

REPORT ON BICYCLES RECEIVED FROM
TECHNIK UND SOLIDARITAET / FAHRRÄEDER FUER AFRIKA
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1.0 INTRODUCTION:

Pro-link is non-profit community based organization established in Ghana in 1993 but started full operations in 2000. Starting from a small beginning. Pro-Link aims at making people at the grassroots the main authors of their own development. Pro-link has now over 16 projects in 7 project sites in the Volta, Central, Ashanti and Greater Accra Region of Ghana namely Hohoe, Kadjebi, Aflao and Mafia-Kumasi in the Volta Region, Obuasi in Ashanti Region, Mankessim in the Central Region, and Danfa in Greater Accra Region with its Head office based in Accra. Apart from that Pro-Link is in partnership with a NGO NORSAAC which is based in the Northern Region. These projects are fully funded by donor organization and managed by highly experienced and professional staff. Pro-link has on several occasions also donated bicycles received from Technik und Solidaritaet e.V./Fahrraeder fuer Afrika to many deprived community teachers, farmers and students, religious counselors, orphans and other organizations with similar interest. Through the donations, many of our beneficiaries are able to go about their daily activities effectively and are greatfull and wish that many more people in the communities benefit from the donations.

This report covers all activities organized before and during the distribution of bikes received by PRO-LINK ORGANIZATION from Technik und Solidaritaet e.V./Fahrraeder fuer Afrika in November 2012. It also has information on some of the activities implemented to ensure sustainability and good use of the bikes already given out, challenges, the way forward and recommendations.

Since 2009 Mrs Diana Akadi and Mr Alex Odom are the two main persons responsible for the bicycle project within Pro-Link. Mrs Diana Akadi is the project manager coordinating transport of the bicycles and identifying beneficiaries. Mr Alex Odom is a bicycle repairer who does all the mechanical work on the bicycles before they are distributed in fully working conditions to the beneficiaries.

2.0 PRE-DISTRIBUTION ACTIVITIES:

2.1 IDENTIFICATION OF BENEFICIARIES;

Those who benefited from the bikes and the sewing machines this time were mainly some of the old beneficiary communities and those whom we could not give from the previous consignment. Most of the communities were already known to us. However, we went to the new communities to look at the road net work, access to car, their main occupation and how useful the bike would be to the beneficiaries.

2.2 BASIC MANTAINANCE TRAINING FOR NEW RECEIVERS OF BIKE:

There was basic bike maintenance training for the new receivers. They were taken through the following:

- a) Understanding and knowing your bike
- b) How to identified faults on the bike
- c) Doing daily routine check on your bike
- d) How to set your bike considering your height and the seat position.

- e) How to observe traffic rules
- f) Discussion of bike cultures in Germany and Ghana

The training was organized at the communities where the people (the beneficiaries) will be using the bikes. Among the school children, the criteria used for selecting those who are to benefit from the bikes in all the schools except one school whose headmistress added a good academic performance to the distance at which the travel to school. Others considered the distance and accessibility to car as the modalities for getting their school children to benefit from the bikes. Clemens Rudolf chairman from Technik und Solidaritaet e.V. in GERMANY in most cases was the facilitator at the workshop. Apart from the above mentioned he showed the participants pictures on bicycles and the process of organizing bikes to Ghana and other countries.

2.3 REPAIR OF OLD BIKES:

As part of measures to ensure sustainability and to make sure that bikes are in a good use, PRO-LINK has to go back to the old beneficiaries who do not have bike mechanics in their communities to do major maintenance work on their bikes. We purchased new parts which cost us a lot to go round replacing and working on the bikes.



2.4 CLEARING OF BIKES AT THE HARBOUR:

For the first time in our history of clearing, the bikes were cleared within one week of arrival of containers at the harbor. The other side of it is that the cost truck to convey the containers out was also expensive; the two containers were conveyed to a warehouse in Accra.

2.5 OFF LOADING THE CONTAINERS:

The two containers were off loaded the next day, work started at exactly 6:00 am. The content was wheelchairs, sewing machines, crochets, books, bikes with some parts and musical instruments for Ghana music academy. The bikes when counted were almost 600 pieces from the two containers. Normal bikes were 451 and the repairable ones were 75, the rest 68 is probably the frames. However we tried to fix most of them.

BIKE ALLOCATED TO REGIONS AND THEIR TOWNS:

Region	Town	Group Name	Beneficiary	Number
Volta	Hohoe	HEPSHS Senior High School Alavanjo Secondary and Likpe Technical School	School Children	180
	Logba/Tafi		School children, farmers	56
	Adzato		Farmers	30
	Vakpo/Todzi	Vakpo secondary School	School children, teachers	40
Central	Mankessim	Religious Leaders Farmers Students Children	Farmers Students Children	50
	Saltpond	Southern Ghana Bible College Eyisam Village Suprodo Village Health Volunteers	Farmers, Children	50
Accra	Accra Spintex	Individuals	mixed	10
Brong- Ahafo / Ashanti	Tanorso	Roman Catholic Junior High School Local Authority Junior High School	School children, teachers	30
	Techiman	Civic Union Infanet NGO	Workers, Orphants and vulnerable children	30
	Kumasi	Religious Councillors Pentecost	<i>will be sent to Councillors in Northern Region</i>	13
Eastern	Kwehu Praso	Religious Councillors Methodist Church, Presbeterian Church Farmers	Councillors also in Health Farmers	22
	Nsawam	FAWA Association and School Nsawam Civilians	School children Teachers Other workers Farmers Health Workers	45
				556



3.0 DISTRIBUTION OF BIKES, MACHINES, WHEELCHAIRS AND CROCHETS:

This time round, bikes were selected, counted and group according to Regions before they were sent to their various sites. Volta region is the region with the highest quantity of bike distribution. The central region also distributed much mainly to individuals outside the region.

Few bikes went to Accra and the other regions being EASTERN, ASHANTI-BA, also had their share of the bikes. All the books, some wheelchairs, machines, crochets and bikes went to BA. Some machines, crochets wheelchairs and bikes went to Volta and central region as well.





3.1 REPAIR WORK AND PRESENTATIONS OF BIKES/OTHER ITEMS:

All bikes were put in good use before giving out to the beneficiaries; we have to go to the various places to repair the bikes instead of repairing them before sending to avoid transportation damages.

Quite a number of days were spent repairing and working on the bikes. Parts such as seat, seat posts, paddles, selector, gear and break cables were purchased for repairing bikes.



CHALLENGES ENCOUNTERED:

We did not encounter any special challenges apart from the fact that cost of transporting bikes became higher than before and also the few parts that we have to buy for repairs of the bikes.

Another is where we were expecting more than three containers and we had only two meaning that we have disappointed more people who wanted the bikes.

THE WAYFORWARD:

As an organization, we expect to increase in the implementation of this project therefore expect that more bikes be send to us to help more deprived in society.

We also have a plan of moving the project to become independent, thus we want to raise fund or increase the commitment fees so that we don't depend on Bernice (the chief executive director of pro-link) or other projects for funds to clear the bikes at the harbor. This and other topics will be discussed at a final "suggestion and conclusions meeting" with Clemens at the end of his stay in March.

We are considering setting up a bike school in GHANA. We need support from GERMANY or any part of the world. PRO-LINK has acquired the LAND for the school left with the structure and the other necessary tools and materials needed.

COMMENDATION/RECOMMENDATIONS:

We want to seize this opportunity to thank all the people of Germany who willingly gave out their bikes in support of our people in Africa. We recognized the effort of the volunteers and the Technik und Solidaritaet e.V. / Fahrraeder fuer Afrika in Stuttgart that has been sending us bikes for the past ten (10) years. Finally we will like to appreciate the German government for paying for the fleet.

We want to recommend that bikes should be sent to us more than two times in a year.

We wish to have more bike loving people to join us here in GHANA to work and promote bike.

CONCLUSION:

In conclusion, we want to say that more lives in Ghana have been impacted as a result of the bikes received from Germany. It is our desire that more bikes be sent to us to enable us reach more people and impact lives positively.