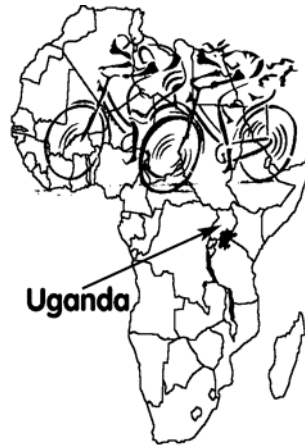


Bicycle Sponsorship Project and Workshop (BSPW)



Topic:

ECONOMI IMPACT – CYCLING FOR ALL

IMPROVING THE IMAGE OF BICYCLES AND BICYCLE USE IN UGANDA
A Case Study Of the Bicycle Accessibility And Affordability Programme

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" Moving Slowly But Reaching Far"

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Abstract Title:

Improving The Image Of Bicycles And Bicycle Use In Uganda: – A Case Of FABIO Bicycle accessibility and affordability Project (BSPW).

Topic: **ECONOMI IMPACT – CYCLING FOR ALL**

NB: This abstract is part of I-ce / Locomotives

Bicycle use in Uganda is a new phenomenon that was introduced in 1903 with the introduction of cotton. The rod pull bicycle, once a symbol of prestige, and power has rapidly experienced a decline in status and its ownership has since been left to the low - income groups especially in rural areas.

People are not familiar with using NMT which – together with a very poor image of simple means of transport in society – prevents wide spread use. For reasons of prestige, citizens with higher income decline to use NMT, thus enforcing the view held by people who have no choice but to use NMT, that they own a means of transport for the poor. This State of Affairs explains the fact that NMT 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. Use of NMT especially the bicycle, among societies in Uganda is influenced by a variety of factors. In relation to NMT, obstructing factors may be due to natural circumstances or of a socio – economic, infrastructure, political or administrative, cultural or technical nature and are sometimes mutually interdependent. (Heyen -Perschon, 2001)

Uganda has a number of policies, all of which geared towards poverty eradication. These include the Poverty Eradication Action Plan (PEAP), which involves programmes such as the Universal Primary Education Programme (UPE), the Plan for Modernization of Agriculture (PMA), the Poverty Alleviation Programme (PAP), and the Poverty Alleviation Fund (PAF). However, it is questionable whether these policies meet their objective, given their inadequacy in addressing mobility issues. This paper shall examine whether or not NMT have been provided for in light of the current policy structures given the important role of NMT in economic development.

This paper will therefore reflect on the eleven year experience of FABIO / BSPW, a non-governmental organization promoting NMT in Uganda by addressing issues of accessibility and affordability. It will also highlight how the gender aspect is important in the implementation of such projects in Africa, given the fact that African cultures are still strong and chauvinistic in nature thus limiting the economic independence of women.

INTRODUCTION:

The Bicycle Sponsorship Project and Workshop (BSPW) is a non-governmental organization based in Njeru – Mukono District. BSPW was started way back in 1990 by two youths with the aim of helping fellow youths especially the orphans who had graduated from St. Moses Children's Care Center and which was also its first home. The project aimed at creating employment for youths and empowering them with skills in bicycle assembling, maintenance and in various aspects of development.

With small contributions from friends and well -wishers, the project was able to raise funds with which it bought four bicycles which were then distributed free of charge to youths of Jinja Diocese to help them in their economic activities. This therefore marked the beginning of the Bicycle sponsorship programme and later laid a foundation for the bicycle credit scheme. So far the organization has distributed 11,384 bicycles on sponsorship and more than 10,000 bicycles on credit.

With time the organization adopted new strategies in order to promote sustainable development among the rural and urban poor. It adopted an approach of integral development therefore focusing on bicycle promotion by addressing issues of affordability and accessibility of bicycles to low income groups, individuals and communities both in rural and urban Uganda. Therefore in 1998, a capacity building and lobby arm of the project (*The First African Bicycle Information Organization and Workshop – FABIO*) was opened up in Jinja town to further the above cause.

The organization has grown from strength to strength from a small community based group to an NGO fully registered under the National NGO Board, with support from Jugendhilfe Ostafrika e.V, DED – Uganda, Bröt Für Die Welt, 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), and well -wishers all over the world especially in families and schools in Germany . This support can be categorized as one time project support and long-term organizational support.

The BSPW Vision is that: ***the people (men, women and children) in Uganda particularly the low income earners in both rural and urban are empowered with skills, knowledge information and bicycles that promotes their capabilities and increase their accessibility to social economic and political opportunities.***

The BSPW Mission is: ***to empower the people of Uganda (men, women and children) by accessing them bicycles, provide quality information; impart skills and knowledge on issues of development and advocate and lobby government to recognise non motorised mobility (NMT) as a sustainable tool of development.***

BACKGROUND OF CYCLING IN UGANDA:

Bicycle use in Uganda is a new phenomenon that was introduced in 1903 with the introduction of cotton. The bicycle was introduced to the Royal Court of the Buganda Kingdom, (the most powerful kingdom at that time) by the Indian community that had come to Uganda to construct the Uganda Railway. It was a strange contraption that soon came to be regarded with prestige and owned only by the Buganda King and his Chiefs. The rod pull bicycle, proved less labor intensive and soon replaced the laborious stretcher group that was used to move the King and his chiefs from one place to another. Originally the king and chiefs used to be rolled around on the bicycle but later as more and more people learnt to ride the bicycle it took on the role of also being a tool for entertainment or leisure in courts.

WHY IS CYCLING NOT POPULAR IN UGANDA?

Use of non – motorized means of transport (NMT) especially the bicycle, among societies in Uganda is influenced by a variety of factors which may be due to natural circumstances or

of a socio – economic, infrastructure, political or administrative, cultural or technical nature and are sometimes mutually interdependent. (Heyen -Perschon, 2001).

1. The Power of the automobile:

With the introduction of the powerful and ever dynamic automobile, the bicycle, once a symbol of prestige, and power rapidly experienced a decline in status and its ownership has since been left to the low-income groups especially in rural areas. For reasons of prestige, citizens with higher income decline to use NMT, thus enforcing the view held by people who have no choice but to use NMT, that they own a means of transport for the poor. This state of affairs explains the fact that NMT 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. The poor image of a bicycle as a simple means of transport in society together with varying cultural values and taboos have influenced its wide spread use.

2. Social, economic and political factors affecting bicycle use in Uganda.

⇒ *Household incomes and affordability of bicycles as a means of transport:*

The average Ugandan is immobile and the average annual household income in rural Uganda is Ug. Shs 120,000 which is less than US\$ 100 and many households survive on less than a dollar per day. The majority of individuals and households in rural Uganda depend on bicycles as a major means of transport and livelihood, yet the cost of the bicycle on retail ranges from Ug. Shs. 80,000 – 220,000, a price that is virtually unaffordable to the average Ugandan.

⇒ *Culture:*

Cultural aspects such as culturally accepted forms of dressing for women, stereotypes such as cycling would lead to loss of virginity, patriarchy which limits access, control and ownership of bicycles to men, and the availability of primarily gents bicycles which make it indecent and inconvenient for women to ride are all major deterrents to bicycle use, and these vary from region to region, and from culture to culture, depending on how strong the native culture is and the level of western influence in the area.

However while people in urban areas demonstrate a much liberal attitude towards cycling, rural settings seem to be more conservative in nature. However with growing changes in the economic roles at household level especially in rural areas, cycling is becoming more popular among women.

3. Lack of conducive policies:

All national policies have either ignored NMTs or they are not conducive to the needs of NMT users. Such policies include:

- *The Vision 2025*

This is the National strategic plan for Uganda. It categorizes transport as air transport, water transport and transport by road. In regard to road transport it seeks to improve infrastructure with specific focus on motorised transport and has no single close on non – motorized modes.

- *The National Transport Policy*

Until recently, Uganda has had no National Transport Policy, and has recently developed the draft policy, which was released for public consumption and input in June 2004. This policy too is still not conducive to the transport needs of the non – motorised modes. BSPW and it sister organization FABIO are currently working in collaboration with the Ministry of Transport to have NMT issues effectively integrated in the National Transport Policy and the Kampala Urban Transport Improvement Plan.

- *The Kampala Urban Transport Improvement Plan (KUTIP)*

This is a national plan to decongest Kampala City. In regard to transport, it involves the re-organization of traffic in Kampala City. However despite some success in the re-organization of motorized modes, little has been done in regard to non-motorised means. In consequence, there has been an increase in the number of cyclists and motorcyclists in response to taking advantage of the lesser traffic on the roads, making the situation even more chaotic than it was before.

- *The Highway Code*

This is the National policy that governs traffic behavior. However, until March 2004, the Highway Code did not desegregate Cyclists from other forms of motorized traffic and classified bicycles in the category of vehicles therefore the cyclist had to compete for road space with motorized modes. However, some success has been achieved in this direction as BSPW has tried to ensure that provisions in regard to non-motorized means are provided for in the highway code. However much still needs to be done to have effective desegregation of traffic.

- *The National Road Safety Act*

The National Road Safety Act is the legal framework that governs the Highway Code. However, it is not conducive to non-motorised means of transport and NMT issues for years have been ignored in regard to this framework. BSPW efforts to have NMT issues effectively integrated in this framework have not been quite successful since there are no terms of reference provided for NMTs in this framework.

BSPW has no technical capacity to handle the above, but however solicited the help of the Institute of Transport Development Policy (ITDP – Europe) and Interface for Cycling Expertise (I-ce) to help with the development of conducive terms of reference for integration in the Road Safety Act.

- *The Poverty eradication Action Plan (PEAP)*

The PEAP, is Uganda's comprehensive development framework, which argues that promoting the agricultural sector growth is the best way to ensure broad based equitable growth with employment in the country. In regard to transport, this framework emphasizes the improvement and opening up of new roads especially in rural Uganda. This leaves a lot to be desired as the prime modes of transport for the rural poor are by bicycle and walking.

Emphasis on the opening up of and the improvement of feeder roads instead makes it easier for middle men who can afford motorised transport means to easily exploit rural farmers who can not afford to transport their produce to towns for better prices. The structure of construction of feeder roads is in the form of a bend, which is of advantage in terms of promoting the longevity of the road, but is a major deterrent to transport.

4. Existing transport infrastructure and road conditions

The traffic condition on Uganda's roads leaves a lot to be desired. There is no desegregation of road space, majority of the drivers are inexperienced, with a big problem of forged permits and drunken drivers. There is a general lack of knowledge in regard to road behavior and traffic rules, there are few sign posts, which many 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.

There is also a great lack of respect by road users for other road users especially in regard to the motorised and non-motorised.

5. Poor Attitudes towards NMTs by policy makers

There is a problem of poor attitudes towards NMTs by the motorised class and policy makers. In consequence, development in the NMT sector has been completely ignored

which is manifest in the National budget where NMTs have no financial allocation yet they are heavily taxed like luxuries. Though efforts have been made to have bicycle taxes reduced, the reduction from 17% to 5% has only remained on paper.

6. Terrain

Some of the terrain in some parts of the country like in The Districts of Kasese, Kabale, Kisoro e.t.c is hilly and not conducive for cycling. However much of Uganda is relatively flat.

7. Education system

The education system in Uganda has done very little to promote the popularity of the bicycle but reinforced the power of the automobile. At University level education in transport planning and Engineering is motor oriented and restricted to road surveys, auto repair and road infrastructure development that does not take care of NMT provisions.

WHAT HAS BSPW DONE TO INCREASE BICYCLE USE AND ITS IMAGE IN UGANDA.

In its 15-year campaign to increase bicycle usage and its image in Uganda, the Bicycle Sponsorship Project and Workshop (BSPW) had to adopt a number of strategies, which included:

⇒ The Pan African Bicycle Conference - PABIC

On the 21st – 25th November 2001, FABIO /BSPW organized and hosted the first ever, Pan African Bicycle Conference – PABIC – 1 in Jinja – Uganda with the aim of advocating for NMTs by lobbying governments in Africa and elsewhere to give more priority and support to NMTs given their significant contribution to national economic development. The conference was attended by over 80 delegates from various organizations from 30 countries world wide. This conference has a significant influence towards:

- a) The development of a National Transport Policy for Uganda, that was non-existent.
- b) The reduction of bicycle Tax from 17% to 5% in the National Budget
- c) The development of a National NMT Master Plan
- d) The introduction of the concept of Bus Rapid Transit in Nairobi and Tanzania
- e) The establishment of the Low Cost Mobility Initiatives Network (LOCOMOTIVES)
- f) The establishment of a strong collaboration between the Ugandan government through the Ministry of Works, Housing and Communication with FABIO / BSPW for the promotion of mutual goals.

⇒ Provision of bicycle loans and subsidies

BSPW came up with an initiative to help improve rural and urban mobility by accessing bicycles to low income individuals and communities at an affordable cost. The aim of the programme is to promote sustainable economic development through poverty relief, through promotion of initiative, employment creation and women empowerment while at the same time improving access to social economic and political services by closing the geographical gap in the remote areas.

⇒ Women on the Move Strategy

To fully understand the rationale of the Women on the Move Strategy implemented by the Bicycle Sponsorship Project and Workshop (BSPW), it is important to have a look at gender issues in Uganda.

Gender Issues In Uganda

- Access And Control:

In terms of access to, control and ownership of assets in the household or community, our experience has found out that women have greater control over such things like utensils, bedding and handicraft. On the other hand they have greater access to utensils, bedding,

family business, family furniture and handicraft. However their ownership over such items is limited except for handicraft and their husbands own the rest. Proceeds of money are controlled and totally owned by the husbands. There is a low level of awareness in regard to gender, and women rights which is manifested in gender based violence and poor gender relations at household level.

Majority of women in both rural and urban areas have no control over and cannot decide freely on matters related to their sexuality to protect themselves from high risk. This is the reason why the HIV / AIDS pandemic has had a devastating effect on women. Evidence shows that responsible behavior and gender equality are among the important prerequisites for its prevention. This calls for the need for more effective strategies to empower women to have control over and decide freely on matters related to their sexuality to protect themselves from high risks. AIDS orphans and the sick have added a real burden to women of different age groups

Many women especially in rural communities, hardly have access to information to know what is going on around them beyond their individual responsibilities. Their Access to information is limited by several factors that include the low levels of education and lack of time due to heavy work burdens among other reasons. The media on the other hand, as a powerful information source, has continuously portrayed a negative image of women and has not given them the voice they deserve. Women are often portrayed by the media as appendages to men in their lives. The media has also to a large extent portrayed women as entertainers of women in magazines and pornographic media in the case of Uganda an example is the Red Paper.

The Poverty Eradication Action Plan (PEAP) and women advancement:

The PEAP, as Uganda's comprehensive development framework argues that promoting the agricultural sector growth is the best way to ensure broad based equitable growth with employment in the country. Women contribute 70 – 80 % of agricultural labour. They are responsible for about 80% of food crop and more than 50% of cash crop production. There is a gendered division of labour in the household with women being almost solely responsible for all household chores. In productive work, men and women have traditional roles, particularly in Agricultural production and marketing, with men considered responsible for doing the majority of land clearing and women doing the majority of weeding and post harvest processing.

Women are also often responsible for providing food for the household all year round. However the extent to which traditional gender divisions of labour are adhered to varies from region to region, social status, rural and urban categories. However in all regions men have a clear advantage over women in access to and control of resources. Cultural practices dictate that while women can access land through their relations with a father, husband or brother, in most communities, women cannot own land.

The new constitution in the Domestic Relations Bill has tried to address legal constraints to women's land ownership, but 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.

Uganda is a patriarchal society where men are the dominant players in decision making, as a result, men take control of the marketing of all household produce and its subsequent proceeds. The lower status of women in comparison to men is mainly a result of gender imbalances that arise from the unequal opportunities and access and control over resources and benefits. For example in the education sector, gender imbalances are evident in the low literacy rates as well as in the access to education and also in income inequalities. Women comprise the greatest proportion of the illiterate population and their enrolment statistics get progressively smaller as the level of education gets to the tertiary level. A similar pattern exists in different sectors.

With the Women on the move strategy, special emphasis is given to the promotion of cycling among women, promotion of women economic empowerment, information access by women, skills development, promotion of gender awareness and the discouragement of cultural attributes that deter economic development.

⇒ **Networking, Advocacy and lobby**

BSPW and its sister organization, the First African Bicycle Information Organization (FABIO) have gone a long way in advocating for conducive policies for NMTs in both National and international fora. They have also created effective linkages between the grass root communities who are prime NMT users with other development partners both within and without.

BSPW and its partners have also conducted research in regard to NMTs and development and have established the only NMT specific resource centre in the country. This has greatly helped in sensitizing and changing attitudes of many people who have come to appreciate the vital contribution of NMTs to the economy. NMT image has also been promoted in various areas through radio talk shows, cycle races and exhibitions.

A lot has also been done to sensitize the general public in regard to NMT issues and also to build capacities of existing district executive and technical teams in NMT issues and NMT planning.

- **NMT Master Planning**

One case study of poor attitudes by politicians is that of the NMT Master plan. NMT Master planning is a process of enhancing the establishment of an all inclusive transport system, taking care of the core concerns of all categories of road users in view of productivity, safety, liveability, and infrastructure improvement. It is also a process which involves policy review with the aim of ensuring that all policy frameworks at all levels are conducive to and representative of the core concerns of different categories of road users especially non - motorised transport users.

NMT Master Plan Vision

To have an integrated urban transport system (network) which is accommodative of all transport needs of the different categories of people for enhanced productivity, liveability and sustainable development of the Municipality.

NMT Master Plan Mission

To facilitate the process of integrating the NMT particularly bicycle transport, by improving on its image, infrastructure and mainstreaming it in the Municipality development programmes.

- *Objectives Of The NMT Master Plan*

- a) Promote urban and peri -urban road safety for NMTs by providing safe riding conditions.
- b) Advocate for the integration of NMT issues in the local government policy frameworks.
- c) Improve accessibility for all people in Iganga Town Council by taking specific care of the mobility needs of all marginalised groups.
- d) Promote sustainable economic development through poverty relief and women empowerment.
- e) Improve the urban bicycle culture (low image of the bicycle in the eyes of the privileged classes, decision makers, women are not allowed to ride) among the people of Iganga Town Council.

- *Key areas of focus*
- a) Transport safety
- b) Reduction of environmental pollution by GHG Emissions, noise and dust.
- c) Social inclusion
- d) Policy Review
- e) Convenience of travel
- f) Improving attractiveness of Non – motorised travel
- g) Liveability
- h) Productivity
- i) Professionalization of the bicycle transport sector

BSPW and FABIO have since 2003 been implementing an NMT Master Plan in Uganda. Its first Pilot Project in Jinja Municipality where it was aborted at a time when it had reached its implementation phase due to blockage by the top Executives of Jinja Municipal Council due to self interests, as they owned the day parking tender which is currently operating on the 2 ½ m of road space that would otherwise be used as cycle lanes in the NMT Master Planning process. This process was however reactivated in another District i.e Iganga Town Council where some successes have been registered.

- *Strategies used in the NMT Master Planning Process:*

a) *Establishing of demonstration sites and making of a black spot analysis*

Prior to project implementation, demonstration sites were identified, and a black spot analysis was made by BSPW and FABIO in collaboration with the Traffic department Jinja Police Station and later baseline survey was conducted in regard to transport related local conditions and problems in Jinja Municipal Council which targeted:

- *the Planning Department Jinja Municipal Council,*
- *All categories of road users*
- *The Boda Boda Cyclists and the cycling Association*
- *Shop Owners*
- *The Town Clerk's Office – Jinja Municipal Council*
- *Market vendors*
- *The Uganda Transport Operators Association (UTODA)*
- *Pedestrians*
- *Women and Youth initiatives and political representatives*
- *The traffic Department Uganda Police*
- *Persons with disability initiatives and their political representatives*

This baseline survey was aimed at establishing the following:

- Black spots in Jinja Municipal Council
- The Modal Split
- Attitudes of the different road users towards other road users
- Existing traffic conditions, policies and problems in Jinja Municipal Council
- Accident rate on the different roads in Jinja Municipality
- Opinions of the general public in relation to NMT Master planning
- Gaps and challenges in road use by pedestrians, cyclists, and motorists

The task of identifying the demonstration sites and carrying out the baseline survey was a joint effort between the technical department of the Jinja Municipal Council, the Traffic Department – Jinja Police Station and FABIO.

b) *Strengthen Advocacy and Lobby Campaigns*

- A resolution was made to incorporate the NMT Master Plan into the National Transport Master Plan of Uganda and the same was done for the PEAP, and BSPW and FABIO have already submitted their input to the peap but are yet to fully integrate the NMT Master

Plan into the National Transport Policy. A number of recommendations from the different sessions / dialogues held on NMT Master planning were compiled presented to the Parliamentary Sectional Committees on Transport and the Natural resources so as to use these committees to expedite these recommendations in Parliament. Even when debating in the Ministry of Transport, Members of Parliament were used to support NMT issues.

- A resolution was also made that the NMT Master Plan, should be presented by the Ministry of Works, Housing and Communication for integration in the National Budget. BSPW and FABIO currently are trying to follow this up and some dialogues have been held in this regard.
- On the issue of waiving bicycle tax, it was resolved that a white paper be developed and sent to parliament and the Ministry of Finance, and Economic Planning. Some successes have been achieved in this direction and bicycle tax is down from 17% to 5% however bicycle prices still continue to rise because government has not followed up the implementation of this change in taxes.

c) Traffic Condition:

It was resolved that the NMT Master Planning Committees in conjunction with The Ministry of Works, Housing and communication should push for:

- The need to open up training schools for bicycles where at the end of study, the trainees would be allocated awards as one of the biggest problems is that road users do not properly understand road signs and traffic regulations. This is still in the pipeline and BSPW and its partners and line ministry are trying so hard to achieve some success in this field.
- It was also resolved to advocate for the improvement of conditions of the Traffic Department at the Jinja Police Station (***which also controls the whole of the eastern region***) that there is need for a greater effort in improving the conditions of the Traffic Department at Jinja Police Station, whose condition leaves a lot to be desired, with:
 - *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*

BSPW, FABIO and its line ministry, hope in future to use traffic wardens commissioned by the Ministry. The three organizations have also stepped up their lobby campaigns to secure some equipment for the traffic department.

- Efforts are being made of NMT Master planning implementation bodies e.g Iganga Town Council to come up with strategies of professionalizing the bicycle transport sector by registering, and monitoring all boda - boda operators within the municipality for effective control. However caution is being taken not to impose more regulations on cyclists as this would discourage rather than encourage cycling.
- NMT Master planning implementation bodies e.g Iganga Town Council and the police are working hand in hand and help put up road signs, zebras and humps in areas where they are needed.

d) Road Planning & Infrastructure

- A resolution has been reached that in future road construction, all roads constructed within the NMT Master Planning areas / country must have a demarcated lane for bicycles and more restrictions should be put on motorists to respect the vulnerable road users.
- The Ministry of Works, Housing and Communication, BSPW and FABIO are also advocating for the following:
 - *Integration of road safety in the primary and secondary school curriculums*
 - *The revision and establishment of a standard national curriculum for driving schools and also taking care of the qualifications of the trainers*

The Ministry of Works, Housing and Communication has however achieved some level of successes in regard to enforcing a law that all vehicles should be fitted with seat belts which has tried to enforce the culture of using seat belts. They have also come up with a National computerized driving permit which will go a long way in eliminating cases of inexperienced driving, and permit forgery

- e) *To ensure the sustainability of NMT Master Planning projects Municipalities the use of as the implementation organs so as*
- f) *Ensuring effective follow up and evaluation of project activities by all stakeholders, which enhanced transparency and proper internalization of the NMT Master Planning Process by all stakeholders.*
- g) *Building the capacities and capabilities of the various stakeholders both financially and technically*
- h) *The willingness to learn from past experiences and mistakes within the project and elsewhere.*

THE JINJA MUNICIPALITY CASE STUDY - A Count Down of Events

- Jinja Municipality actively participated in the Pan African Bicycle Conference (PABIC) 1 hosted on 21st - 25th November 2001, aimed at lobbying governments and policy makers to recognize the significance of NMTs in national economic development.
- 26th November 2001, the then Mayor of Jinja, His Worship Mr. Nsubuga Bewayo approves the provision of cycle infrastructure on two access roads in Jinja Municipality. (**NB:** Mr. Bewayo had been to the Netherlands on two occasions).
- 2002 - His worship Mr. Nsubuga Bewayo was replaced as Mayor by His Worship David Wakudumira the current Mayor of Jinja.
- November 2003, - FABIO entered into partnership with the Jinja Municipal Council and other NMT stakeholders and in a stakeholder workshop, roles were streamlined for the different parties.
- March 2004 FABIO in collaboration with Jinja Municipal Council undertook a situational analysis of the transport related local problems in Jinja Municipality, which culminated in joint selection of demonstration sites for the NMT Master Planning process
- May 2004 FABIO, Jinja Municipal Council and other stakeholders engaged in a strategic planning process in which the Mayors of Jinja Municipal Council and their technical teams effectively participated.

This was aimed at bringing together the different stakeholders in the NMT Master Plan with a purpose of determining its direction, to create a forum for sharing experiences in the area of transport, particularly non-motorised means of transport, to internalise the NMT Master Planning process and develop ways and means to mainstream NMTs in both local and National Development programmes, to develop short medium and long term strategic direction and implementation plan of the project, update the stakeholders on achievements and challenges so far with the NMT Master Plan and last but not least identify the activities of the NMT pilot and identify who was to co – ordinate the project. (Who is who in the project implementation).

- June 2004, the NMT process entered its implementation stage and in August 2004 an External expert provided to Jinja Municipality to assist with the formulation of road designs, JMC response was slow and non committal and the NMT process stalled
- October 2004, FABIO and a team of experts held dialogues to try and get the progress project back in line. A demonstration site re - visit made and the Mayor and his team agree to open up NMT account, and fulfill the municipality's financial contribution by 15th November
- November 2004, NMT Master Planning process rejected by the August House - JMC and interventions prohibited on Main street Jinja
- May 2005 FABIO receives official communication about the rejection of the NMT Master plan Jinja Municipality

What had been done in Jinja?

- Organised stakeholders and strategic planning workshops.
- Carried out a baseline survey on transport-related problems and local conditions in Jinja Municipality.
- Carried out a series of consultative workshops to establish the different transport related problems by the different categories of people.
- Participated in dialogues and meetings to ensure NMT issues are well integrated in the National Policy frameworks, at all levels e.g. the High Way Code, the PEAP, the Road Safety Act, e.t.c.
- Carried out an expert analysis of the traffic situation at the demonstration sites in Jinja.
- Developed a long and short term perspectives.

Why did the NMT Master Plan fail in Jinja?

The failure of the NMT Master Plan in Jinja Municipality can be attributed to :

- *Changes in the mayoral office*
- *Lack of memoranda of association signed between the different partners*
- *Poor attitudes of policy makers towards NMTs*
- *A visible lack of commitment on the part of the top leadership of Jinja Municipality*
- *Self interest on the part of the mayor who owns the tender on day parking which is making use of the 2 1/2m of outer road space that would otherwise be used by cyclists.*
- *The hesitance of Jinja Municipal Council to take over full ownership of the project*
- *Failure by Jinja Municipality to play its roles in the Master Planing process including but not limited to meeting its financial obligation.*

A New Start in Iganga Town Council

Held preliminary dialogues with officials of Iganga Town council to introduce the idea of NMT Master Planning in Iganga Town Council

- Carried out a series of consultations with other Stakeholders in relation to the relocation of the project

- Held an introductory workshop on NMT Master planning with officials from Iganga Town Council and Iganga District to help conceptualise the idea of NMT Master Planning
- NMT Master Plan Task Force put in place.
- Stakeholders trained in NMT Master planning, traffic planning and formulation of road designs
- Proposed demonstration sites in Iganga Town Council were earmarked by Iganga Town Council Officials
- Project given approved by Iganga Town Council and project account opened and town council contribution for first phase met.

It can be said that the NMT master planning process will go a long way in improving the urban and rural bicycle culture (*low image of the bicycle in the eyes of the privileged classes, decision makers, women are not allowed to ride*) by increasing the attractiveness of non – motorised travel.

CHALLENGES FACED IN THE ON THE ELEVEN YEAR EXPERIENCE OF FABIO / BSPW

In its 14 year experience, BSPW has had a number of challenges which include among others the uphill task of ensuring the reduction of taxes of bicycle imports from 17% - 5% (2002-2003). Though this is now a legal provision in the National budget, bike prices continue to rise astronomically. The reasons for this are:

- a) Road Master the only bicycle 'Manufacturer' in Uganda, has threatened to leave country if bicycle import taxes are not reinstated. He claims a drastic reduction in profits and that enforcement would lead to increased competition from bicycle importers. It is also important to note that Road Master Cycles controls 65% percent of the bicycle market and manufactures only 40% of the bicycle i.e the fork, the frame, and the carrier.

Other challenges faced include:

- Poor attitudes towards NMT by policy makers and the motorized class
- Lack of skills and technical expertise especially in regard to NMT Master Planning by the different stakeholders
- Political influence
- Deeply rooted cultural attributes, taboos and stereotypes that promote the subjection of and deter socio -economic development.

CONCLUSION:

In conclusion it can be said that promotion of NMTs in Africa is a very challenging task that calls for commitment and persistence. It also calls for social inclusion of the different stakeholders especially the rural poor, persons with disability, women, youths, development partners and policy makers. We therefore owe our sincere gratitude to all who have provided moral, technical and financial support that have seen BSPW and FABIO through this 15 year challenge.