids stadium

**What the user has to pay:**

- Members of the community or group are encouraged to pay a small annual commitment fee.
- By this they automatically qualify to use the services of the bicycle ambulance at a fee of only 1000 US\$.
- Members, who have not paid commitment fee, are expected to contribute 1500 US\$ every time they use the ambulance.
- People who are not members of that community or group are expected to pay 2000 US\$.

- These funds are used for purposes of maintenance, while the surplus is added to the community or group's common pool as savings.

**What we achieved:**

- 372 bicycle ambulances were distributed.
- Besides that 3.102 bicycles were distributed to health workers, nurses, ...

# Women on the move

"If I, the man, have to transport something and there is only one bicycle available in the house, I can't let my wife use the bicycle - I would make a fool of myself in the village." (Young man in Kiryowa)

"Only if my wife does some work that produces income will I let her have the bicycle." (Man in Kalaki)

"It is better to transport firewood and water on foot as these could damage the bicycle. Only if you had to go to water sources far away would it be sensible to use the bicycle." (Man in Muko)

"Didn't I marry my wife so that she would do the housework?" (Man in Kalaki)



## Why is cycling unpopular for women?

Cultural aspects can hinder women from bicycle usage:

- social accepted dressing for women, such as long dresses
- stereotypes such as cycling would lead to loss virginity
- patriarchy which limits access
- control and ownership of bicycles by men
- availability of primarily gents bicycles

### Men's opinion!

Men - so some women said - were often of the opinion that one should not marry a woman who rides a bicycle. In Muko, for example, only one woman uses a bicycle herself. She works as a nurse and her riding a bicycle is accepted because of her profession.

### Pregnant women don't cycle!

About a third of the women believe that prolonged use of a bicycle will lead to health problems (infertility, injuries to the pubic area or to children in the womb). For this reason pregnant women do not ride a bicycle as a matter of principle, even when they are only in the first months of pregnancy.

Info: As a result of the high fertility rate, about a third of all women in poorer regions are either pregnant or breastfeeding at any one time of the year (1995).

These factors can influence bicycle use, depending on how strong the native culture is and the level of western influence in the area.



## Women in Africa are frequently termed the number-one productive resource!

- Women are responsible for about 80 % of food crop and more than 50 % of cash crop production.
- Women are also responsible for providing cooking and washing water, firewood and animal feed. That puts every day a heavy burden on their head, which they have to carry for long distances.

### Statements to women's work:

WIESE (1997): The oppressive every day burden that women carry, with working hours of 16-18 hours a day, has changed a little over the last decades.

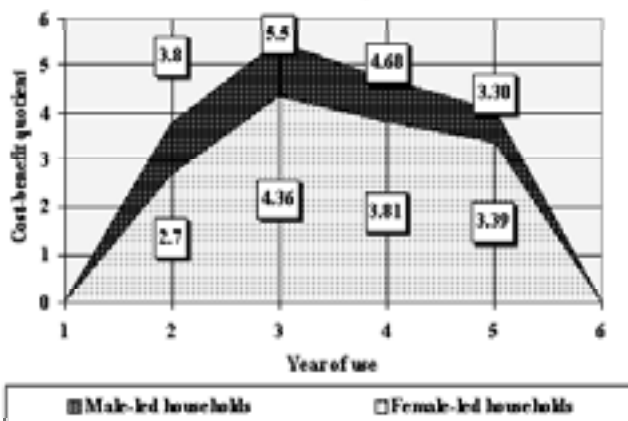
BARTH, (1989): Compared to their husbands, women in rural households have a share of up to 90 % in organising meals and the transport of water and firewood, and a share of up to 80 % in transporting the harvest from the fields to their homes or a storage location.

KOLSTEEG (1994): They are helped in these tasks by their children, with again girls being affected for the most part.

Men in rural Africa are usually responsible for marketing of the harvest. According to HILLE/VAN DER JAGT, this is often their only task in rural households (1994).



Diagram 16: Cost-benefit efficiency (all survey regions; projected over 6 years)



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002; P. 206

### Our experiences!

- Money, introduced to women, reaches also the other members of family.
- We have found women to be more responsible and with better commitment to the management of family enterprises.
- In terms of access to, control and ownership of assets in the households women have greater control over things like utensils, bedding and handicraft.

- Therefore providing a bicycle to a woman is an important method of investing in human resource.

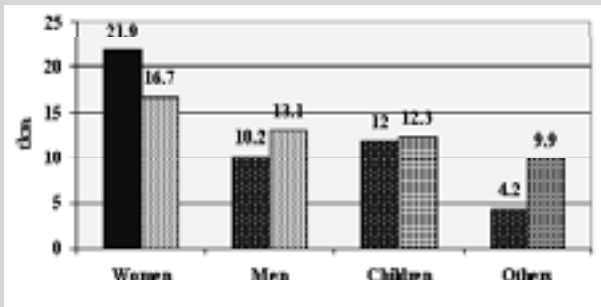
- BSPW distributes 75 % of the bicycles to women, BUT ...

## The man has the control, the bicycle is in the men's hand!

After introduction of the bicycle, it was ridden mainly by man:

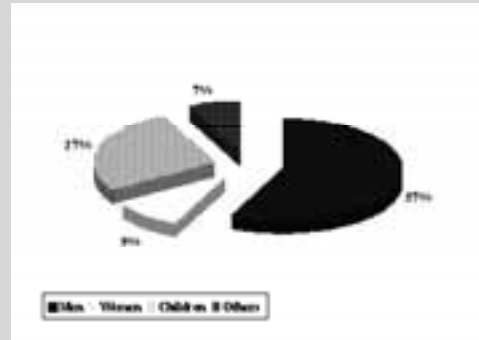
- men (57 %)
- women (9 %)
- children (27 %)

Diagram 18: Distribution of transport burden according to household members (before-after)



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002

Diagram 17: Members of household's shares in bicycle use



Source: Jürgen Heyen-Perschon: Non motorised transport and its socio-economic impact on poor households in Africa; Hamburg 2002

The bicycle saved the household almost two hours of transport per day, with women saving just under a third, men however more than half of their time spent on transport.

- After the introduction of the bicycle, it often ends up in the hands of the husband, leaving the women in their original position.

### Men are the dominant players!

- Uganda is a patriarchal society where men are the dominant players in **decision making**. Women of a lot ethnic groups are responsible for the household. In some cases they're not even allowed to leave the villages. Almost 30 % of the women in Kiryowa had never been to the town of Jinja, which is only 7 km away.
- Men take **control** of the **marketing** of all household produce and its subsequent proceeds. 30 % of all women in Kiryowa are not allowed to sell anything at markets. They are **dependent** on the good will of their husbands.
- Due to the cultural ties a woman does not **own** any property not even her own body. They cannot decide freely on matters related to their **sexuality** to protect themselves from high risk. This is the reason why HIV/AIDS pandemic has had a devastating effect on women.
- Women are not always aware of their **rights** and those who are aware of them find it hard to claim them especially those in rural communities.
- Many women especially in rural communities hardly have access to **information** to know what is going on around them beyond their individual responsibilities. Reasons are the low level of education and lack of time due to heavy work burdens.



**This calls for the need for more effective strategies to empower women!**



**First Step: Capacity Building**

To be effective, capacity building should take a psycho - social economic approach targeting change of perceptions, attitudes and consequently behaviour.

Before delivery of the Bicycles, gender sensitisation is necessary for man and woman to understand and internalise the roles, responsibilities and rights of the man, woman and the children. Besides that, women have to get knowledge over the bicycle usage. A study shows, that women are charged up to 30 % more than men for repairs carried out by bicycle mechanics because they're not familiar with the prices charged.

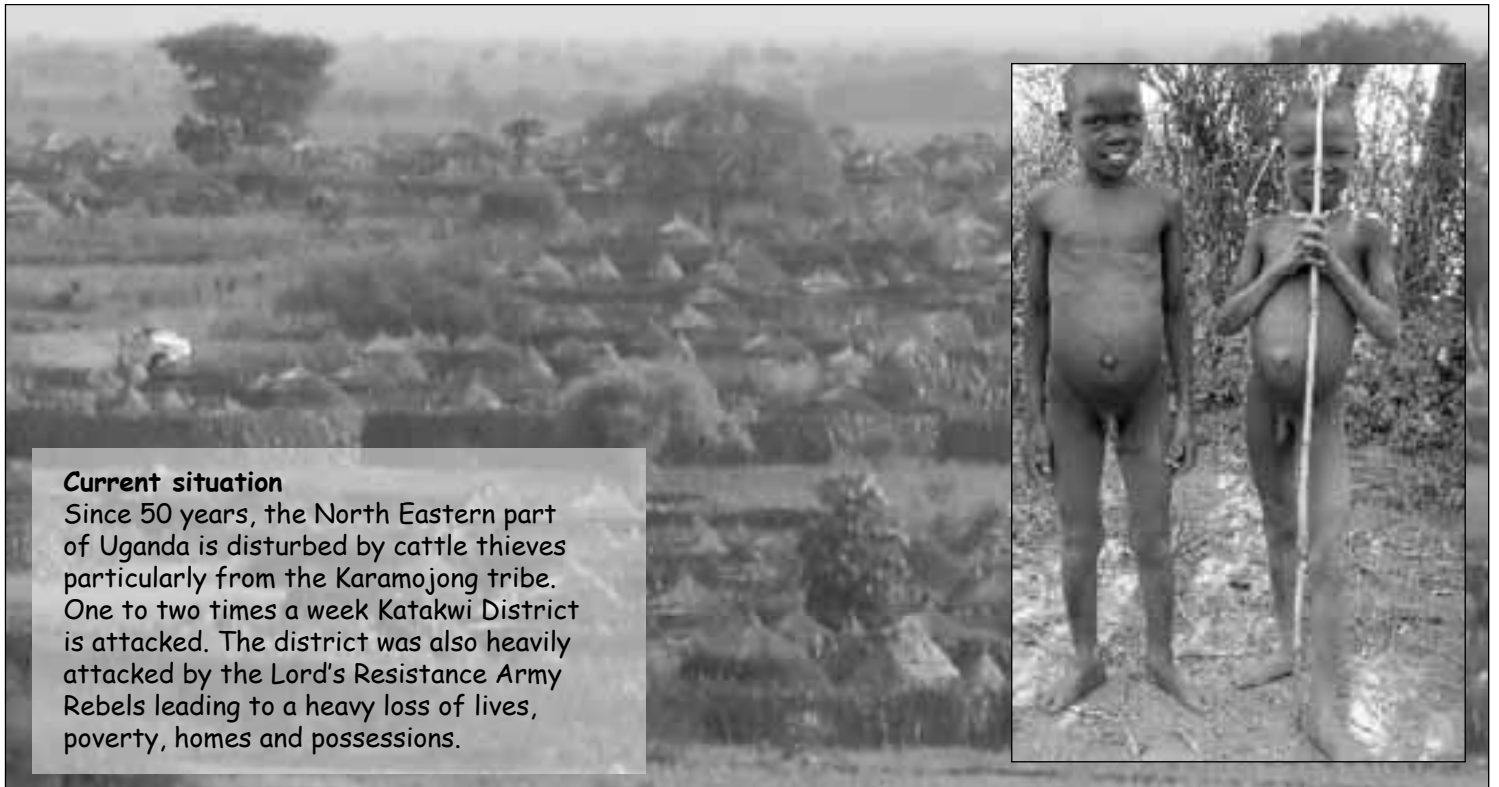


**Next Step: Bicycles ...**

Bicycles provide an own income, that makes women independent from their husbands, so that they can make their own decisions for themselves and the family.



# Bicycle for Peace



## Current situation

Since 50 years, the North Eastern part of Uganda is disturbed by cattle thieves particularly from the Karamojong tribe. One to two times a week Katakwi District is attacked. The district was also heavily attacked by the Lord's Resistance Army Rebels leading to a heavy loss of lives, poverty, homes and possessions.

## Living in camps

People have lived in a war situation for over a period of 17 years. They were forced into protected camps where they are living as internally displaced persons, hesitating to go back to their gardens.



Agriculture was completely run down, as it was difficult for families to practise agriculture since their villages were insecure. Therefore people rely on food aid from the Red Cross and other multi-national NGOs. In terms of water, the government had intended to have about 300 people per bore hole, however Katakwi District has not yet attained 50 % of its target and in some places still has more than 1000 people per bore hole.



The hygienic conditions are alarming. There are villages with 20.000 inhabitants but only eight toilets in total.





**The bicycle is used...**

- to run away
- for transporting injured people
- to inform soldiers for getting help (- some of the villages are 24 kilometres away from the base of the arrow boys)
- to access social facilities, like schools, hospitals. Some of them are 6-25 km away from the beneficiaries.



**The idea behind: What can the bicycle do? The bicycle can ...**

- help to break the isolation between communities as they improved mobility and access to build up a friendly contact.
- help war affected communities to recover their economic sustainability.
- improve peoples accessibility to basic services like health centres etc.
- cause stress relief, through for example bicycle rallies. This builds up a spirit of teamwork, tolerance and cooperation to enhance harmony.

‡Due to the unaffordability of motorised health emergency transports the organizations introduced the bicycle ambulance, too.

# Sun instead of firewood - Solarcooker



Wood is limited, heavy to carry and expensive to buy.

The sun is everywhere, in unlimited quantities and free of charge.

## Situation

- Firewood was the free for charge energy source of poor in Africa.
- On earth, two milliards of people depend on firewood for cooking because they cannot afford other sources of energy like gas.
- One person needs 500-700 kilo firewood a year. The natural wood process cannot produce this.

2002 BSPW started producing solar cookers. The project of the solar cookers is still in the orientation phase. BSPW hand out 18 solar cookers until these days.

## Disadvantages of a solar cooker

Can only be used, when the sun is constantly shining.

First investment is expensive because the material has to be imported and is very expensive.

The Solar cooker is big and therefore unwieldy.



## Advantages of a solar cooker

Reduce the burden of carrying firewood.

Reduce the time spend on searching firewood.

You don't have to pay for energy.

You're not dependent on power.

You use the cleanest and most environmental energy: sun beams.

Cooking with the solar cooker is faster than with the traditional 3-stone-system, when the sun shines constantly.

You cook almost as quickly as on an electric cooker plate.

With a twelve litre pot you can cook a meal for up to 20 people.

With insulated baskets you can also enjoy a hot meal after sunset.

Easy cleaning.

The solar cooker can be left outside all year long.



**How can I cook with sun beams?**

A parabolic mirror reflects the sun rays onto a matt black cooking pot positioned at the focal point of the mirror construction. The cooking pot absorbs the concentrated sun rays. The focal point has a temperature from 400 to 500 degrees Celsius. 3 liters of water boil in 30 minutes.

**Costs of a solar cooker:**

BSPW pays for material 180.000 US\$ (= 90 Euro).

The owner has to pay BSPW 200.000 US\$. A donation, inclusive seminar, transport, etc., is 150 Euro (monitoring + counselling for one year at least).

**What a user says:**

Joyce Kajjaku from Butagaya is 47 years old and mother of nine children. She uses a solar cooker within her women group. She answers a few questions about the use of the solar cooker:

- 1) Did you know solar cookers before?  
Joyce Kajjaku: „I never heard about it before. I thought, that must be magic - to use the sun to cook food and boil water.“
- 2) What are the advantages of a solar cooker?  
„You don't have to spend much time on collecting firewood. When I cook with the solar cooker, I don't have to add the whole time firewood. In this time, I can do other things. The solar cooker doesn't smoke. That's why the food doesn't taste after smoke anymore. When I cook beans, it's a lot faster than with the traditional 3-stone-system, if the sun shines continually. With the solar cooker it takes me one hour, with the 3-stone-system two hours.“
- 3) Did you recognize disadvantages, too?  
„You can't stir posho over the solar cooker, because you interrupt the sun rays and the food does not get warm.“
- 4) How long do you have to walk, to get firewood?  
„For two meals, I need 15 kilo firewood. If I want to have hot water for washing and tea I need 20 kilo. It's very complicated to find firewood these days. Times ago, I need one to two and a half hour to collect firewood. Today I need three hours.“



# "Let us move all" - Political Situation



## **Government and Bicycle**

In Uganda, just like in most regions of Sub-Saharan-Africa Intermediate, all national policies have either ignored non-motorised transports like the bicycle or they are not conducive to the needs of non-motorised transport users.

The government is focussing on the motorisation of the upper income groups and thus interpreting the car-ownership as the symbol of progress and power.

Simultaneously they give the impression that the bicycle is old-fashioned and stands for poverty and remoteness (Professor Howe 1989).

Till now there is no deliberate government policy in Uganda to promote the use of bicycles. 1) All roads in the country have no provision for pedal cyclists.

2) All policy documents including the traffic laws don't recognize the bicycle user's safety on the road.

## **Although...**

**Non-motorised transport in many of the urban areas take up 80-90 % of the mobility model split.**

**In Jinja Municipality alone, non-motorised transport account for 2/3 of the modal split with bicycles taking up a big share of the transport service sector!**

## **Road Safety situation in Uganda:**

Road safety is improving in developed countries from year to year.

However, in urban Africa it is the opposite, with congestion, bad parking, minimal respect for other road users and high speed are the routine.

Urban traffic regulation and control is on a very low level and African urban cities have the highest death toll on pedestrians and cyclists.

## **Accidents**

- The number of road casualties in some African countries in the early 90s was up to 60 times higher than in industrial countries. 75 % of the victims were pedestrians and cyclists. The majority of them are fatal (i.e. involve death) or the person is seriously injured.
- Currently in Jinja District there were 446 accidents in 2002 and 557 accidents in 2003.
- Pedestrians in Uganda have no provision for road space in the Highway Code and operate in very unsafe conditions on the roads in Uganda, thus accounting for 2/3 of all traffic accidents annually.

Promoting safe non-motorized mobility is vital to reducing over 500.000 premature deaths from traffic accidents each year.

## **Taxes**

Bicycle imports had been taxed and surcharged as if they are luxury goods.

A bicycle has remained unaffordable to the rural poor mainly due to government taxes i.e. over 40 % of the cost of the bicycle is a result of taxes. (March 1999)

We held dialogue with the Ministry of Finance and Economic Planning in relation to bicycle import tax reduction.

**We have however succeeded in influencing bicycle import tax reduction from 17 % to 7 % in 2001 and to 5 % in 2002.**

# Cycling in the 21th century - Pan African Bicycle Conference

21<sup>st</sup> November to the 25<sup>th</sup>  
November 2001  
in Jinja

## Who was there?

This conference has attracted more than 200 participants from Africa, Europe, Australia, Asia and America. It is a gathering of bicycle clubs in Africa and elsewhere in the World, world and regional networks NGO's, civil engineers, bicycle manufacturing companies, researchers, government officials, policy makers, politicians, cultural leaders and bicycle lovers. It is aimed at advocating for the appreciation, recognition, safety and support of Non-motorised Transport.



## Why the conference?

We created a forum to share and exchange experience and knowledge of non-motorized transport.

## We discussed ...

- transport accessibility and affordability all over the world.
- how to lobby and advocate mobility politics at all levels. This includes subjects like policy and taxation.
- the importance of non-motorised mobility for the economic development in African countries and elsewhere in the World.
- how to establish an African continental network for all NGO's, all stakeholders of the transport sector, African governments, bicycle-industry, researchers, institutes, universities and donors.
- how to establish a shared vision for the improvement of bicycle technology in Africa; production of bicycles; new bicycle models; appropriate technology
- environmental issues like global warming.



## Result was the development of ...

- an international network PABIN. 1) a forum for sharing and exchanging different bicycle uses in the world; 2) More people, more pressure to the government!
- a National Transport Policy for Uganda, that was non-existent.
- a National NMT Master Plan.
- the Low Cost Mobility Initiatives Network (LOCOMOTIVES).

# How to achieve a bicycle-friendly policy?

## NMT-Masterplan (non-motorised transport Masterplan)

"(...) Many car drivers did not take any traffic lessons, many of them just "bought" their traffic license." (Netherlands Expert)

### The traffic conditions on Uganda's roads leave a lot to be desired ...

#### (road user)

- There is a general lack of knowledge in regard to road behaviour and traffic rules.
- There is a great lack of respect by road users for other road users, especially non-motorised ones.
- Ignorance of traffic regulations, road markings advice and road signs from the drivers ahead
- Bad discipline among road users; The number of bicycle riders without light in the evening hours is for example is close to 100 %, while there is hardly any street lightning in Jinja.
- And: Over speeding; Driving under the influence of alcohol; Poor driving eye sight; Overtaking wrongly in tight curves; Bad reversing

#### (staff and equipment)

- A staff of only 11 officers in charge of the entire eastern region.
- No vehicle attached to the department thus hampering speedy monitoring of the traffic situation in the region.
- No adequate facilitation in terms of stationery and necessities.
- No accident related equipment (e.g. stretchers, gloves, e.t.c.) which not only puts the lives of accident victims in danger but also those of the traffic personnel at risk.
- There are few sign posts, which may of the road users are not able to internalize properly, sometimes the sign posting is poor, inadequate and in English yet majority of drivers are illiterate and infos on traffic safety are usually in English.

#### (roads and rules)

- 90 % of the roads are seasonal and few graded.
- In African urban cities there exists intensive road use, combined with climatic conditions and insufficient maintenance leads to a steady and dramatic deterioration of road infrastructure.
- fixed streets: 1.809 km; motorways: /  
Compare with Germany: fixed streets: 648.400 km; within motorways: 12.174 km
- The law is not clear about the age limit in the township / municipality for the riders  
- (below age riders) (Jinja)
- The condition of bicycles is not clearly reflected in the law. (Jinja 1998)

### How to change the current traffic situation?

1. Advocate for the integration of NMT issues in the local government **policy** frameworks.
2. Creating an **integrated transport system**.
3. Improve **accessibility** of transport for all people in the Municipality by taking specific care of the mobility needs of all marginalised groups.
4. Reduction of the high rate of **accidents** faced by pedestrians, cyclists and customs of Boda Boda by make possible transport safety (specialised safe routes to school and hospital)

#### **This includes:**

Integral transport planning; Seminars; More restrictions for motorists to respect the vulnerable road user; bicycle infrastructure planning (Demarcated lane for bicycles in both directions); Road signs; junctions; small speed humps; zebras; traffic islands; Integration of road safety in the primary and secondary school curriculum's; The revision and establishment of a standard national curriculum for driving schools and also taking care of the qualifications of the trailers; secure parking system with also bicycle parking (parking facilities)

# Donations - Cooperations

## Donations in Uganda Schilling

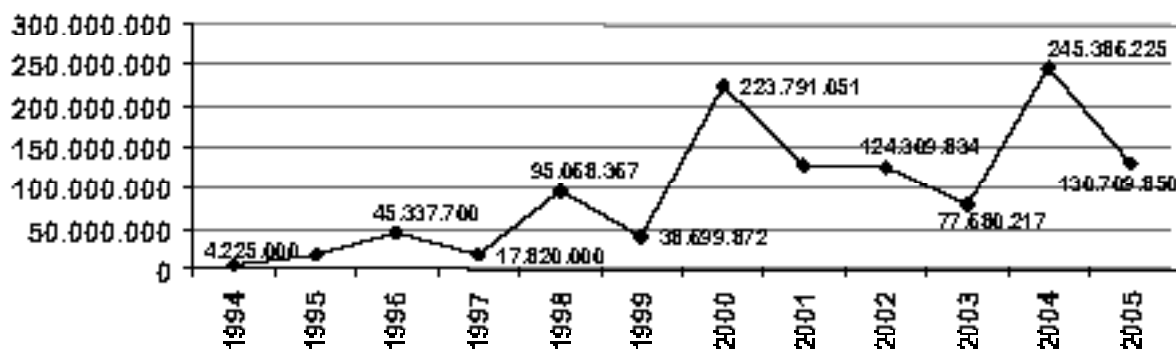


Diagram 19: own survey\*

\*The diagramme of the donations includes all donations, BSPW got, not only the donations from the Jugendhilfe Ostafrika.

## Our Supporters are ...

Jugendhilfe Ostafrika e.V.  
 DED - Uganda  
 Bread for the World  
 Supply and Demand - Uganda  
 BMZ  
 GTZ  
 The Institute For Transport Development Policy  
 (ITDP - Europe)  
 UN- SUSTAN  
 ADFC- Germany  
 Interface for Cycling Expertise (I-CE-  
 Netherlands)  
 Well-wishers all over the world especially in  
 families and schools in Germany  
 Recycle UK  
 Babara Kipke



## Cooperation with other organizations ...

We want to make a short introduction about the system of our cooperation with the Jugendhilfe Ostafrika.

### Administration costs in Germany

The principle of the organization is easy: Reaching a lot with less. That's why everybody from the 'Jugendhilfe Ostafrika' works honorary. The administration costs in Germany are always below 5 %, mostly between 3 and 3,5 %

### Tansfer

These days, the donations are transferred. That's possible, because Uganda's bank system is now functional. In the past the exchange rate was too unstable, so visitors from Germany had to bring the donations per plane to Uganda, when they were travelling.

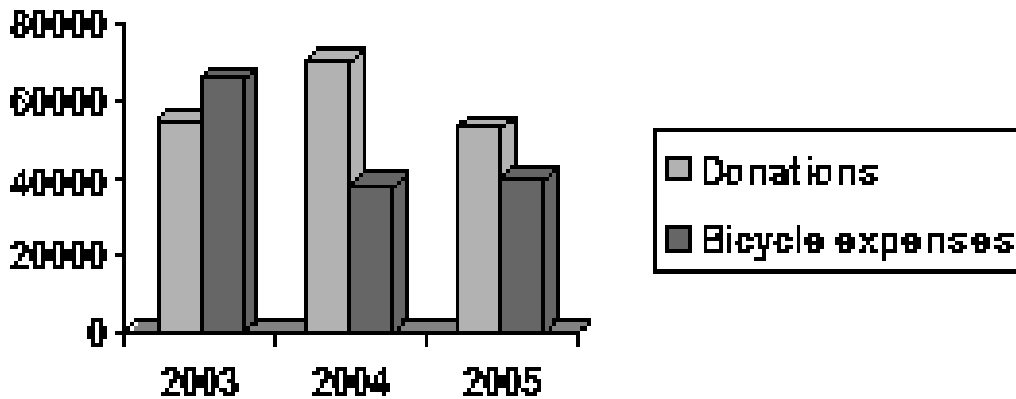
### Transfer - how often?

The Jugendhilfe Ostafrika is in contact with BSPW. It transfers money at least three times a year, but always, when there is need.

### Donations

The donations were each year different, but constantly increasing. Nowadays the donations are relatively constant about 50.000 Euro. In 2004-2005 the Jugendhilfe Ostafrika got for example 53.353,- EUR. The organization gave BSPW 40.068,- EUR for bicycles and FABIO 5.221,- EUR. Besides that the Jugedhilfe Ostafrika supported different orphanage homes with 5900,- EUR.

### Donations and bicycle expenses of the Jugendhilfe Ostafrika in Euro



Jugendhilfe Ostafrika

### How we use all donations ...

#### All expenses of the organizations

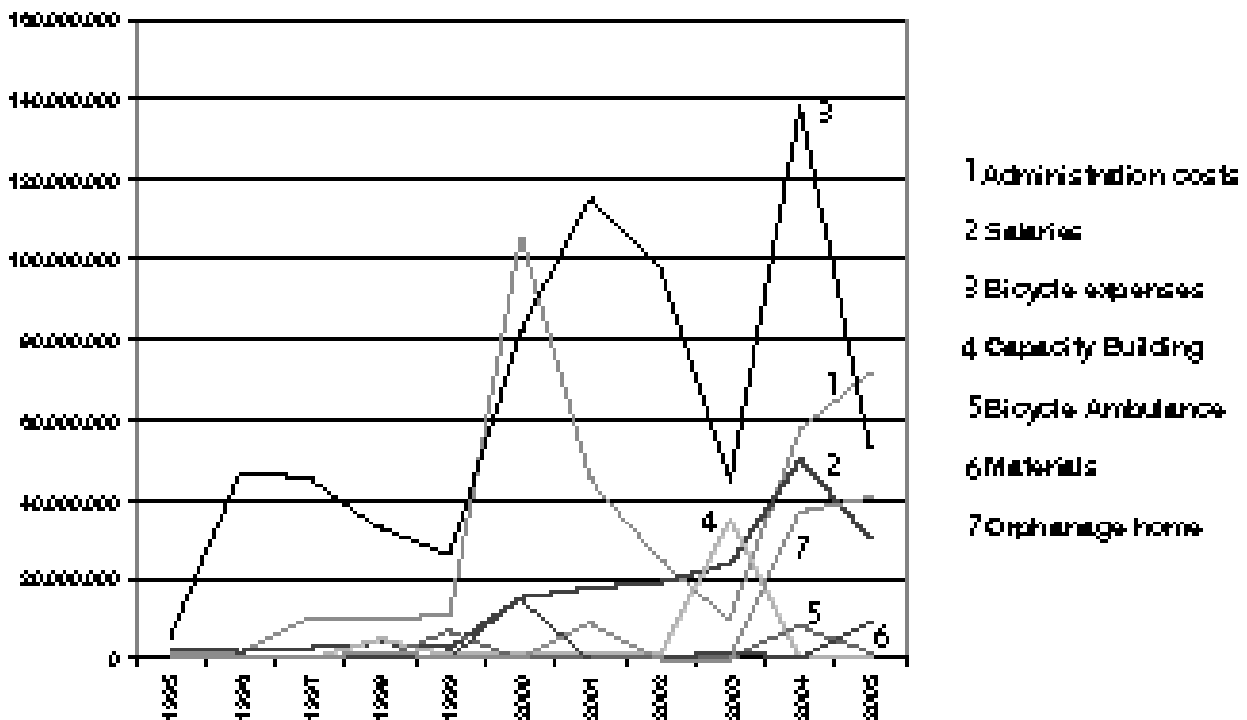


Diagram 22: Expenses in Uganda-Shillings, own survey

Information: In some years we had special events. That`s why some expenses are higher, than in other years.

In 2001 we organized for example the Pan African Bicycle Conference and had to spent in the year before about 40.248.120 US\$ for it.

In 2004, we started the NMT-Masterplan and had expenses about 23.932.725 US\$.



## Own sources in Uganda

We are thankful for all donations, but we also want to contribute our own part.

That's why we introduced other workshops. Those are the Maize Mill, Metal Workshop, and Oil Mill. Besides that FABIO gets an own income from Secretarial Services.



Own income of the departments

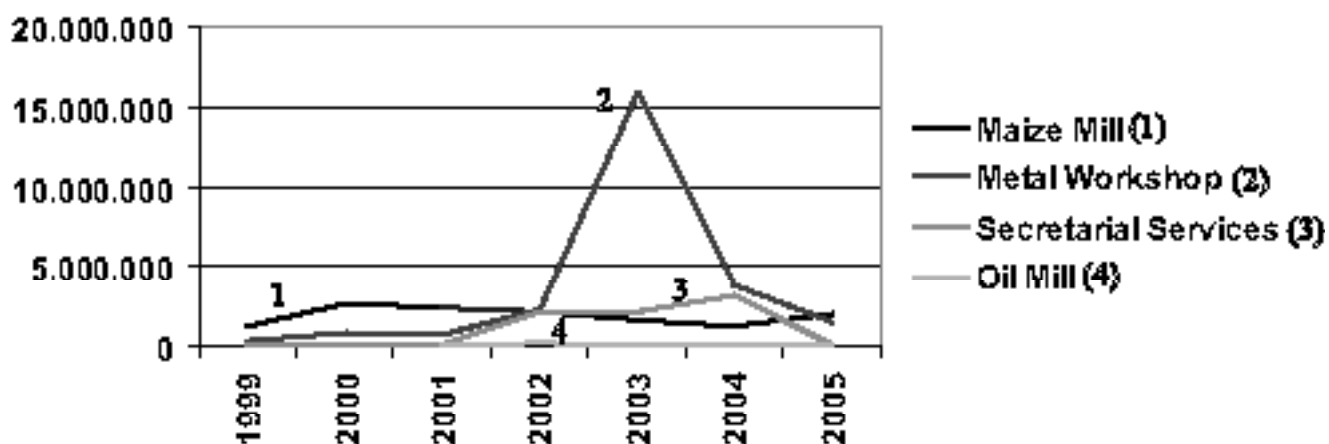


Diagram 23: own survey

Now we have 12 employees, who work in the workshops and earn an income.

Currently we introduced the Carpentry and the Solar Workshop. These two workshops are still in the orientation phase. In 2005 we got 3.625.000 from the Carpentry and 800.000 from the Solar Cooker Workshop.



## Achievements

- 1) Given out more than 20,680 **bicycles**.
- 2) Designed, manufactured, accessed and given out 375 bicycle **ambulances**.
- 3) Organised and hosted the first ever **Pan African Bicycle Conference**.
- 4) Influenced **tax cut** on bicycle part imports from 17 % to 5 %.
- 5) Spearheading the National **NMT-Master Planning** process in Uganda, with Iganga as its pilot.
- 6) Carried out an **empirical study** on non-motorized transport and its socio-economic impact on poor households in Uganda.
- 7) Established **Women on the move** Strategy to curb limiting cultural factors and promote women emancipation and initiative.
- 8) More than **50 bicycle races** over the years.
- 9) Implementing the first ever **Bicycle for Peace** project in Katakwi District - North Eastern Uganda.
- 10) Introducing the **Solar cooker** project.



## Challenges

- 1) Due to the capacity constraints, BSPW has not been able to:
  - meet the increasing demand for bicycles
  - meet the growing demand for bicycle ambulances
  - further subsidize the solar cooker to be able to access it to low income households
- 2) BSPW like any other organization has also had its share of hurdles in lobby and advocacy as it battles poor attitudes towards non-motorised transport by policy makers.

## Ideas for the Future

1. Producing an **African Bike**: Bicycle design and technology must be improved and adapted to the needs of different user groups (women, men, children) and types of use (for example the transport of heavy or bulky goods, or transport of people).
2. There must be an **image upgrade** for simple means of transport in society across a broad basis in order to avoid non-motorised transport to be seen as old-fashioned.
3. Continuing to make the bicycle even more **affordable** by reducing taxes, subsidising the production of non-motorised transport and offering sources of finance.
4. Supporting widespread **repair-facilities** and the possibility of getting spare parts.
5. Optimisation of **infrastructural conditions** in order to ensure that non-motorised means of transport can be used without difficulty.



**If you want to support our activities, please contact the organizations listed in the chapter CONTACT.**

# What we think ...

My name is Andrea Scheffler. I`m 20 years old and I viseted Uganda from March to July in 2006. The people in Uganda received me so friendly! It was an experience for me and I hope it wasn` t my last time in Africa!

I made a practical training with the NGO Bicycle Sponsorship Project and Workshop. This job included to have interviews, take pictures write articles and last but not least to write and layoute these handbook about the organization. I want to commend BSPW, FABIO, Jugendhilfe Ostafrika for all the material. Chiefly I want to thank Jürgen Heyen Perschon. He is the reason, why especially critical people come to know, what a bicycle can do for the people. Most of the numbers and diagrams in this handbook are from him.

Within my work in Uganda I came to know some other organizations. I was always happy to work for BSPW instead of any other NGO. There are some reasons.

1. The organization concentrates on one main subject: bicycles. They don` t want to built up one whole village with kindergarden and old people` s home. That isn` t realistic on the one side and on the other side it would just help a few people.

2. In my opinion, the concept to give out bicycles is one of the most effective possibilities to help these people.

3. There are NGO` s, who have just a handfull employees, but are "in the deepest need" of four cars. Short: Donations are not used for what they were given!

If you have any doubts, you can` t control these organizations. It` s easier with BSPW. Just count the bicycles and you know where your donations are!

That are the reasons, why I` m happy and proud, that I got the possibility to work for BSPW in cooperation with Jugendhilfe Ostafrika.

If you have any questions, please contact me!



Andrea Scheffler  
Brandastraße 29b  
12277 Berlin  
GERMANY

Phone:  
0049/30/7413850

E-Mail:  
andrea\_at\_home@gmx.de



Richard Kisamaddu (Programme Coordinator of BSPW) is often asked:

"You're running such an organization. Why don't you get a car for yourself?"

The answer:

"One car would cost 26 Million Uganda Shillings, that would be about 520 sponsored bicycles."

Emmeram Raßhofer (Founder of Jugendhilfe Ostafrika) says:

„A lot of organizations are thinking we have to dictate to people in Africa, what they have to do. We don't impose ourselves to have concepts for Africans in our head. They decide by themselves, how they use their resources.“





# General information about Uganda

## History

- foundation Ugandas: 1812
- political dependent on England until 1962

## General Numbers

- area: 236.040 km<sup>2</sup>, 241.548 km<sup>2</sup>
- capital: Kampala
- currency: Uganda Schilling (USh)
- language: Luganda, Swahili
- official language: English
- religion: Roman Catholic 33%, Protestant 33%, Muslim 16%, indigenous beliefs 18%

## Population

- population 27.269.500 (Data 2005)
- population Kampala: 1.310.000
- population urban areas: 3.980.900
- population / km<sup>2</sup> : 116, 113 Einwohner pro km<sup>2</sup>

**87, 8 % of Uganda's population is rural based.**

## Age of population

- age on average: 14,97 / 14,8
- proportion men and women: 1,00
- population growth rate: 3,31 %
- 6,64 children per women

**Over 50 % of the Ugandan population is under 14 years!**

- population 0-14: 50,1 %
- population 15-64: 47,7 %
- population over 65: 2,2 %

## Health

- living expectation on average: 52,67
- living expectation men: 51,68 years
- living expectation women: 53,69 years
- persons per doctor: 25.000
- persons per hospital: 52.900
- rural safe water coverage: 27 %
- HIV infected: 600.000; HIV infected per 1000 inhabitants: 22
- death rate of per 1000 babies: 67,83; under 5 years mortality: 150 per 1.000 live births

**The majority of the area's residents have to walk long distances of 4 km in order to access medical facilities.**



**Education**

- students: 59.800
- students per 1000 inhabitants: 2,19
- illiterate (population over 14): 30,1 %
- illiterate (male): 79.5 %
- illiterate (female): 60.4%

It is a national policy due to the establishment of UPE that all primary school level students **MUST** be in school. However there is a large number of students that don't continue secondary school due to it being too costly.

**Economy**

- state household earnings: 1.491.000.000
- state household expenses: 1.727.000.000
- state debts per inhabitant: 177 \$
- Export: 621.700.000 \$
- Import: 1.306.000.000 \$

**Agriculture contributes virtually over 50 % of Uganda's gross domestic product (GDP), the bulk of exports and a significant portion of tax revenues.**

**Farming**

- farming land: 36,53 %
- farming land per inhabitant: 0,27 ha
- cattle per 1000 inhabitants: 224
- pigs per 1000 inhabitants: 60
- poultry per 1000 inhabitants: 1.430
- fish per inhabitant: 14,3 kg

**Almost 90 % of low-income households rely on subsistence farming.**

**Communication**

- Telephone connections per 1000 inhabitants: 2,64
- Mobile phone per 1000 inhabitants: 28,46
- TV per 1000 inhabitants: 23,47
- Computer per 1000 inhabitants: 4,62
- Internet per 1000 inhabitants: 5,43

**Transport**

- railway lines: 1.241 km
- fixed streets: 1.809 km
- motorways: /
- cars per 1000 inhabitants: 1,83

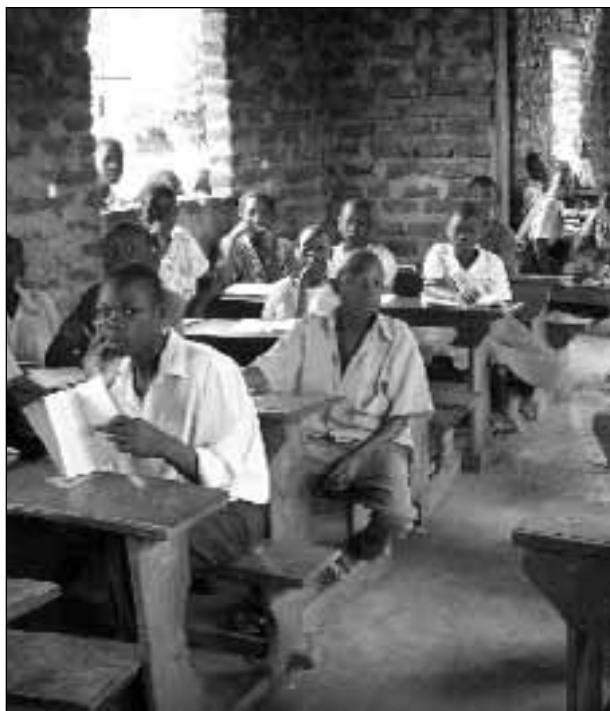
**60 % of Uganda's population earn no transport modes at all.**

**Annual income in US\$ (2.000 US\$ = 1 Euro)**

- whole Uganda: 333.000 US\$
- rural Uganda: 120.000

**More than 90 % of Uganda's population is in blue colour jobs, the majority of whom are women and youths.**

**90 % of rural households are surviving on one euro per day.**



# Contact

Do you have questions? Don't hesitate to contact us!



## **Jugendhilfe Ostafrika e.V.**

Adelheid Schulte-Bocholt & Emmeram Raßhofer

Phone: 0049 - (0)8027-7114

Fax: 0049 - (0)8027-180826

Email: [africa.bike@jessas.de](mailto:africa.bike@jessas.de)

Internet: [www.jugendhilfe-ostafrika.de](http://www.jugendhilfe-ostafrika.de)



### Address:

Emmeram Raßhofer

Thankirchen 3

83623 Dietramszell

Germany



## **Bicycle Sponsorship Project and Workshop (BSPW)**

Richard Kisamaddu (Project Coordinator)

Phone: 0 02 56 - 0 43 - 12 39 78

Mobile: 07 72 - 62 03 12

(international: 0 02 56 - 7 72 - 6 203 12)

Email: [kisamaddu@hotmail.com](mailto:kisamaddu@hotmail.com)



## **First African Bicycle Information Office (FABIO)**

Patrick Kayemba (Project Manager)

Phone + Fax: 0 02 56 - 43 - 12 12 55

Email: [Fabio-bikes@utlonline.co.ug](mailto:Fabio-bikes@utlonline.co.ug)

### Address:

P.O. Box 1537

JINJA-NJERU

Plot 9 Main Street

Uganda



# Timetable (1990 - 2005)

## 1990

- Buying of the first completely knocked down bicycles from Wellstar in Jinja for getting familiar with the indian bicycle technology
- Start Project: Bicycle Sponsorship
- Start Project: Agriculture
- Begin of building the bicycle workshop in St. Moses, Jinja
- workshop got the first money for buying 18 bicycles and Jugendhilfe Ostafrika brought the first tools to the workshop

## 1992

- presenting the concept of sponsored bicycles to beneficiaries
- 16 sponsored bicycles
- Richard Kisamaddu, project coordinator of St. Moses bicycle workshop, visits Germany and Holland
- getting the price of VSF (Verband Selbstverwalteter Fahrradbetriebe) in Germany
- over 100 sponsored bicycles

## 1993

- first bicycle distributions to midwives, nurses and Community-Health-Workers
- buying 324 women-bicycles - fixing the future-plan: supporting women with bicycles
- first women-bicycle-race, 37 participants with press

## 1994

- sponsored bicycles are distributed to an Agriculture Project in Gulu - Northern Uganda
- over 500 bicycle donations
- first bicycle seminars

## 1995

- container with 392 bicycles
- first fundraisingtour of Richard Kisamaddu in Germany

## 1996

- nearly 400 bicycles with help of the Wirtschaftsministerium Baden-Württemberg
- Visit of developmentssupportminister Spranger to the bicycle workshop, where he hand out the 1500. bicycle. In follows a meeting with the Bundespräsident Herzog in the German embassy in Kampala.
- 45.000 DM from Jugendhilfe Ostafrika for buying a container bicycles

## 1997

- Richard Kisamaddu makes a fundraising tour through Germany, hamburg, Oldenburg, Düsseldorf
- Bicycle Sponsorship Project and Workshop" becomes official a NGO
- 1997 at all 60.000 DM for bicycles, what means 950 bicycles

## 1998

- members of Jugandhilfe Ostafrika travelling to Uganda, visiting BSPW
- Capacity-Building Workshops are made systematically
- BSPW distributes the first 2 bicycle ambulances
- members of parliament support BSPW
- campaign for tax-reduction is going further
- Richard is invited to the Velo-City in Graz/Maribor
- Organisation of the move from St. Moses to the new bicycle workshop
- In the past year, Richard Kisamaddu gets more and more invitations as a bicycle expert

## 1999

- Opening of FABIO-Office in Main-Street, Jinja with bicycle race and prominent guests
- Richard travels for three months to Germany, to take part in the Velo-City with the subject: 'Women on the move' and make a fundraising-tour through Österreich, England, Holland and Germany
- FABIO gets first international contacts
- Richard Kisamaddu writes an article: 'Bicycle for Christmas' and the donations go up to 60.000 DM
- Huge (5000) applications for bicycles, but not enough donations.

## 2000

- Presentation of new principle: No bicycle is hand outet without Capacity Building Seminar
- BMZ donates 100.000 DM (30 % by Jugendhilfe Ostafrika and BSPW) for the bicycle credit-scheme.
- Jürgen-Heyen-Perschon presents his doctorwork about non-motorised transport
- presentation of possible bicycle-ambulanz-donations
- First contact with Re~cycle UK established
- presenting of the bicycle credit scheme
- Start Project: Bicycle Credit

## 2001

- Bicycle wedding Richard and Rose Kisamaddu
- Tax on bicycle parts reduced in the National budget from 17% per unit part to 7%, but tax reduction not enforced by the government citing the reasons that; government had not met its expected income for the year, still pending discussion after an appeal by Roadmaster Cycles to prevent government from implementing the tax cut saying their profit margin had been drastically affected
- Pan African Bicycle Conference
- During the conference (PABIC) the Ministry of Works, Housing and communication, then represented by Hon. Micheal Werikhe is challenged for not having a national Transport Policy. Ministry promises to address the issue
- The Jinja Declaration ( a white paper) is signed and dispatched to all transport Ministers of Africa
- Pan African Bicycle Network established

## 2002

- Tax on bicycle parts reduced further in the National budget from 7% per unit part to 5%, but tax reduction not enforced by the government. Roadmaster Cycles threatens to pull out of the country
- FABIO \ BSPW take part in reviewing the National Poverty Eradication Action Plan and ensures that NMT issues are well represented
- FABIO \ BSPW dialogues with the Minister of Transport in regard to the effective intergration of NMT issues in the National Transport policy that was being developed, and in relation to tabling a bill in Parliament and the development of terms of reference for NMTs
- FABIO \ BSPW take part in reviewing the National Bio - Safety Policy

## 2003

- NMT Master Plan starts
- Start Project: Bicycle for Health
- Road safety week: FABIO played a key role in the sensitization of cyclists, pedestrians and the general public on traffic and road safety issues giving emphasis to the need for the motorist to respect other road users.
- Start Project: Women on the Move
- Capacity Building and Sensitization Programme for the beneficiaries and the staff of FABIO
- Start Project: Bicycle for Peace
- Two-man team tour in Germany
- Invitation of Minister of Transport- Hon. Andraule Awuzu to the Velo City conference in France
- Velo City Conference in Paris
- september: 69 ambulances sponsored by the Netherlands

## 2004

- Start Project: Capacity building and sensitization

## 2005

- 15 years Jugendhilfe Ostafrika and 20.680 bicycles!
- BSPW and FABIO are seperated for structural reasons.
- NMT Master-Plan was relocated from Jinja to Iganga Town Council.
- 18 Swiss students visited BSPW.
- Training in regard to the Solarcooker project.

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