



public summary



# ANNUAL 20 REPORT 23



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# PREFACE

It is now 20 years ago when Marieke de Wild and I were doing research on the impact of a bicycle on the livelihood of Ugandan women. Upon return in the Netherlands, we started small scale fundraising under the name “Cycling out of poverty” to support bicycle projects. It was only until 2007 Cycling out of Poverty Foundation was officially registered as a foundation.



De allereerste fiets met fietsambulance werd 20 jaar geleden gedoneerd.

We are not often dwelling on this but having seen Cycling out of poverty grow from a scratch to where we are now is actually quite remarkable. Whether it was pure passion, perseverance or even some sense of insanity, we have been able to make an impact on millions of people with your believe in and support towards the bicycle projects of Cycling out of Poverty.

Last year was our first year in a more backstopping role. We have been finding our way into this crucial role to provide advisory services, supervision and support from a distance to ensure a certain degree of continuity, overcome challenges during the growth of the affiliates and the network, enhance project effectiveness and adapt to changing circumstances.

I am extremely proud for the journey we have had. I am thankful for all supporters over the past years. And I am confident that with all new developments and great teams we will be having much more impact before our next moment on the horizon: 2030.

**Luuk Eickmans - Executive Director & Co-founder Cycling out of Poverty Foundation**

## Colofon

Public summary Annual Report CooP-Africa 2023  
@ June 2024, Cycling out of Poverty (CooP-Africa)  
Photo front page: Bike4School Top City, Jinja, Uganda

All photos in this report are taken by employees or volunteers of CooP-Africa.



# MISSION, VISION, GOALS

**Our goal: 15,000 bicycles by 2025**

Cycling out of Poverty improves access to education, health care, work and income with bicycles and other mobility aids. We believe the bicycles makes a difference in the field of empowerment, health, poverty reduction, climate change, etc. We contribute to improving the lives of African families and communities, by making the bicycle available and accessible and creating bicycle eco-systems where more people, from more interest/social groups can cycle and want to cycle for more reasons and more often to fight many of the region's (and Africa's) challenges.







# SOCIAL RELEVANCE AND RELEVANCE TO SDGs

## WHY A BICYCLE?



With a bicycle you can go 4x further than on foot



Range on foot is on average 80 km<sup>2</sup>, by bicycle 800 km<sup>2</sup>



A bicycle saves 3 hours of valuable time for every 16 km



Cycling requires less effort, you start your day fitter



With a bicycle you can carry 5 times more than on foot



A bicycle saves costs compared to public transport

1 NO POVERTY



A bicycle is an affordable and simple mode of transport enabling communities to improve their livelihoods and expand their business to increase their income. A bicycle helps people to transport more in less time and increase one's caption area.

3 GOOD HEALTH AND WELL-BEING



A bicycle generates health effects due to decreased carbon emissions and increased levels of physical activity. But evenly important, or even more, a bicycle supports health workers to visit twice as many households in a day to bring health care to people's doorstep, e.g. for prenatal or palliative care.

4 QUALITY EDUCATION



Access to education is a huge challenge, but the solution is simple: affordable and efficient transport. Providing bicycles to students can bridge the distance gap to schools and improve their attendance, performance, and retention in school.

11 SUSTAINABLE CITIES AND COMMUNITIES



Bicycles are a safe, affordable, reliable, zero-emission, and sustainable transport option accessible to all people. Cycling as a healthy, clean and cheap mode of transport offers an efficient way of using expensive and scarce space in urban areas, making settlements more inclusive, safe and sustainable for all.

# 2023 IN NUMBERS

435

bicycles distributed in 2023 for empowerment, of whom 200 for students, 200 for community health volunteer and 35 for young entrepreneurs.

525

bicycles serviced

1,140

hours of counting traffic

102

passionate staff and volunteers

4

Critical Mass bike rides: in March (International Women's Day), June (World Bicycle Day), September (International Car Free Day) and December (Christmas)

550

Participants in Critical Mass bike rides

2,200

trees planted in 2023, to improve food security in the region and offset CO2.

5

Zero-waste regenerative agriculture and agroforestry school gardens developed at Bike4School schools

4

Agro-business developed





# HIGHLIGHTED PROJECTS

## Cycling Inclusive Planning

Since one year, Jinja City Council and Cycling out of Poverty (CooP-Uganda) are working on a “Cycling Inclusive Planning” project. In this project, we are looking at how Jinja City can be transformed into a Cycling Friendly City.

### #JinjaBicycleCity

For this purpose, Cycling out of Poverty has been doing research on the current status of Non-Motorised Transport (NMT) in Jinja. This research is to provide a good context for planning for NMT. For Jinja City to be able to plan forward for NMT, the first step is to consider what is already in place. This research on the current status of Non-Motorised Transport in Jinja includes: the current transport and traffic situation in Jinja (City overview, street network and connectivity, mode share, NMT, road safety, street lighting, public transport, parking, etc), ongoing and planned transport projects, policy and legal framework.



In addition, we have been compiling ideas from around the world which could be useful for Jinja City planners to think of when planning NMT for Jinja.

Building on the current status of cycling in Jinja, we have identified possible strategical directions for improving cycling in Jinja. Ultimately, we strive for a number of interventions to be developed in Jinja, so that cycling situation in Jinja is actually improved. To achieve this, we are organising a study trip to the Netherlands: 1-3 planners from Jinja City visit the Netherlands for about 7-10 days in April 2024, and will be taken to examples which could be inspirations for Jinja, as well as meeting planners from Dutch Cities to discuss how they handle similar challenges as Jinja is facing.





## Bike4School Gardens

This new project was launched in early 2023. And in the coming three years it will improve access to education for 200 (predominantly) female students who live far from school and have no (or limited) access to means of transport. It educates 1,500 school children and 1,000 parents and community members on agroforestry, environment, climate change adaptations, protection of local biodiversity and nutrition.

This project builds upon successes and evaluations of our earlier agroforestry project in partnership with Addax & Oryx Foundation. In this project we empowered the farmer communities by supporting them with a shift from subsistence farming to improved (but traditional) agroforestry practices.

Combining this agroforestry project with our Bike4School projects (in which we provide bicycles for students) we amplified both projects and create a model which eases rolling out the agroforestry programmes to more families and more areas. The combination of bicycles for students and gardens at schools creates added value in a sense that students use the bicycles not only to come to school, but also in taking care of the school gardens, with fetching water and moving garden produce. At the same time the involvement of students in the school gardens, serves as an eye opening on healthy lifestyles, which moves hand in hand with the healthy lifestyle of cycling to school.

Besides the students and school staff we also engage parents and other community members. Therefore the Bike4SchoolGardens are also serving as a demonstration site for the community.

In 2023 we have equipped 100 students (61 female and 39 male) with a bicycle, and established 5 agroforestry school gardens. So far, at these 5 schools, 1,650 students are participating in this project and gain hands-on experience in agricultural cultivation, promoting self-sufficiency and environmental stewardship. And 412 parents participated in the learning/sharing experience sessions at each school (learning cluster) aimed at moving the programme from the school to the community. And 245 households have already adopted some of the showcased agriculture practices at home.

Koppert  
FOUNDATION

ADDAX & ORYX  
FOUNDATION





# HOW DO WE WORK?

We improve access to education, health care, work and income by supporting students, health workers, farmers and small entrepreneurs with bicycle to enable them to go cycling out of poverty on their own and improve their well-being and that of their families. To realise our mission and vision, we are running the following three primary bicycle interventions:



In the Bike4School projects Cycling out of Poverty supports students and teachers with bicycles. The bicycle creates favorable conditions that can improve performance in schools and access to education. The Bike4School projects are based on perform-to-own base (part of the bicycle is sponsored), which means that the implementation and scaling up of this programme requires additional funding. This extra financing comes from additional funds and/or proceeds from the social enterprises.

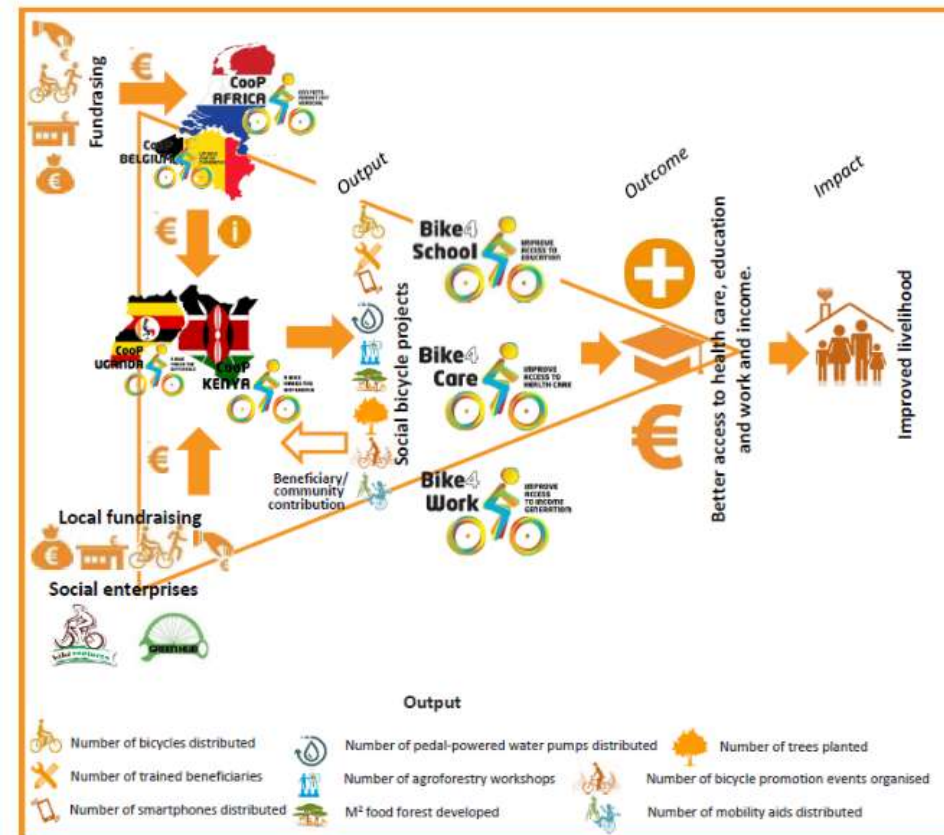


In the Bike4Care projects Cycling out of Poverty equips health volunteers and professionals with bicycles to visit more patients, reach patients faster and cover longer distances. The bicycle saves lives. Bike4Care projects are based on a work-to-own base (part of the bicycle is sponsored), which means that the implementation and scaling up of this programme requires additional funding. This extra financing comes from additional funds and/or proceeds from the social enterprises.

In the Bike4Work projects Cycling out of Poverty supports farmers, women and youth with (custom-made) bicycles, training and support in cycling business development, employment in the bicycle industry (e.g. bicycle factory and workshops) and training for bicycle technicians. Bike4Work projects are based on a work-to-own base (part of the bicycle is sponsored), but increasingly rolled out under financial services whereby 100% of the bicycle is paid. This means that the implementation and scaling up of this programme now still requires additional funding. This extra financing comes from additional funds and/or proceeds from the social enterprises.



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# PARTNERSHIPS

We are so appreciative of our network. At Cycling out of Poverty, we partner with generous and visionary organisations, companies, events and people. Amongst others:

## 12GO Biking | Bike4Africa

12GO Biking is one of the largest bicycle shops in the Netherlands. In the store you will find a huge range of racing bikes, mountain bikes, e-bikes and city bikes. Through their Corporate Social Responsibility programme, Bike4Africa, they have been supporting the bicycle projects of Cycling out of Poverty for some years now both through financial support but also support in knowledge and parts. In 2023 a team has visited some of our bicycle projects in Kenya. One staff mentioned and expressed his great and deep appreciation towards the founders of Cycling out of Poverty and the sacrifices they made (personally) to build such an amazing organisation with pure passion and persistence.

## Fiets naar je Werk Dag (Cycling to Work Day)

We have been the charity for the Nationale Fiets naar je Werk Dag (Cycle to Work Day) for several years. Participants can support our work upon registration to the event by donating their saved car costs for that day. And various participating companies and organisations over the years have made some extra donations to our bicycle projects, such as TOPDesk, Stichting Woonin and Baboo,

## GIZ – IKI (International Climate Initiative)

Transport is the fastest-growing source of emissions. In addition to contributing to climate change, the rapid adoption of motor vehicles in Uganda is also causing growing urban congestion and air pollution. With the support of the IKI Small Grants project our team of Cycling out of Poverty Uganda is making the benefits of cycling known to the public, including lobbying the Jinja City government to begin making provisions for cycling infrastructure. In this way, we aim to avoid the increase in greenhouse gas emissions by reversing the trend towards more private vehicles and inspiring as many people as possible in the Jinja city to cycle.

## Stedelijk Gymnasium Nijmegen

From the very beginning of Cycling out of Poverty, Stedelijk Gymnasium Nijmegen (a secondary school), has been a loyal supporter of our Bike4School cycling projects in Africa. Both through their annual Run through the (Kronenburger) Park in Nijmegen as well as through social internships of numerous students every year.

## Wielerronde Woudenberg

After approximately 30 years of no cycling race (Wielerronde) in Woudenberg, the Wielerronde Woudenberg found its way back again to the NFTU cycling calendar. Not only the national amateurs raced through the village, but also the local heroes, the skaters and of course the young people who raced for prizes in the Fat Tire Race.

We are thankful that the organisation of the Wielerronde Woudenberg supported the bicycle projects of Cycling out of Poverty by donating part of the sponsorship proceeds.



# REFLECTION

## Ride with us and others will follow

Our current multi-annual plan (2022-2024) talks about our renewed inclusive, pro-poor (focused on women and youth) and pro-climate access and mobility approach aiming to accelerate the adoption of cycling for transportation in Jinja region (UG) and Kisumu region (KE) where bicycle uptake is limited, through a joint top-down ('hard' civic infrastructure) and bottom-up ('soft' social/community) approach: ride with us and others will follow!

### Step by step to long term impact

And this new approach is taking form and some great results can already be seen in the field. As we have been doing for the past 15 years we have been able to equip another 435 people with bicycles. But at the same time, we have made great progress in creating a bicycle ecosystem in Jinja City. Where only 5-10 participants would show up on our Jinja Critical Mass bike rides now hundreds of people are participating. And the mixture of participants makes it so unique. Where in other Sub-Saharan Critical Mass bike rides you would see the lycra-wearing middle class on expensive fancy bicycles, the Jinja version attracts people from the highest level of society to the lowest level of society. Meaning that cycling is for all whether you are a poor farmer, student, bank employee, lawyer or the Dutch ambassador in Uganda. So, investing in a cycling-inclusive city or community contributes to equality.

The commitment of Jinja City is also a great success. Together we aim to develop Jinja towards a sustainable city, a cycling city.  
#JinjaBicycleCity.

### Flood the streets with bicycles

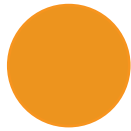
And while we are notching up our efforts to promote cycling and steer towards cycling-inclusive cities and communities we are of course not forgetting our core-focus: equip people with bicycles to improve access to education, health care, work and income.

We are nearing the 15.000 beneficiaries. But we are also looking forward and invest time and energy in our continuous search for the best and most affordable bicycle for each and every target group's interests, requirements and financial capacity. And we are also exploring and field-testing different approaches to improve the financial accessibility to these bicycles.

### Organisational development

With our new growth as a network, we are also experiencing uncertainties and new challenges as an organisation. More independency and autonomy of the individual affiliates is our goal, but the way towards this comes with bumps on the road.

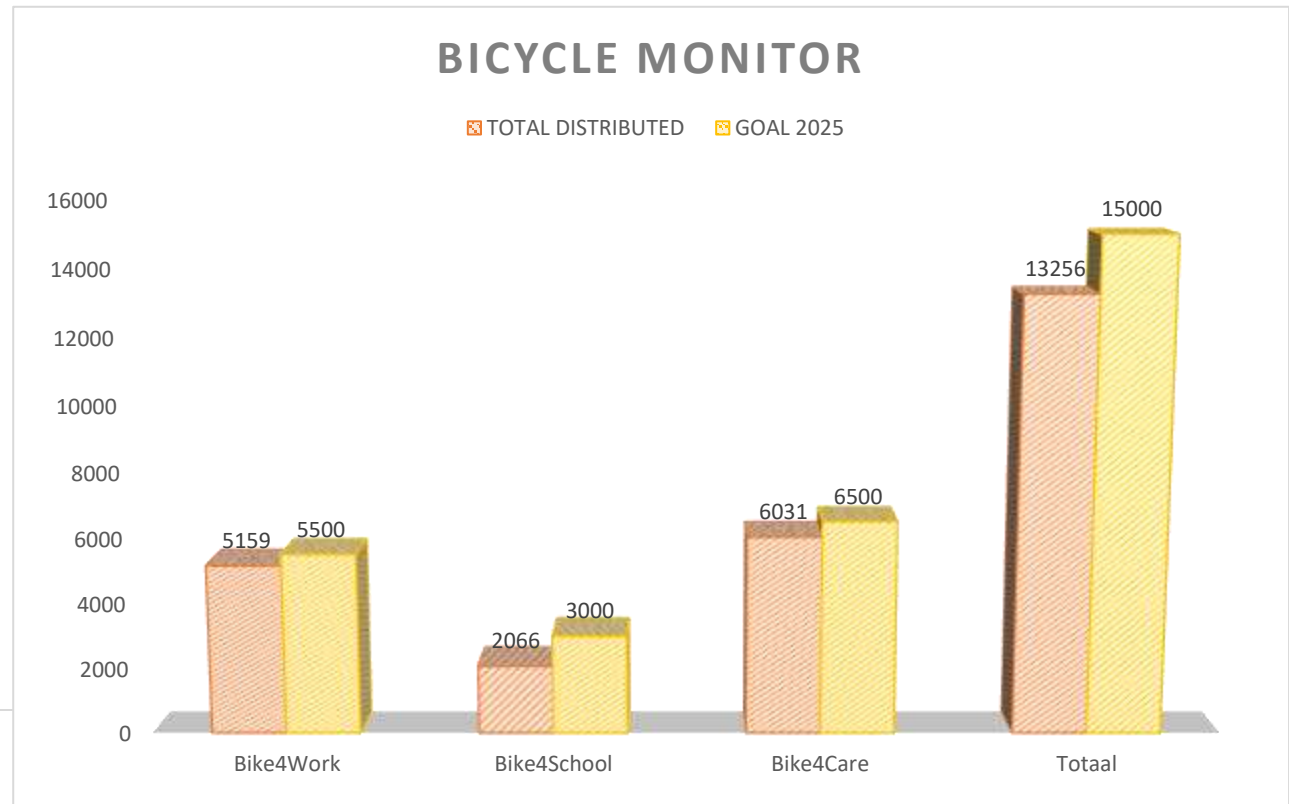
We are therefore finding ourselves in a backstopping role, providing support and expertise to the affiliates, acting as a safety net to address unforeseen challenges and enhance project implementation. This way we are taking a proactive approach that aims to troubleshoot issues, offer guidance, and ensure that projects and organisational development/growth stays on course.



# ONE STEP CLOSER TO EQUIPPING

# 15,000

STUDENTS, HEALTH WORKERS,  
FARMERS AND ENTREPRENEURS  
WITH BICYCLES BEFORE 2025



# JINJA CAR FREE DAY

22<sup>nd</sup> September 2023

*continue the project*

*Good initiative*

#JinjaBicycleCity

We pledge to strive towards increased participation of the community in decision making plans



BCC

COOP  
UGANDA

*[Signature]*

*[Signature]*

COOP  
AFRICA



A BIKE  
MAKES THE  
DIFFERENCE