



Annual Information 2001 of FABIO (First African Bicycle Information Office) and BSPW (Bicycle Sponsorship Project & Workshop)

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The pictures of this issue are dedicated to the women who have received bicycles to improve on their livelihoods.

Dear donors and wellwishers,

here is your newsletter with authentic impressions from Uganda. Short termed I decided to attend the firstPABIC (Pan African Bicycle Conference). A resumee: It was worthwhile to come here. The whole project is in a enthusiastic mood like it was when we initiated it ten years ago. It is amazing, what we have witnessed here from 21st to 25th of Nov., 82 participants from 12 countries and 8 African countries attended. We gained compliments from participants who usually present at world meetings about bicycle issues.

Especially thanks to the organisers here in Jinja, with naming long term staff-members of FABIO/BSPW already: Richard Kisamadu, the project-coordinator, Patrick Kayemba, the manager of FABIO, Pauline Kisambira, the development-officer and secretary at FABIO, Judith Nabulwala and Grace Mukyala from the Bicycle-Workshop joining Robert Galubaale and Charles Muledhu. They have been working for two years for the conference. A thanks also to Jochen Becker from DED and the Ex-MP Dr. Christine Mwebesa

Bicycle-Sponsoring and PABIN

With the PABIC-Conference we have completed an initiative, which has been running effectively for years here: the distribution of bicycles to needy people, especially in rural areas.

With the conference we have learnt that the exchange of knowledge about bicycles and their promotion is crucial, so the participants decided to set up a Pan-African Bicycle Network (PABIN), hosted at FABIO in Uganda. FABIO will also be in charge of preparing for PABIC2 to take place in two years.

With all this euphoria we must not forget, that we still have a unmet deficit of 5.000 US\$, but we can assure that it will not affect the bicycle-sponsoring programme. This core of the whole project will continue with the focus on women's groups which receive bicycles.

The future

We will concentrate on credit-schemes for bicycles, as the researches of Dr. Jürgen Heyen-Perschon have shown that it is possible for recipients to pay for their bike within a year, if they are well trained with the seminars FABIO runs.

We will continue lobbying for the bicycle. FABIO has been recognised as very important as the visit of two ministers and several MPs shows. The large workshop outside of Jinja is ready for taking up more activities besides the maize-milling, metal works and oil-processing.

A small series of our bicycle ambulances are produced there and we would appreciate to establish a centre for appropriate technology. E.g. there could be promotion of solar-cookers, manufacture of bicycle-trailers.

Up to now we failed in sourcing budgets for this centre of AT, but we hope, that you spread the idea.

With this letter we wish you a Merry Christmas and a happy new year already, we would be pleased, if you don't forget the people here in Uganda.

Meeting a woman, who owns a bicycle...

I was sitting in the office of ORUDE, a partner organisation of FABIO/BSPW, when a well-dressed young mother with her child wrapped in blanket came in.

I learnt that the woman has come to pay back a loan for the credit-scheme for the bicycle she received. Asking her about the use of her bicycle and where she is coming from. She answered in the smooth tone of a villager that she is renting the bike out as boda-boda (bicycle taxi) and in the evening she is using it for personal transport like water and fruits from the shamba (garden). She has known us for five years and she applied for a bike long ago. Then she disappeared as silent as she came.

Impressions from the women's bicycle-race

The run up to the conference had a bike-race for women, which was impressive. 15 participants raced through Jinja at a speed, that even the men couldn't follow.

I learnt, that some of them are professionally trained, as the prizes for such competitions are attractive, first being a bike. Fortunately the race ended with no accident and the winner received her second bike. Her first bike has dramatically improved her families life to the extent that she could even build a house from it.

Emmeram Rasshofer, the founder of the organisation

The Ugandan Contribution:

FABIO / BSPW takes this opportunity to congratulate whoever shares

with us the same vision of maximizing and increasing accessibility and affordability of bicycles and other non motorised modes of transport (NMT) to the rural and urban poor in Uganda and Africa as a whole.

Background:

In 1990, four youths came up with an idea to help in creating of jobs for fellow youths who were unemployed through the use of the bicycle. A small room was acquired and a small bicycle workshop, the St Moses Bicycle Project, to train fellow youths in bicycle repair was established. The Co – ordinator Mr. Kisamaddu Richard made a visit to Germany in a bid to fundraise and share bicycle experiences. These funds were used to purchase bicycles which were given out free of charge to fellow youths, AIDS initiatives, hospitals, students, womens groups, widows, orphans, low income communities and individuals, to help them improve their livelihoods.

This marked the beginning of the Bicycle Sponsorship Project and Workshop (BSPW) which was later registered and with the National NGO Board – Ministry of Internal Affairs. In 1998, the First African Bicycle Information Office (FABIO) was opened and this became the capacity building and lobby arm of BSPW.

Achievements:

Non - motorised mobility is beginning to champion over an era of negative attitudes and total neglect by policy makers and governments of Africa with the help of FABIO's advocacy and lobby campaigns for conducive policies for non – motorized mobility. As a result of the above campaigns, there has also been a tax cut on VAT for bicycle parts importation from 17% to 15%. We are still advocating for a tax holiday on bicycle imports as bicycles are still unaffordable by the rural and urban low income groups and would benefit the economy as a whole.

A metal workshop, a small maize mill, and a small oil press have also been established in an effort to ensure the sustainability of the Bicycle Sponsorship and Credit Schemes. Over 9,100 new bicycles have so far been distributed by FABIO /BSPW through these schemes. All beneficiaries of these schemes have benefited from capacity building workshops / seminars.

We have been able to operate a small pilot project with the bicycle ambulance (the only sustainable and affordable means of health transport in Uganda) in two districts, Bugiri and Kabale. We are planing to extend this service to other parts of Uganda.



We are helping to equip the M-LISADE Band made of 30 youths (age 6 to 18) with musical skills which could help them in generate income for school fees. Members of M-LISADE Band are orphans and street children.

FABIO / BSPW has also hosted the first ever Pan African Bicycle Conference (PABIC) with great success. This conference was aimed at creating a strong forum in a bid to lobby for conducive policies for non – motorized mobility in the different African countries as well as to promote a change of attitudes towards the appreciation and respect for non – motorized users, especially cyclists. This was because all policies made regarding transport in Africa ignored the wellbeing and safety of NMT users. With the PABIC, a Pan African Bicycle Network (PABIN) made up of all organizations which participated in PABIC 1 was established as a stronger ongoing forum to influence policies at government level in all African countries.



If you want to support our efforts in Uganda, please donate to the mentioned accounts.

If you want to donate a bicycle, take acc. 10 323 70 12, Sparda-Bank Ba-Wü BLZ 600 908 00, Germany

The Prices: 90 Euro for a bike, 250 Euro for a Bicycle-Ambulance

For supporting children at Morence Mpoka take acc. 20 323 70 12

For children at Maama Jane's or St. Moses please take acc. 40 323 70 12.

Please mention your full address on the bank-slip or contact us, if you want further information.

The Jinja-Declaration

As an official document for further lobbying of nonmotorised transport the Jinja-Declaration was formulated by the participants of the conference. It will be sent to politicians all over the continent and given to donor agencies.

THE JINJA DECLARATION

25th November 2001

The first Pan African Bicycle Conference (PABIC) held in Jinja, Uganda, 21-25 November 2001, with international representation from 30 governments and organizations, to "analyze the role of the bicycle in the 21st Century".

The participants of PABIC declare that the following severely inhibit development on the African continent:

Mobility and Transport

Poor access to; markets for smallholders and small entrepreneurs, health care, schools, employment and leisure activity.

Failure by Governments to use all modes transport to improve essential service delivery, such as; community health care, policing, education and agricultural extension.

Lack of planning for mobility needs of the majority population.

Economy and Productivity

Inadequate training for road users and transport professionals.

Transport plans and supportive policies which fail to address non-motorized transport (NMT).

Insufficient data which hampers effective planning and development of interventions.

Underdeveloped infrastructure for NMT.

Poor planning for multi-modal transport.

Given the importance of personal mobility for economic and social development, and that affordable mobility is critical to sound economic and social development in Africa;

Be it resolved that the governments of African States and other stakeholders should:



Recognize that bicycles and other forms of non-motorized transport (NMT) are the most efficient and effective modes of local transport. Formulate of an African NMT network and ongoing regional coordination on NMT.

Establish comprehensive plans for NMT as part of the National and Local Transport Master Plans in order to exploit fully the potential contribution of NMT to the sustainable development of African society and national economy, generally, and the transport system in particular.

These plans and programs should; Address urban and rural transport issues.

Include rather than exclude; the

High taxes and tariffs on bicycles, which have high price elasticity, leading to low utilization.

Mobility constraints limiting productivity, economic growth and employment generation.

Importing oil and motorized vehicles which are a major drain on foreign exchange.

Urban traffic congestion, such as lost working hours, wasted fuel.

Quality of Life

Road safety causing loss of life and property, especially to vulnerable road users such as pedestrians, school children, bicyclists and the elderly.

Traffic conditions which intimidate urban populations, eroding security and livability.

Environmental destruction; air, noise and water pollution, hydrology, emissions of CO₂ and other greenhouse gas pollution.

Planning, Policy and Politics

Failure by the authorities to protect and enforce the rights of non-motorized travelers.

poor, women, youth, elderly and the disabled.

Facilitate multi-modal trip generation and assignment.

Establish planning and design guidelines and standards for NMT.

Promote development of policies and practices that protect the rights of non-motorized travelers on an equal basis, including programs to provide safety to them.

Establish a policy environment that supports activities that utilize bicycles and other NMT in income and employment generating activities.

Create awareness programs highlighting the importance of NMT and its role in society.

Formulate policies and programs that will reduce environmental destruction; air, water and noise pollution.

Eliminate taxes and tariffs on new bicycles and their spare parts.

Develop regional teams for continued research, information generation and dissemination.

Formulate policies that support the development of bicycle enterprises in Africa.