



THE BICYCLE INSTITUTE OF SOUTH AUSTRALIA

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Bikes for Refugees scheme Draft notes on current practise

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Summary:

Brief background:

The scheme, which is voluntary and not for profit, aims to supply old bikes, in good condition, reliable and roadworthy, to newly arrived people, free of charge.

The scheme is driven by demand. Adelaide gets 900 people a year arriving as refugees, most arrive with hardly anything. Bikes are useful for e.g kids to play on; teenagers to ride to school, college, run errands to the shops. Adults use them to get to uni or college, or just to get around. Currently we handle around 200 bikes a year on the scheme. All of these find homes easily.

Many families don't have driving licences, it takes a year or two to complete driver training, and for that time they are without a car. Bikes have a role here, providing transport. In addition younger people use them, for recreation, play, getting to school/college, running errands to the shops.

The scheme started in late 2003, and currently handles around 200 bikes a year, mostly donated by members of the public

Guiding principle

The area where cycling organisations can contribute – the specialist skills and knowledge they have – is knowing how to check and service bikes, and experience with bikes. Thus our core work, is the supply of bikes, and we aim simply to supply as many reliable safe bikes as possible.

By contrast, providing assistance to refugee families is a specialised area in itself. There are many organisations already doing this in Australia, they already have good links with the new communities. We work closely with them, handing the bikes on to them, to give out as part of their settlement or donation schemes.

Resources

I run the scheme in my spare time, mostly on my own, from time to time with assistance from volunteers, at working bees. About half a dozen BISA members help regularly - acting as "collection points" for bike donations; volunteering at working bees; selling bikes through classifieds and Ebay.

The scheme costs around \$1000-1500 a year to run, averaging at a few dollars a bike. These are covered by donations from members of BISA, and selling better bikes.

Handing on of bikes:

Bikes are handed on free of charge, and most go to one of the community organisations that already helps refugees, to give out. These organisations are well set up with contacts, they understand what newly arrived families need, and they make sure the bikes go to the right people.

Those involved

Bicycle Institute of S Australia (BISA):

this is a small community based not for profit organisation, that broadly aims to represent the interests of cyclists, particularly people who use bikes for everyday transport. The scheme is run under BISA's aegis, but day to day running is fairly independent. The scheme's finances are separate from BISA's finances, and the scheme is self funding. The scheme reports annually to BISA committee. Most volunteers at working bees come from BISA. Website: www.bisa.asn.au

Australian Refugee Association (ARA):

We work closely with the Australian Refugee Association, one of the not-for-profit organisations that delivers help to newly arrived families. We have built up links with them over the years, and these work well, and they find homes for the bikes we fix. So, I'd recommend you make contact with similar organisations in Perth that help the refugee community.

ARA is a not for profit organisation, which offers a range of services to help refugees set up home here-they have about 30 staff and many volunteers. ARA offer three main areas of help: assistance with employment and retraining; household support, including cash help, donations of goods/furniture/clothes, and also assistance with migration (part of the Aus scheme, is to bring one or two family members out first, then they can bring out the rest and sponsor them in).

For ARA, we offer both to donate ready-fixed bikes; and we also check over bikes that are donated to them. The other advantage is that ARA then take responsibility for the bike and any risks associated with it. This is essential – otherwise we would probably have to get public liability insurance ourselves – and this would mean the scheme would close.

Kevin Clark: Clarks Cycles bicycle shop, at Kensington:

We also work closely with a local bike shop (Clarks Cycles) & again this relationship is essential. There are perhaps 2 or 3 bike shop proprietors we know who are willing to support this type of scheme – Clarks happens to be the closest. They provide us with 30-50% discounts on parts, and the parts they get are usually inexpensive and sound quality. Same goes for tools. Mr Clark is great for advice and useful suggestions, and will order in things specially. In return we acknowledge this help wherever possible e.g in reports & articles; we try to be flexible with what we'll accept, to help the business shift old stock, or odd items they'd have difficulty selling.

Refugee community:

Over time we also got to know the refugee community, mostly African, settling in the NE suburbs where the scheme is set up. We hand out bikes directly to them, and help with repairs. These links are informal, and as neighbours not volunteer workers. It has been a terrific way for us to meet people and get to know them.

Sourcing bikes

How people find out about us: People contact us either after seeing the scheme on the BISA website; or hearing of us; or one of the other Adelaide bike organisations refer them to us. They generally phone my house or email (answering machine) and leave contact details. We get back to people within a day or two, to discuss quality of bike, and discuss arrangements for them to drop the bike off. The scheme has occasionally featured on local radio, and this often produces many offers of bikes.

Source & Quality of bike. Most bikes, come from members of the public, who have an unwanted bike at home that they no longer need, and would like to go to a good home. We find this has been a fairly reliable source of good quality bikes. Generally say to people that “we take any bike as long as it is in reasonable condition. Flat tyres and a bit of oiling, are OK, and we will check the bike over before it goes out. However, if the bike is very rusty, or needs a great deal of repair work, it;s probably not going to be worth our while. We take all bikes, adults and kids. Age of the bike doesn’t matter, as long as it is in good condition”. Usually after that, people know whether the bike will do or not.

The main adverse factor is extensive rust. It’s not possible to clean satisfactorily, a bike that has been left outside, and where nearly all components are rusted (rims, spokes, handlebars, pedals, frame...)

A few bikes come via bike shops and the local council, and we get the occasional call regarding abandoned bikes.

Currently we take all suitable bikes offered .

People occasionally offer spare parts, and we generally accept those to add to the stocks.

Offers of frames are usually refused - we’re not in the game of rebuilding bikes –and end up with extra frames anyway, from bikes stripped for spares.

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Delivery arrangements. We ask people to drop bikes off to us. Our spare time is limited, and as demand is high for the bikes, we use time for mechanical work, to make bikes available. My house is set up so people can drop bikes off any time, I don’t need to be home . They can leave bikes on the front verandah out of sight of the road, usually with the tyres let down. There are also combination cable locks fixed into the wall, & people can secure bikes with those.

Two friends in different parts of the metropolis, also allow folk to drop bikes off at their houses. When people make contact offering bikes, I generally find out who is closest, and then either give them my details, or pass on the phone numbers for Sue and Sam, so people can make arrangements with them

Resources

Premises: the scheme needs a house to run from. A place for people to drop off old bikes; a place to store bikes, a shed for spare parts, an outdoor area to store up to 50 bikes, and to work on bikes. .At the moment the scheme runs from my house in the NE suburbs.;

People: The scheme is entirely voluntary.

The scheme takes several hours a week of my time, including admin, dealing with offers of bikes, logging bikes in, collecting bikes offered, in addition to the repair work. I originally used to process bikes as they arrived, but this left little time for other things, and in addition the scheme currently gets about 4x as many bikes as I can handle on my own. This led to the current model, of collecting bikes for a few months, then holding a working bee week-end aiming to get them all done, 50-80 at a time, myself plus some volunteers from BISA.

The working bees are 3 times a year. For these, friends & club members assist with the more routine tasks e.g checking and changing tyres; oiling, and test riding. It is usually a very sociable day, and we find quite a few club members enjoy the mechanical work as well as riding. Work averages at about 1-1.5 person-hours per bike nowadays, though at the start was 2-3 hours per bike. Volunteers are covered to some extent, under provisions made by the club. We publicise the working bees 2-3 weeks ahead, by email.

At one stage we had assistance from Peter Good at Hamilton Adult Education College, where he taught a certificate III course, in bike mechanics. Peter and his class on several occasions, collected bikes for us and volunteered a day of their time to fix them up, at the Hamilton classroom workshop & the college made its classroom available for the day. Most of Peter's students were glad to help; the scheme provided a bit of good publicity for the college.

Mechanical skills: The scheme would need at least one person experienced in bike mechanics, able to assess fault, say what work is needed, check repairs are to standard, and tackle the trickier repairs, e.g replacing gears or derailleurs, true-ing wheels, servicing backpedal brakes, replacing forks. In Adelaide, the scheme has 3-4 such people; Most cyclists have some mechanical knowledge but not this degree – but there are plenty of other tasks they can tackle.

Spare parts: we rely heavily on a stock of recycled spare parts to keep costs down. For most bikes, there is little advantage in fitting new parts. Our emphasis is to keep costs low (currently about \$6 per bike) so we use spare parts wherever possible. About 10% of bikes we get in, we salvage for parts. The ones we need most often, are: pedals; saddles; cables and cable housings; brake blocks; outer tyres and inner tubes; occasionally, wheels, brake callipers; nuts, bolts, washers; derailleurs, gear levers, brake levers etc. Plus spokes to repair wheels. Currently spares occupy two large wall units in my shed.

Bikes for salvage for spare parts: the worst 10% of bikes are salvaged: they could in theory be repaired, but would take a long time, or would result in a bike that isn't very attractive (e.g lots of rust, or an unpopular design). Bikes get stripped down to wheel rims and frame, which go for scrap metal.

Inner tubes. The scheme goes through a lot of these as if one has a puncture, we replace it rather than try to repair it. **Car tyre type valve** is standard (1) to add anti-puncture sealant and (2) people can pump tyres at any garage.

Tyre sealant to prevent punctures An early issue was how to keep the bikes on the road. We found that kids especially, got punctures within a few weeks (riding on grass) and once the bike had a puncture, it was off the road as people in the house had other priorities. The refugee community knew how to fix punctures, but the problems for them, was the cost of tools and knowing where to buy. We experimented with several solutions: giving out puncture repair kits and pumps; making liners out of old inner tubes; but in the end adding tyre sealant proved most cost effective, and kept the bikes on the road. We are not able to afford thornproof tyres, or tyre liners. We buy sealant in 18 litre kegs, add 2/3 the recommended amount per tyre, and thus keep the cost down to about \$3 per bike. To keep a bike on the road for several months – this seems like a very worthwhile investment.

Tools basic set of spanners, and screwdrivers, plus cable cutters, tyre levers, go a long way. We keep one set of specialist bike tools : gear cluster removers (spline type for older bikes, chain whip for newer ones); spoke key; cone spanners (for tightening wheel axles); large wrench for headsets and 1-piece bottom brackets; chain breaker. Also useful - an efficient stirrup pump with gauge (\$40 bike shops) which considerably reduces the effort of re-inflating say 40 tyres to 50 psi.

Stands: main need, is keeping wheels off the ground, to check & adjust gears, true wheels, check brakes, etc. We use small tubular steel display stands as used in bike shops –they hook onto the bike frame, and keep the rear wheel a few cm off the ground. Cheaper than mechanics stands, compact to store, and for our purposes adequate.

Oil – we use a mix, 75% car engine oil (any), 25% light oil, to save costs tho apparently pure engine oil is fine.

Grease – car grease.

Other lubricants RP7/WD40; plus paraffin for soaking and degreasing.

Rim tape: we often run out, and use PVC electrical tape

Finances/funding

The best way to address cost, is to keep it as low as possible, by using recycled parts, repairing, rather than replacing, and for poor condition bikes, salvaging parts rather than going to the expense of repairing them.

Some expense is unavoidable. currently costs us around \$6 a bike on average, say half for cost of spares we buy new, half for \$3 for tyre sealant. Some we raise by selling the better bikes e.g Ebay; the rest comes from a donor.

Estimating value provided by the scheme to the community: we nominally value each finished bike at \$50, based on current prices in classified ads, plus a small increase for servicing/repair, and tyre sealant.

Publicising the scheme/Media/Press

We have had several articles in the local paper and on local radio. These publicise the scheme, and the benefit for us, is more offers of bikes. No harm also, writing reports or articles for local bike clubs.

Some media ask about photographs. We usually say OK to photos of people working on the scheme. Photos of people who get bikes is a bit sensitive and we do not get involved in that side of things. Best to refer media to the refugee assistance organisations - they understand the sensitivities and issues involved, and may already have stock images or file images on hand.

Amount of work done on bikes - standards to which we check & service

General comments:

Our aim is “to take bikes that are in reasonably good condition, and can be got going fairly easily. A few minor repairs, like a flat tyre or a bit of rust, we don’t mind, and the bikes get a service before they go out. But if the bike is very rusty, or needs major work, it’s probably going to take more time than we have.” That basically is the spiel we tell people, and it has been successful in securing donations, of about the right type of bike. The usual bike is one people have outgrown, or no longer ride, and has been stored under cover, It will probably have flat tyres but with a bit of oil, and adjusting the gears can be got going fairly quickly, and proves fairly reliable.

The result we aim for, is a bike that is in good repair, reliable, safe and suitable to ride on the road. Of these, it is safety that has to take the highest priority.

General appearance of the bike. The bike has to be one, people will want to ride. Some wear & tear seems OK, after all these are old bikes. But if a bike is very rusty, or has obvious damage, or missing bits or broken parts - people do not want them – and will simply wait until a better one comes their way..

Cleaning: In the past, we used to go over each bike with a wire brush and remove loose rust and grime; then wash it down with soapy water (loo brushes are excellent – as are strong plastic scouring pads). Washing, and brushing, can remove a lot of rust, which is often just surface stain, leaving shiny chrome and paint, and the bike looked a lot better. More recently, following ARA’s suggestion, we left cleaning the bike to whoever got it; and what time we had, we focussed on providing more bikes.

Repainting and rust treatment: A bit of rust is OK, but if a bike is too rusty, people wont want it and will simply wait til a better one comes their way. We used to put a lot of effort into removing rust; a wire brush, and a nylon scourer, could often remove 90% of it from paint and chrome and wheel rims, turning a bike covered in rust stains, into one that looked surprisingly good. Over the years we have tended to avoid bikes that are very rusty; this keeps high the quality of bikes the scheme handles, and also saves us time. The key thing, seemed to be whether the bike had been stored under cover, or left in the open. Repainting – some bike schemes routinely respray frames –again for reasons of cost & time, etc we choose not to do this.

Brakes – must always be in good working order as they are safety equipment. Some bikes come with entire brake systems missing; we replace those.

Bells & reflectors – on most bikes, some of these components are missing, and that causes us headaches. On the one hand there are regulations e.g bikes are supposed to have a warning device. But on the other, many bikes on the street, the parts quickly go missing and are not replaced – or the owners remove them. For a while, we scrupulously brought bikes back up to standard - but this added considerably to the scheme’s expenses. In the end, considering the standard of bikes one saw on the road, the expense was hard to justify.

All bikes that come in, go out with inner tubes tested (and replaced if faulty) and with tyre sealant added. We decided early if an inner tube was faulty, we would replace it with a new one. We wasted a great deal of time trying to repair

tubes: when we pumped a tyre and it went down, we generally found that it had several punctures not just one, and it was the usual story of finding the large one – fixing that – after which you then find another. I suspect what was happening, was tyres were getting slow punctures and people just kept pumping the tyre up. In the end the tyre got so many punctures that the bike was not used – and thus got left in the shed. Thus the situation was different from ones own bike in frequent use – where tyres and tubes are kept in good condition, and punctures repaired promptly. In those circumstances, inner tubes usually only have one puncture at a time, and once you have found that, the tube is fixed. About t 10-15% of inner tubes need replacing. We buy at wholesale price, from a friendly bike shop, Clarks Cycles, \$3 each. Adelaide is a bad place, for thorns and burs. See how you go.

Outer tyres – if bald of tread, we replace with secondhand ones.

Accessories: if these are broken or not working - we remove them.

Current system of handling bikes - 2008.

This enables the scheme to handle around 200 bikes a year, mostly in large working bee week ends.

Stage 1: logging bikes in

Each bike gets logged in and labelled. We process them in batches of 50 at a time, & so collect for several months before holding a working bee week-end. During this time, a few bikes that are obviously ready to roll, are checked quickly & given out.

Stage 2: bike triage.

At the start of the working bee, we divide bikes into three groups, according to work needed, and prospects for successful recycling.

-those that just need a minor check and adjustment & oil and should be OK. Quick to get out.

-those that need a bit of repair work plus the above, ie a part replacing – 2nd priority –take a bit more time but still worth working on

-those that need major repair work = these are initially used as a source of spares for the other 2 groups. Time permitting, can be either repaired and got going. Or stripped completely for parts and the frames & rims disposed of as scrap metal.

Stage 3: day before Working bee:

We find it efficient to set up a “production line” on the lawn, and handle the bikes in batches. The bikes are set out on the lawn, upside down, in long lines. We then work up and down the lines, with a tool or oil can, doing operations repetitively, one at a time.

The process has several stages, and we aim to bring the entire batch of bikes up to standard at each one. Bikes that cant be fixed easily at this stage, get taken out of the line and set to one side.

- The first task is always checking for punctures. All bikes have their tyres blown up to 30 psi and left at overnight; any that have gone down we replace the inner tube. From then on, all tyres should remain inflated, and if we see a flat tyre, we know there is a fault.

Stage 4: day of the working bee.

Back to the production line..

- check which tyres have gone down overnight and replace the inner tubes with new ones
- add puncture sealant to all tyres
- going round with the oil can, lubricating chains, axles, gears, brake callipers

- checking for missing parts or unserviceable parts. Often pedals are broken; brake blocks worn or missing.
- Checking for broken spokes or warped wheels.
- checking wheel nuts and saddle nuts are tight, these need to be done very tight as they often slip.

Stage 5: working bee we then work with the bikes one at a time, put them on a stand to check gears brakes etc.

The work here varies a lot from bike to bike, commonest problems being, either cables are rusty and stiff making changing difficult (need to remove and grease, or replace); or the derallieur range needs adjusting (either one cant get the full range of gears – or the chain comes off on the small cog or large cog.

- Check brake pad alignment to the rims, check callipers are centered, etc
- True rims if necessary
- check bottom brackets are tight
- check headsets; etc.
- Saddles and handlebars are re-set to their usual positions.

I assume you're familiar with these tasks. Bikes that need a small amount of work e.g adjustment or replacing a cable or block, we do then & there. Bikes needing more than this, we put to one side to keep the flow of work going.

Stage 6: working bee - road testing.

Road testing involves taking every bike (even small kids bikes) for a short ride,

- checking the full range of gears,
- check the brakes (several times),
- check steering.
- Other problems, e.g slipping saddles, or rattles, often appear at this stage

Road testing is in part a second check, of things already checked on the lawn and on the stand. But for 1/3 of the bikes it shows up faults that appear when the bike is working under load and don't show up otherwise, – e.g ineffective brakes; bent pedals; worn bearings; saddles that slip or are at the wrong angle; odd noises; rattles due to loose racks or components, etc. When these are fixed, we note "road tested" on the bike's label, and the bike is then ready to be handed on.

Stage 7: delivery

Bikes are stored until either we can deliver them to the Refugee Associatio, or until ARA can come to collect them. Having a batch of bikes ready, economises on their/or time and no of journeys.

Rough estimate per load

- 6x4 trailer, no cage = 8-9 bikes
- panel van e.g people mover - maybe same
- 3 ton box van = 30 to 40 adult bikes
- 3 ton tray back with cage = 50 bikes

Records

We keep detailed written records of each bike through the scheme, plus a summary of work done on it. Very useful for managing the scheme, producing statistics, estimates, etc. Also useful should questions ever arise about bikes e.g theft, or liability.

Each bike gets a cardboard luggage tag type label, 40 x 80 mm (purchase at stationers) tied on its handlebars, with a unique number. , we track it into the scheme, through, and disposal. On the label, we record e.g “serviced”, “road tested” and date . The label is also useful, if you are working on a bike, find a fault, and want to put it to one side for repair later. As work is done on the bike we record on the label e.g “mechanical check”, “serviced”, and “road tested”. This is our written record of work done on the bike to help manage the scheme, and document that the bike has been checked over and test-ridden.

Details of each bike are also recorded in a register. A description of the bike – make, model, colour, serial No, donor & date, and date disposed of. We also record disposal of the bike – e.g who it went to, or when consigned to salvage. This is useful, in keeping track of the scheme e.g for 2005 I can tell you we received 250 donations, and that around 85% were handed on, 5% sold to raise funds, 10% salvaged; of those handed on 75% went to organisations to hand on; and 25% we gave direct to the local community. It is also useful if you ever need to put a financial value on this – e.g in Adelaide the average price, for a reliable second hand bike with tyre sealant added would be about \$50, and so we estimate in 1 year, the scheme donates around \$10,000 of value to the community. Also very useful to be able to produce these facts & figures if you e.g seek grant funding, or want to hand the scheme on, or need to supply reports to sponsors.

provides much information about what the scheme is producing, types of bikes etc.

What the scheme provides for the refugee community

The scheme aims as far as possible to provide a “package” – bike plus accessories - to make the bike rideable, and to help keep the bike on the road.

Bicycles

currently 60-70% of bikes go to the Australian Refugee Association to distribute to newly arrived families as part of their Settlement program, which helps people set up home here. .

Another 20% we give directly to members of the African community settled in the NE suburbs – this as a means to help people in our local area, and also get to know them. We also offer a free repair service for bikes, and this has been a good way to get to know people, etc. I also use this as a QC on the standard of work we do (if we don't do the repair right, the kids bring the bikes back) and it has been useful to have that feedback. The scheme also helps us see what people need, and what issues come up with the bikes E.g bike locks were needed and appreciated, and for a while gave these out at \$2 each.

Delivery of bikes: We have been fortunate that ARA often pick bikes up, when they are out our way – though this needs pre-arranging. They have a 5 x 7 cage trailer, and that takes 8-12 bikes at a time. For Campbelltown, people generally turn up at the house, and look through the bikes we have on hand. & we then get them to test ride it

Accessories:

Locks: essential. at one stage we were able to source reliable combination locks for \$1 each, and we have supplied several hundred of these to the refugee community. Important, as we found people were not aware of the precise nature of theft risk here, and if they did not have locks, bikes were getting stolen.

Helmets: up to recipients to buy. we get a few donations of these, but not many, and we cannot afford to provide one with each bike. We generally leave people to get their own at K-mart, Target, etc. . These can be got for under \$15 in K-mart, Big W - & are made to the Australian standard. The Australian Refugee Association, used to refund the cost of purchase. Many people we give bikes to, we subsequently see without helmets. We remind them they'll get fined if the cops catch them , but apart from that, it's their responsibility not ours. As there is always a uncertainty, about the quality of the helmet – we tell people they can have the helmet, but we are not sure how good it is, they should buy a new one as soon as possible, and we direct them to e.g Kmart, target, etc.

Pumps: vital to keep bikes on the road. Sometimes we were able to source inexpensive pumps for \$2 each, and made sure each family had one. Our standard is “car tyre” valves, so most people can inflate tyres at the local servo.

Lights: We do not supply these, cost & risk. Lights already on the bike usually won't work - we remove them. People who want light sets can easily get them, for \$10-15 in a supermarket

Carrying: we supply merely what comes on the bike – often people overseas have used bikes to carry loads e.g food. Racks, people tend to like. Things unfamiliar to people - front baskets, or childrens seats, or panniers, we remove to avoid confusion .

Tools, Would be good to give out but our expenses don't run to it. people are responsible for these. We occasionally get some given, and hand these on..

Education/training:

Generally we do not divert efforts into this.

Education/training: Many children here get bike education at school. ARA are currently considering offering some instruction along with bikes, and that would be valuable, but we consider our role is supply of bikes, and we leave bike education to other organisations.

Cycling information – State govt in SA produces a range of free leaflet on bikes and cycling, and at one stage we handed these on along with bikes - but we discontinued, as we had some doubts, whether these were read.

Follow up service

Campbelltown area bike repair scheme: 10- 20% of bikes go to the local community in Campbelltown, and for these, we offer a free repair service using secondhand parts. This involves 2-3 hours work a week, and people can drop bikes off at the house any time, leave a note on a notepad, and pick the bike up later. The scheme provides us with a wealth of insight, into who is using the bikes, and how they are using them. This helps us make sure the bikes we supply, meet their needs. It also provides a quality control on our repair work – e.g fairly early we found that people often returned with saddles that had slipped, and after that, we tightened saddle and stem bolts, extra firm. Another common problem was punctures – bikes tended to get these within 2-3 weeks (maybe an Adelaide problem), and once a bike had one, it didn't often get repaired, and tended to remain off the road (new arrivals often had many other priorities, e.g learning English, finding work...). After some experimentation with different methods to prevent punctures, we settled on tyre sealant (bought bulk) as the most economical approach, and with this the problem of punctures, virtually disappeared.

Repairs of bikes given out through the Australian Refugee Association. Bikes given out are the owners responsibility – neither we nor ARA offer a repair service. We have from time to time given out also, puncture repair kits and tools – people in new communities often had good knowledge of bike mechanics, but tended not to buy their own tools, probably as they had other priorities with time & money, and also as they found it difficult to know what to get here, and where to get it. More recently we stopped giving out puncture kits, as bikes routinely had tyre sealant installed, so punctures should be less of a problem.

Waste: no special arrangements are needed, and we recycle as much as possible. most is metal that can either go out in the household recycling collection, or get taken to the local scrap steel merchants. The rest is disposed of in household rubbish. We recycle as much as possible, and are currently trying to get a tyre recyclers to accept old tyres and inners.

Risk management

Risk management:

The scheme runs on a “good neighbour” model of risk management. If a family moved in next to you –and the kids didn’t have bikes – and you had one unused in the shed - you would probably check the spare over , make sure it was OK, then see if they could use it. You have done your duty of care and after that it is up to your neighbours, how they use it. It seems a great deal gets done in society on this basis. We think people would get on a lot better with each other, doing more this way, than worrying about being sued, having insurance, etc.

That said, there are one or two commonsense safeguards built in .

- most bikes are distributed for us by ARA - & technically if there ever were trouble, the bikes are at their risk, not ours.
- we aim to supply bikes to the same standards as if sold secondhand.
- every bike actually gets ridden, and the ride-test is recorded, thereby showing we considered the bike fit to ride on the road. this is our main means of showing the bike is actually fit for purpose.
- giving bikes out to people in Campbelltown, we tell them they are welcome to come back if they notice problems.

Legislation:

Commonsense goes a long way, but worth being aware of ...

traffic regulations (they specify what makes a bike roadworthy) and *secondhand goods regulations* (they indicate obligations & duties of care of sellers; we of course give bikes away; but it does no harm to be aware of the principles, and use those as a standard). Relevant sources - State govt departments of transport; and business/consumer affairs, consumer advice service.

-Bike has to be first and foremost, safe to use, and will not cause injury. This is part of duty of care to the person who gets the bike: bike must be safe to ride, suitable for riding on the road. All things working – no broken parts or sharp edges –defective components removed or replaced. Bikes for small children - check carefully for broken parts/protruding edges that might cause injury. Bikes for small children, will need chain guards in place, otherwise there is a risk that curious children, will get their fingers hurt...

-state /federal legislation can specify certain standards bikes have to adhere to, to be considered roadworthy. e.g for children’s bikes 1 working brake, adults bikes 2 brakes; reflectors, bells, etc.

Benefits to the community

Occasionally we need to explain the benefits of the scheme, e.g to members of BISA, or possibly to other organisations or press. Some key points..

Refugee community

Provides exercise etc for children & older adults

Can e.g get to school, shops, sports clubs, see friends in the neighbourhood, library (after school homework, or internet access)

Many refugee families don't have driving licences when they arrive, and take 1-2 years to get them plus a car. In the meantime, bikes can provide the family with transport.

Many people are used to using bikes overseas and often make much more extensive use of them than we do.

Bikes are a familiar mode of transport – they already know how to use it.

Provides a point of common contact, with their local community.

Broader community

-more cyclists on the road = fewer cars, etc.

-most of the bikes donated to the scheme would otherwise end up thrown out as hard rubbish. The scheme puts the bikes back into good use. Thus reduces landfill, avoids waste, etc

- people who offer bikes, are glad that the bike can go to good. They know the bike needs work to get it going again –lack the expertise to do this themselves – appreciate someone else who donates time and effort to do it.

Provides a point of common contact with new arrivals, e.g children playing in the street, at BMX parks, etc. Ice-breaker for us.

-helping new arrivals settle in, helps the whole community in the long run.