



Building Resilience and Advocating Change: How bicycle programmes are reshaping their activities to respond to the COVID-19 pandemic

Tuesday August 25th 2020, 1pm BST / 3pm EAT



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Adapting to the Challenges of COVID-19


Sensitisation and Preventative Measures

- ✓ COVID-19 information produced
- ✓ Organised and widespread distribution
- ✓ New socially-distanced approach
- ✓ 'Tippy taps' and soap made available


Adapting the Emergency Transport Scheme (ETS)

- ✓ Retraining of ETS Riders to safely transport suspected COVID-19 cases
- ✓ Introduction of new protocols to reduce the risk of cross-patient contamination




**REVISED ETS RIDER PROTOCOL
DURING COVID-19 PANDEMIC**

Guidance for ETS volunteer riders during the COVID-19 pandemic




- ▶ Keep a **2 metre distance** from people, including patients.
- ▶ **Do not shake hands** with anyone at any time – find another way to greet.

- ▶ **Do not touch** any patients or members of the family/community including for moving patients into or out of the BA.
- ▶ **Instruct** household members or community members on how to lift/move the patient. At the facility inform the staff they are to move the patient.




- ▶ **Use the canopy** at all times for every transfer.
- ▶ **Do not allow** anyone to touch the bicycle during a transfer.



- ▶ **Thoroughly wash** the whole BA trailer, including the canopy, with soap and water after every transfer, COVID related or not. **Wash hands** after washing the BA.

General Guidance

- ▶ Wash hands frequently and thoroughly with soap and water for 20 seconds (sing happy birthday to yourself, twice).
- ▶ Do not touch your eyes, nose, mouth or face with your hands.
- ▶ Cover your coughs and sneezes.





Cascading Community Sensitisation





Emergency Transport Schemes (ETS)

- ✓ Trusted ETS Riders from within the community
- ✓ Strong, reliable and tested bicycles and ambulances
- ✓ New approach to handling and transferring patients
- ✓ Additional training and PPE to protect riders and patients
- ✓ Additional cleaning and disinfecting protocols



ETS Riders in training before the COVID-19 pandemic



Summary and Learning

- ✓ Respond first with approved messaging featuring national guidelines.
- ✓ Retrain Bicycle Ambulances and ETS Officers already embedded in the community with new skills to address the pandemic safely.
- ✓ Continue monitoring and apply new learning.
- ✓ Integrate awareness and preparedness into future community health outreach work.





First African Bicycle Information Organisation (FABIO)

Najjiba Katesi

Executive Director

Nabutanda Joy

Programmes Manager

NMT Uptake During COVID-19

- The lock down suspended all public transport Uganda, including buses and boda bodas
- Walking and cycling were considered safest; there was a visible change to the way people commuted
- Uganda's President publically promoted walking and cycling as safe alternatives
- More people than ever were encouraged to try cycling for the first time

Open Letter to H.E President Yoweri Kaguta Museveni

May 18th, 2020

In summary: Thank you for promoting cycling as a healthy and sustainable means of transport in Uganda. As we open up and redesign Kampala post COVID-19, cycling should be promoted as a cleaner and safer way to reducing congestion along major roads.




Photo credit: Kikomeko Jackson

Your Excellency,
Greetings and best wishes to you and the nation as we navigate through the COVID-19 pandemic. We congratulate you on your leadership thus far in handling the crisis and containing the spread of the virus. Your recommendation on the use of bicycles for transportation has elicited conversations about the resilience of our urban transportation systems, especially during these times of disruption. We believe cycling, when planned well and supported by the right infrastructure, is a sustainable way to move around cities, and should be encouraged by Government, even after the COVID-19 crisis is over.

Cycling has many individual and city-wide benefits. For the individual, cycling is a form of exercise, reducing the risk of disease, while

improving our health and strength; an important factor in the fight against COVID-19 and future pandemics. Cycling is also a more affordable mode of transportation, when compared to personal vehicle travel or public transport use. And commuting by bicycle reduces air pollution and traffic congestion. In cities, vehicles are one of the major emitters of air pollution, generating particulate matter (PM2.5) nitrogen oxide (NO) and nitrogen dioxide (NO2) which harm human health. Lastly, cycling is an affordable and convenient way to get people from transportation hubs to their final destination, around the city.

To encourage cycling, our cities need safe, attractive, and accessible bicycle infrastructure. These include segregated bicycle and pedestrian lanes, secure bicycle parking and bicycle hubs near transit stages, employment centres and schools. Although Uganda has a vibrant cycling culture, the traffic congestion and growing number of vehicles and boda-bodas have made it difficult for cyclist to safely access urban roads. Protected bicycle lanes and bike share systems would help keep us moving and working even when faced with pandemics in the future.

Sensitization of the public about the benefits of cycling and providing access to affordable bicycles is also crucial. Your proposal to build a bicycle manufacturing plant in the country couldn't have come at a better time. Local manufacturing of bicycles and tax reductions on importation of bicycle parts, including helmets for safe cycling, will not only reduce bicycle prices, it will also encourage innovation in design and production of bicycles.

As a coalition of citizens and organizations in Uganda, we are requesting the Government of Uganda to continue promotion of bicycle transportation, even after the COVID-19 crisis has passed. Please prioritize investment in cycling infrastructure, bringing a wide range of social, health and environmental benefits to our cities.

We are looking forward to your support on this important issue.
Most respectfully,

[Signature]
APS - Advocates for Public Spaces

[Signature]
CISCOT - Civil Society Coalition on Transport in Uganda

[Signature]
FABIO - First African Bicycle Information Organization

[Signature]
ITDP - Institute for Transportation and Development Policy

[Signature]
RTIRN - Road Traffic Injuries Network

[Signature]
WCA - World Cycling Alliance

[Signature]
WRI - World Resources Institute, Africa Cities Program

This letter is also supported by cyclists around Uganda, including the **Kampala Group of Bikers** and **Ultimate Cycling Uganda**.

Please contact the First African Bicycle Information Organization (FABIO) at +256 775 232337 for questions or more information.

Barriers to Long Term Uptake and Adoption

- **Safety:** Motorised transport has long been prioritised in Ugandan cities, including Kampala
- **Infrastructure:** Kampala lacks meaningful NMT infrastructure, such as cycling lanes and paved pedestrian sidewalks
- **Maintenance:** NMT infrastructure falls into disrepair if budgets do not account for upkeep and maintenance
- **Affordability:** Bicycles vary in quality; reliable, good quality bicycles are expensive for many



Building Safe, Shared and Beautiful Cities



Examples of good NMT infrastructure in Uganda

Closing the Affordability Gap



Jinja Bicycle Rental Programme

- Rental cost reduced from UGX10,000 to UGX5,000
- 100 users in 4 months
- Staff issued PPE and trained to disinfect bicycles

Bicycle Sponsorship Programme

- For workers earning less than UGX300,000
- Bicycle were discounted 50% of market price
- Beneficiaries paid in two instalments
- Beneficiaries could begin using bicycle immediately

Communities Access Work

Emergency Bicycle Rental Programme

- To enable people to access markets and health care
- Reached 1,600 households, or 11,200 people
- Estimated 56% of users were women

Income Generation for Vulnerable Youth

- Supporting small enterprises
- Sell goods and rented for cargo transport purposes
- Introduced training and PPEs for clients feel safer



Communities Access Work

Bicycle Ambulances

- Private motorised ambulances were moved to the urban areas
- The ambulance request process was complicated and causes delays
- Riders were retrained how to clean and disinfect their bicycle ambulances
- 50 mothers have given birth after transportation

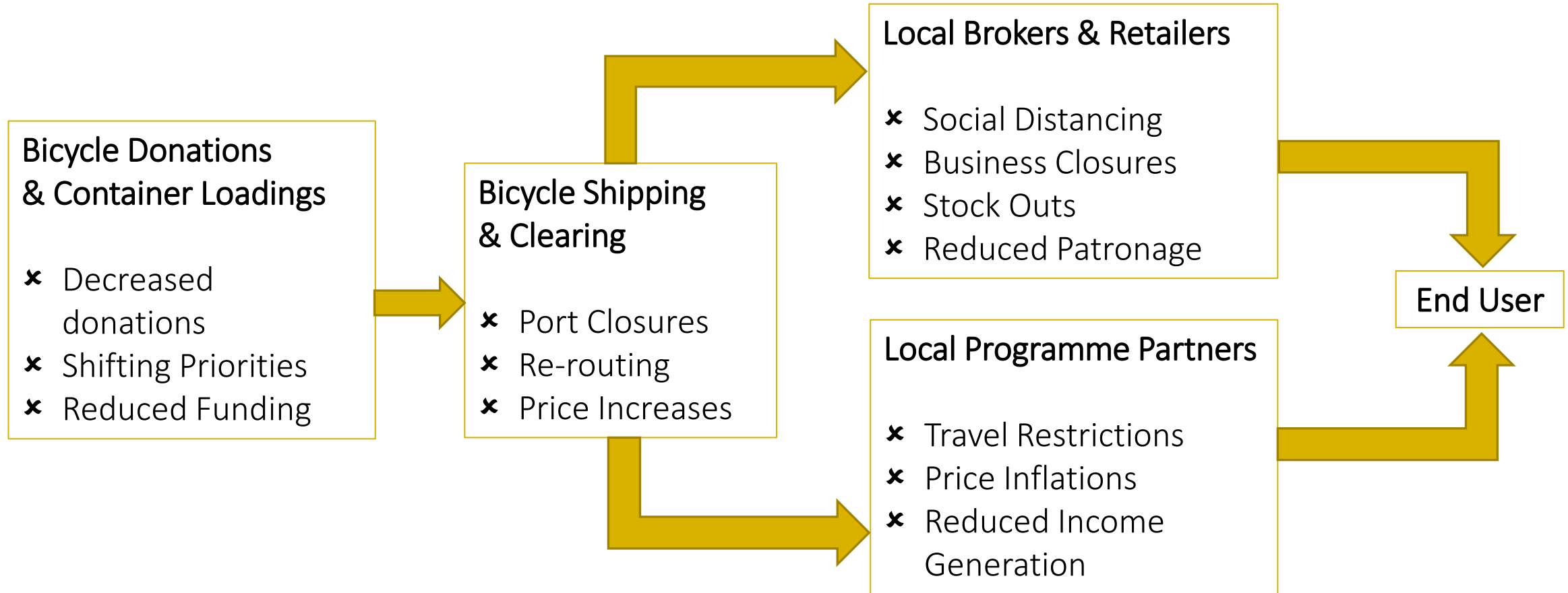




Taylor Jones

Executive Director, Bikes for the World

End-to-End Supply Chain Disruption





Improving Resilience: At Home

Measurable Actions Are Possible During Uncertain Times

Bikes for the World actions:

- ✓ Anticipating future needs to meet demands
- ✓ Tailoring shipments to new and differing requests
- ✓ Improve risk forecasting
- ✓ Giving more exposure for Project Partners
- ✓ Improving donor and stakeholder engagement





Improving Resilience: Globally

Shift Towards Program Survival & Continued Efficacy

Local Programme Partner Actions:

- ✓ Supporting the COVID-19 response with bicycles
- ✓ Demonstrating the impactful role of bicycle in health care and outreach work
- ✓ Adapting programmes and supply chains to deliver more urgent needs
- ✓ Exploring new networks and securing new partnerships





Abdul Karim Kamara

Village Bicycle Project, Sierra Leone Country Manager

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Village Bicycle Project Were Ready to Respond



- ✓ The team decided together to continue working, as we knew from the Ebola crisis that people in the rural areas would be worse affected by COVID-19.
- ✓ Bicycles were free to move around and could reach places that motorized cars and bike could not go.
- ✓ VBP had strong relationships with many rural communities, and they would trust us when we came there to deliver sensitization and introduce new preventative measures.



Distributing Essential Materials



- ✓ VBP took to the front line during the COVID-19 pandemic by delivering 600 hand washing buckets with soap, and 6,000 facemasks to 30 rural communities.
- ✓ We worked with trusted local partners embedded in the communities to deliver these materials.
- ✓ All the supplies were delivered by bicycle to help ensure safe distribution with social distancing.
- ✓ Bicycles were also delivered to farmers and traders to ensure that they have mobility to develop their farmlands, and harvest to provide food.



Supporting Rural Community Health Care Workers



- ✓ The VBP team distributed 200 bicycles to health care workers in 30 different communities across Sierra Leone.
- ✓ Health care workers use their bicycles everyday to travel to individual households as group meetings were forbidden.
- ✓ This way they have distributed important sensitization messages to help prevent the spread of COVID-19.
- ✓ Health care workers are also able to continue delivering vital messaging about the causes and signs of malaria, and to encourage people to only get treatment from certified doctors.



Questions?

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