

BICYCLE PROJECT PROGRESS REPORT



SUBMITTED BY:

PRO-LINK ORGANIZATION
DTD 22 SPINTEX HIGH WAY
EAST AIRPORT, ACCRA-GHANA
EMAIL: prolinkorganization@yahoo.com

SUBMITTED TO:

Technik & Solidarität e.V. (T&S e.V.)

Alte Dorfstraße 69
70599 Stuttgart
Mob.-Phone: 0151/15292407
Email: Ewald.Baumann@uni-hohenheim.de

INTRODUCTION

This report covers activities planned, implemented, challenge, recommendation and the forward. It also has picture of some of the events and the conclusion part of the report.

1. ACTIVITIES PLAN

1. Identification and Assessment of beneficiaries
 - Training of women
 - Repairs of previous Bikes
 - Training workshop for school children
 - Designing carrier for farmers
 - Registration of beneficiaries
 - Clearing of bikes from Harbour / parts
 - Off-loading and selection of bikes
 - Sending bikes to field
 - Repairs and distribution of bikes
 - Evaluation of 2009, 2010 and 2011 bikes distributions

All activities planned has been implemented accept the evaluation which is still ongoing. We hope to send separate report as soon as possible.

2. ACTIVITIES IMPLEMENTED

1 IDENTIFICATION AND ASSESSMENT OF BENEFICIARIES

Pro-link staff went through all the communities to assess weather those applying for the bikes were actually due for the bikes. During this process of assessment, many new communities especially the farming were identified. The following are the issues considered:

- a. The read network to the community to Hospital, School, Market and Farm.
- b. How often or frequent cars comes to the community.
- c. The number of people who have means of transport including bikes in the community.

The communities selected are those who walk a distance to farm market, school and health center without any means of transport. Some of the communities see cars only on market day or on special occasions.

2.2 TRAINING OF WOMEN AND GIRLS TO RIDE

Women and Girls in some communities were train to ride bikes before given them bikes.

Pro-link's decision to train women this time is due to the fact that when women who do not know how to ride-register and are given bikes, the men either brothers or husbands turn to be the users of the bike which does not serve the intention of the organization to empower and support women.



2.3 REPAIRING OF PREVIOUS BIKES

To ensure effective and sustainable use of bikes given to beneficiaries. Periodic maintenance are now organize for the beneficiaries. The school children who could not repair their bikes received a full maintenance from Pro-link, bike parts were purchased to replace and repair the bikes.



2.4 TRAINING WORKSHOP FOR SCHOOL CHILDREN

Some school children who benefited from the bikes received training on basic maintenance and how to detect fault on their bikes-the area of focus for the workshop was how to solve punchers or amend tubes-fixed peddles, adjustment on seat and steers of their bikes, at the end of the workshop, tool box with tools and pump was donated to the school for basic maintenance work at the school.



CARRIER DESIGN FOR FARMERS

A local carrier has been design with ion rod, stronger and bigger than the normal carriers on the bikes, to enable them transport a greater quantity of items from farm and to the market places.



2.6

REGISTRATION OF BENEFICIARIES COMMUNITIES

Beneficiaries were either registered as groups or individual within the same community: The form took record of the name of group or individual, Regim, community/district and occupation among others.



6.

CLEARING BIKES FROM HABOUR / PART

Five contains made up of Four (4) fourty feeter containers of bike and twenty feeter containing machines, bikes and wheel chairs was cleared from the habour. The process of clearing delayed because the container did not arrived at the expected time and also for the first time, there was a mistake on the bill of leading.



7.

OFF-LOADING AND SELECTION OF BIKES

The 20ft container bikes was off-loaded on the same day the bikes were cleared from habour, although it was night. It was off-loaded to reduce work load on volunteers and the staff of pro-link. The other four containers were cleared the next day, whiles off-loading, selection of bikes was done. The bikes were first group according to types and sizes. Children bikes were selected from the four containers. In selecting bikes for the beneficiaries, we considered these:

- i. The road network of the user
- ii. The demand or the types of bikes require by the user
- iii. Finally, their economic level that is if the beneficiaries can afford to buy parts and get good mechanics for repairs of bikes especially the gear bikes.



8. SENDING BIKES TO FIELD

Pro-link hired trucks to send the bikes to the project site. There were measures in place to make sure that all the bikes get to the beneficiaries without problem. Trucks were made available on the day of off-loading to send the bikes to the various project sites.



9. REPAIRS AND DISTRIBUTION OF BIKES

Repairs and Adjustment work was done on all bikes before distribution. The off-loading, packing and re-loading of bikes caused several damages to the bikes. Few parts were bought to replaced and repair bikes for the beneficiaries.

It is the responsibility of staff of pro-link to make sure that the bikes get into the hand of the beneficiaries themselves. Therefore the coordinator herself is involved in the distribution of the bikes.

A list of registration is required from the organizers at the community level, and the order of registration (that is who ever registered first is expected to be the first to select a bike it follows in that order to the last person to register).

The bikes were officially handed over to the beneficiaries before distribution, the staff of pro-link especially the coordinator was present at almost all distribution sessions.



CHALLENGES

Despite the successful implementation of activities these challenges were faced.

- i. The delay and the mistake on the bill of lading created a lot of inconveniences for the organization and the agent.
- ii. The containers not arriving at the right time preventing the journalist from Germany not to witness the clearing, off-loading of the containers and other activities of the bike project
- iii. High lost of clearing at the harbour and transport cost.
- iv. The quantity of bikes in the containers was limited after counting.
- v. there is increase demand of bikes from all class of people through out the country.

RECOMMENDATION

1. It is the wish of the organization (Pro-link) to send same staff to Germany for Training and also help in loading the bicycles. If bikes are well load, the four container bikes can be the bikes in two containers.
2. The bicycles parts should be the last thing in the container.
3. The machines are very helpful.

WAY FORWARD

1. As an organization, we want to projects this bicycle project with the support of T&S e.V. and GIZ to reach more disadvantage people.
2. Pro-link is still in the process of identifying the right beneficiaries for the machine distribution.
3. Train more women in the use of bike for their economic activities.

CONCLUSION

In conclusion, Pro-link as an organization has seen a great improvement in the project implementation over the previous time. It is our plan to project this project, reach more people and change their lives to a better one. We hope all the recommendations given will be taken into consideration, we are also grateful to T&S e.V. and the German Government and all those who's efforts made it possible for us to receive and manage the bike project.