

Module F. Guidelines for incorporating a bike component into a large Bank (or donor) project

Note: The first five guidelines also appear in sub-module G since the two texts may be read by different audiences. Package users who are reviewing all sub-module can skip to page two of this module.

1. Ensure implementation of the component via a local agency with strong roots in the local community and with a strong commitment to NMT (Non-motorized transport) and gender.
2. Make sure the needs of all NMT users are clearly assessed and recognized as an integral part of the larger transport project.
3. Make sure the involved government agencies strongly support the component. Local agencies need to take ownership of the pilot project and see it as an important opportunity. Avoid a situation where coordination with other project elements is minimal so that the component becomes isolated and is referred to as "the World Bank (or other donor) " project.
4. Organize a launch workshop for the component to make sure all key actors are fully on board. Have the government agency sponsor this event and give them full credit for the component.
5. Make sure that the bicycle component is considered a central part of the overall project and governmental responsibility for coordination is given to a relatively senior level official.
6. Ensure full gender mainstreaming in the component, as well as in the larger transport project. In particular:
 - a. Collect and analyze all statistics (transport ownership and use, road accidents etc.) in a sex-disaggregated manner
 - b. Give strong encouragement to meet with women and well as men during project design and monitoring
 - c. In communities where women cannot talk to men (for cultural reasons) or where women do not get invited to community planning and informational meetings, have teams of men and women work together to facilitate contact with and input from women
 - d. Include sections in project reports where staff are asked to identify any ways in which the project may need to be designed to accommodate the needs of both men and women.
 - e. Develop gender-sensitive monitoring and evaluation systems
 - f. Include a gender assessment report to be prepared as one of the documents to be discussed during Bank supervision missions. This will give local implementers a specific opportunity to address gender related issues with the donor agency and possibly result in bringing in additional gender specialists to improve project performance.
7. Root the justification for pilot project squarely within a larger vision for sustainable transport in the project area. Make sure this vision includes a comprehensive approach to non-motorized transport.
8. Use the pilot project to explicitly address three key dimensions of development, namely environmental protection, poverty alleviation, and gender issues (WID/GAD).
9. Whenever possible, fully integrate/mainstream elements of the bicycle promotion pilot into other project interventions. For example:
 - a. Integrate NMT awareness into all traffic education programs
 - b. Make it standard policy to widen road shoulders enough so that they can safely be used by bicycles and animal carts
 - c. Integrate bicycle parking into transit station upgrading programs

10. If possible, use the larger loan to leverage other policy changes favorable to increased bicycle use, such as:
 - a. elimination of unfair luxury taxes/tariffs on bicycle imports
 - b. full recognition of NMTs as 'vehicles' in traffic codes

11. Explore connections and possibilities for cross-subsidization with other existing donor programs to expand the reach of the pilot project. In particular, consider linking the pilot with initiatives such as:
 - a. the World Bank's Global Traffic Safety Initiative
 - b. the Latin American Clean Air Initiative
 - c. Global Environmental Facility (GEF) initiatives