



Bikes for Zim

2-Annual Report 2020 – 2021



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Introduction

As for everybody, the two years 2020 and 2021 were greatly influenced by the Covid pandemic that restricted activities in Zimbabwe from March 2020 onwards. Still, a number of activities were done and achievements were reached, notably the loading and arrival of our second 40-foot container and the packing of a third container towards the end of 2021.

In cooperation with RESCU and with support from some major benefactors we were able to expand our workshop infrastructure, ready to receive both bike mechanic trainees, tools and the bikes themselves.

The report will be in several sections:

- Evaluations and reflections on achievements related proposed to plans proposed in the previous report ('18-'19).
- A narrative report with timeline and milestones of notable events.
- An overview of partners and benefactors of our programme and acknowledgements
- A financial report
- The plans and prospect of BikesforZim in the years 2022 and 2023.

Reflections in line with planned objectives of previous report

Strengthening and expanding the management structure both in the Netherlands and in Zimbabwe.

We may have to admit that we failed in this respect. On the Dutch side we had our minimal staff with a fly-in-fly-out chairman and a dedicated treasurer. Still, we were able to achieve quite a lot considering the circumstances. In spite of the limited staff in the Netherlands, BfZ was brought successfully to the attention of quite some partners that contributed positively to the result of our outputs, especially in 2021.

Fundraising was successful in that we got a two big donations in kind which were shipped to Zimbabwe, and two financial boosts, one in the Netherlands and one in Zimbabwe (towards the end of '21 to equip and improve the workshop at RESCU).

Finding partners for support and continuing cooperation with the partners in earlier projects. A number of new partners greatly contributed to our output. The original plans to organise another load of bikes through the Maartens college came to nought because of the restriction imposed by Covid measures.

Training of bike repair mechanics was at low level due to the Covid restrictions. However we *did* have the course for the street-kids of the Child Welfare Protection Society (CWPS) attached to the workshop and they got the basics of bicycle maintenance and repairs.

Publicity and promotion. Although we had expected to do more, BfZ was seen and appreciated by more and different types of organisations and individuals. The website finally got a new look, but can still be improved upon. The Facebook page got some attention and positive comments, but not nearly at what should and could be done. BfZ definitely got positive exposure through personal contacts and our activities in Harare.

Activities and achievements Jan 2020 Dec 2021

Chronological train of notable events

In **January 2020** the chairman had once again the chance to meet the manager as well as the founder of the Bicycle Empowerment Network (BEN) in Cape Town. With their focus (and results!) on community development, they are always an inspiration of what our BfZ could grow into. We received useful advice and training material to be used in Harare.

Before Covid, the **2nd to 22nd of February '20** saw the second visit of our colleagues and benefactors of the Maartens college in Haren, the Netherlands. This time we couldn't deliver more bikes to Chengeta school. We were impressed by the dedication of the chairman of the school's bicycle committee Mr Allen Juma¹.

Some valuable lessons were learned concerning the consequences of 'giving' versus 'buying' of donated bicycles (see cadre) . Although the donations of bikes were greatly appreciated and were documented (there is a nice film clip available) by the happy reception the year earlier, the maintenance and upkeep of the 111 donated bikes proved too difficult and costly for some of the beneficiaries in spite of the trained mechanics present at the school and the very modest fees charged.

But the benefit to some of the staff and the school committee members was undeniable and their bikes are still proudly maintained and used.

On the **8th of March** just before Covid measures were to be announced, there was an intracity bicycle race organised in the CBD of Harare by the charity JMBusha54. On this event BfZ was present with a typical city bike that could support a television cameraman who was taken around on the carrier while filming the race!



Lessons learned from Chengeta

The teacher and children eagerly accepted the donation of 111 bicycles from the Maartens college. The Department of Education agreed that a contract for use needed to be drawn up and signed by the parents to guarantee among others: dedicated use of the bike for the school-going child, the responsibility for good care and maintenance for the bikes and return when the child would drop out of school or move away. The bike would be a permanent gift for those finishing school. Three bike maintenance and repair mechanics originating from the local community received a basic training. Initially bike use was high, but care of the bikes, as could be observed at school, was not optimal. Also parents could not afford, or were not willing to pay, the small fees for the minor repairs necessary from time to time (e.g. patching of tubes, replacing of tires) and less and less children continued using the bikes. This was excellently documented by Allen Juma the chairman of the bikes committee. We concluded that the free gift 'without strings attached' as the standard condition states, does not guarantee proper care for the valuable asset that the bicycle represent. It proved that a 'contract' that in fact has no power of enforcement, has no impact whatsoever. A basic fee for use of the bikes could have catered for a repair costs fund. A better planned storage facility at the school would have most likely helped to enhance appreciation and care of the bikes too. The commitment of a dedicated school bicycle committee is essential.



A lot of useful contacts were made that culminated in a.o. the filming on the **11th March** of a documentary of the virtues of cycling and the (dilapidated) state of the cycle tracks in and around Harare. A documentary that was recorded under the cover of the sport programme Zoom was broadcasted by ZBC. A summary of the item and is still available.

¹ In April 2022 we got the news that Mr Juma had passed away. He was very dedicated to the programme and we are very sad that he is no longer with us.

October 2020 saw the renewed contact with the Dutch NGO Tools-to-Work, who had earlier donated a set of tools on very short notice. This time they assisted with 196 high quality ex-army mountain bikes which were loaded not far from their base in Breda on the **27th October '20**.



Apart from the mountain bikes there was also the generous donation by TipTop - Simson of 8 pallets of brand new bicycle accessories. Some 60 city bikes, hundreds of tires and saddles from the company De Klein from IJsselstein was received. The company also generously assisted with the transport and the packing of the materials.

In **December '20** the website <https://bikesforzim.nl> got an upgrade and came online.

On the **2nd April 2021** the 2nd container arrived at RESCU and was cleared with the helpful support of our friends of Cavendish Lloyd. With it came schoolbooks for a school in Gokwe, 170kg of mirror material for the production of solar cookers in Bulawayo and 5 bicycle maintenance and repairs sets from Tools to Work. Covid restrictions made unpacking and sorting the donations difficult. Only in November '21 could the unpacking begin in earnest.

From **May 2021** mountain bikes were sold to private users or, at a reduced price, to partner organisations. Of note was the support to the Dzikwa Trust in July.

In the **2nd June 2021** an agreement was struck with RESCU about rental of the workshop and storage space *and* the engagement of Chiedza Mashavane as manager/administrator.

In **November** the bottom end of our container was reached and from then on the unpacking of the TipTop donation began. Chiedza and Terrence Mkwaila sorted the material and prepared a stock-list and a bike accessories display.



On the **28th September '21** our application of a proposal for the improvements to the RESCU training site was rewarded with a contract with the German Embassy. Throughout the rest of the year purchases and works at RESCU were carried out and completed before the beginning of 2022. The support consisted of, among other things: Installing lights, equipping the admin office and workshop, procuring and installing a stand-by generator, procuring a storage container and 'training-bikes' from the Netherlands.

The support of the German Embassy made it possible to get another shipment of bikes without a lengthy process of soliciting for donations.

On the coldest and shortest day of the year, the **22nd December 2021**, in the town of Beverwijk, we could load another 40-foot container, the third overall, with 405 city bikes.



Partnership and sharing of experiences

Throughout the two years contacts were made or strengthened with like-minded organisations in Zimbabwe and the Netherlands. Each organisation contributed with their knowledge and experience and/or their practical support.

We thank the following organisations: The Bicycle Empowerment Network in Cape Town, our ‘guiding partner’; The international manufacturer and social entrepreneurs World Bicycle Relief and the producers of Buffalo Bikes; The charitable organisation and social events organiser JMBusha54; The City of Harare; The Zimbabwe Broadcasting Corporation’ The Child Welfare & Protection Services (CWPS) for street-kids in Harare; The web based news agency 263Chat; The Dutch bicycle trading firms de Klein and TradeBikes; The International Bike equipment wholesalers and retailers, and generous supporters, Tiptop-Simson; The Fintech corporation VivianCourt; The Dutch charitable organisation ToolstoWork; The German Embassy in Harare.

Financial report

Because of the support from the German Embassy, we were able to source 400 bikes that were prepared and packed for us by the end of the year (2021), while another generous donation of Vivian Court allowed us to purchase the container and partially covered the transport which has become much more expensive. In general, the increased cost of shipping (> €8.450,- not reflected in this fin. report) together with the costs of the management and rent to RESCU is not off-set by the sale of bicycles during the period under review. We closed the year (2021) with a stock of high value mountain bikes and accessories, but it remains to be seen if the private advance (done in March 2022) put up to cover the transport will be paid back without extra support from well-wishers. The overview of funds received and spent is as follows:

Receipts and Payments 2021	'Bikes for Zim' Zimbabwe US\$	'Fietsen voor Afrika Netherlands US\$	Total US\$
Opening Bank Balances 1 January 2021		3.331,35	3.331,35
			-
Receipts			-
Bike Sales Zim	10.986,00		10.986,00
Bike Sales Netherlands		2.408,77	2.408,77
Donations		5.915,33	5.915,33
Receipts from AvG re Zim drawings		2.090,73	2.090,73
Total Receipts	10.986,00	10.414,84	21.400,84
			-
			-

Payments

Bike Purchases		5.897,50	5.897,50
			-
Salaries	800,00		800,00
Sales Commission	300,00		300,00
Training Expenses	1.195,00		1.195,00
Protective Clothing	30,00		30,00
Workshop Rental	1.600,00		1.600,00
Repairs and replacements	856,00		856,00
Media costs	250,00		250,00
Bike Repairs	223,74		223,74
Advertising & Promotion	120,00		120,00
Furniture & Fittings	250,00		250,00
Transport		88,46	88,46
Stationery	42,35		42,35
Bank charges		192,87	192,87
Website support		813,50	813,50
Container purchase		4.953,90	4.953,90
Cell Phone purchase	91,00		91,00
Bike Stand & Table	188,00		188,00
AVG Loan Repayment	3.070,00		3.070,00
Exchange Losses		158,12	158,12
Total Payments	9.016,09	12.104,36	21.120,45
Cash on Hand	1.100,00		1.100,00
Bank Balances 31 December 2021		1.641,84	1.641,84
	1.100,00	1.641,84	2.741,84

Plans for 2022 and beyond

With our under-staffed committee and the looming departure of our valuable committee member Elliot Mugamu, it is clear that we have to look for fresh blood to strengthen and rejuvenate the management. This goes for the team in Zimbabwe as well for the Board in the Netherlands. Fortunately there are enthusiastic bikers who subscribe to our goals and objectives in Zimbabwe and from where we can recruit new colleagues.

We will strengthen bonds with the existing cycling community in Zimbabwe and look forward to team up with others to lobby for increased town planning that includes facilities for cyclists.

The next planned items need to be expanded upon and other items to be included.

PR with new committee member(s), intensify fundraising.

Improving administration and accounting procedures using off-the-shelf accounting software.

Marketing of our bikes and bikes accessories presently stored and displayed at RESCU.
We will also utilise the commercial ABC auctions, who may give favourable rates to our Trust.

Setting up a first repair workshop using the German donated 20-foot container to be used as a pilot for future expansion.

Training prospective mechanics, employing the tools and bikes at the upgraded RESCU facilities as well as at our first pilot outreach workshop, preferably in Hatcliff or Epworth.

Participation in promotional cycling events and networks.

Support to budding bicycle repair-, and sales entrepreneurs.

Some of our target group members

