

**Minutes of meeting of Umma wa Wapanda Baisikeli Dar es Salaam  
10<sup>th</sup> March 2007**

**Attendance**

Abdallah Khatib  
Elaine Baker  
Juma Ali Salehe Jongo  
Shukuru Hassan

**Guests**

Mr Nyoni, AALOCOM  
Bradley Schroeder, Institute for Transportation & Development Policy

Bradley asked about how the bicycle caravan (msafara) had gone and members related that it had gone well. Mr Nyoni said that over 200 people had taken part. There were some organizational hitches such as the last minute change in venue from Karimjee to Mnazi Mmoja. CHABADA played a good role as ushers. A large number of disabled people took part in cycle-wheelchairs. The event was covered on television but it was misinterpreted as a cycle competition.

Bradley said it was a good event although he thought that it was not very well organized due to some aspects not being planned far enough in advance and some costs such as water could have been got from water companies. He said that it was an expensive event from ITDP point of view costing about \$600. He told the group that in Ghana the caravan had taken off due to corporate sponsorship from a major company. Elaine expressed concern that getting a big sponsorship like this can mean that the event becomes more of a promotion event for the company than a cycling-promotion event. Bradley said that was true but on the other hand it enables the event to take place regularly and be well publicized.

Bradley explained that AALOCOM are not planning to take as central a role in the organisation of future caravans but that Mr Nyoni, who is employed by the California Bike project, would be able to take part in the organisation.

Elaine said that UWABA would very much like to organize the caravan as an annual event. She said however that the organisation of the event does take substantial time to be devoted by people with capacity/confidence to talk to Government officials, police and potential sponsors and also substantial “running around” time delivering letters, requesting meetings, organizing sound equipment etc. AALOCOM took the lead role in these areas in the last caravan while UWABA concentrated on printing and distributing flyers, putting up posters and mobilizing participants. She requested therefore that AALOCOM provide full time employees and/or some extra people from UWABA / AALOCOM / CHABADA be given a financial allowance to work full time on the event for about two months leading up to it.

Bradley said that ITDP would be willing to support the event by putting us in contact with relevant Government officials and helping us to attract some funding.

It was agreed that the way forward was for UWABA and AALOCOM to meet and work out a plan for the next caravan including how far in advance different parts of the organisation should be done, what inputs or costs are needed etc. This would then be emailed to Bradley for his advice and assistance.

There was some discussion about the bus rapid transit project, its potential benefits for cyclists as well as its drawbacks in terms of higher bus fares and loss of local small scale business ownership of the bus service.

There was also discussion about the government “clean-up” operation knocking down small businesses. This had cleared some pathways on major roads for cyclists but also was done without clear criteria or decision making processes often in a brutal way and needlessly destroyed livelihoods in areas not on the main roads where the kiosks were not causing congestion.

It was mentioned that the head of TANROADS is Ghanaian and as Bradley lived there for some time and due to the caravan connection, perhaps Bradley could try to meet him.

It was agreed that AALOCOM and UWABA would meet on 31<sup>st</sup> March at 10am at Masai Bar to plan the next cycle caravan.