**“Supporting Development of Urban Cycling in Havana, Cuba”**

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| Danish organisation | Emergency Architecture and Human Rights (EA-HR) |
| Title of the intervention | “Supporting Development of Urban Cycling in Havana, Cuba” |
| Partner name(s) | Sociedad Civil Patrimonio, Comunidad y Medio Ambiente (SCPCMA)  Oficina del Historiador de Desarrollo Integral de Habana Vieja (OHCH) |
| Amount applied for | 398.890 DKK |
| Country(ies) | Cuba |
| Period (# of months) | June 15, 2021 to June 14, 2022 – 12 month |

***Project Presentation, Summary***

*In the present 12 month intervention, the Danish sustainable development civil society organisation Emergency Architecture & Human Rights, EA-HR cooperates with the Cuban urban sustainable development NGO, Patrimonio, Comunidad y Medio Ambiente, SCPCMA. The intervention is expected to create sustainable improvements among people in 3 of Havana's vulnerable neighbourhoods through citizen’s participation and extended involvement of community groups and children in schools and kindergartens. The intervention will be implemented by SCPCMA, which, through activities with local organizations and citizens groups, has a considerable experience in strengthening sustainable urban development. EA-HR will directly support the intervention by sharing international urban cycling experiences and through training activities in collaboration with SCPCMA and local cycle organisations. The intervention provides specific assistance to enhance cycling culture, cycle training and bicycle maintenance among adults as well as children in kindergartens and schools in the 3 neighbourhoods. The partners will promote urban cycling as a healthy, cheap and non-polluting means of transport, enhancing mobility and access to work, study and recreation opportunities. The project is welcomed by the Old Havana Planning entity, OHCH which is responsible for the rehabilitation of Old Havana including the urban transport development strategy. In the end of the project period SCPCMA and local partners will evaluate findings and lessons learned with cycle planning entities from 10 other Cuban towns and consider the positive findings for futures urban cycling promotion activities in Cuba in line with the UN’s Sustainable Development Goals.*

*The project in general is similar to the one Bicycle Innovation Lab BICL got approved by CISU in 2020. BICL regretfully had to withdraw as responsible partner for the project. EA-HR applies for the Cuba project with the same Cuban partners and contribution from BICL for project activities.*

1. Objective and relevance (the world around us)

***General objective***

Support the living conditions and mobility of the citizens in socially and economically challenged neighbourhoods in Old Havana and promote safe cycling in Cuba as a sustainable complementary urban low price and climate friendly transport alternative in line with the United Nations Sustainable Development Goals.

***Specific objective***

Cooperate with and support Cuban NGO SCPCMA, Sociedad Civil Patrimonio, Comunidad y Medio Ambiente, in promoting cycling and train use and maintenance of bicycles in community groups, kindergartens and schools in Belén, San Isidro and Jesús María neighbourhoods in Old Havana. The intervention will also train instructors and teachers for continuous cycle training with children in the 3 neighbourhoods and share international experiences as well as lessons learned from the intervention to Cuban cycling organisations, urban and traffic planners and representatives from 10 other Cuban cities for the benefit of vulnerable communities. Finally the intervention will be coordinated with the Historian’s Office for General Development of Old Havana, OHCH.

* **What is the main purpose with the intervention, including challenges that need to be addressed?**

OHCH and SCPCMA want to improve the socio-economic conditions of families in the Belén, San Isidro and Jesús María neighbourhoods of the Historic Centre of Old Havana (approximately 10% of the 90,000 inhabitants of Old Havana. These neighbourhoods are acknowledged as being especially vulnerable in the Havana context. They are chosen as focus areas for this intervention to promote cycling skills and mobility among the citizens. Here families usually live in small apartments with a size of around 25 m2, shared sanitary services and water taps outside the apartments. The apartments do not meet the Cuban requirements to be considered as adequate housing nor does the livelihood. However, the authorities are confronted with a serious economic challenge to revitalize these neighbourhoods in the short term. To reduce the negative impacts of this situation, the OHCH offers special services to the improvement of the population's quality of life such as additional education, health care and cultural offerings including attention to vulnerable groups.

SCPCMA and EA-HR want to include the present intervention as an additional incentive and support to stimulate urban life and living conditions in the mentioned neighbourhoods. The population living here has little tradition of bicycle use and the intervention will by promoting cycling culture to adults and children demonstrate an alternative sustainable way of transportation. Cycling skills and the option of improved mobility with bicycle transport will make better use of time and solve challenges for transport to work and education by bicycle and will in this way give the citizens tools to improve their living conditions. Also it will engage the communities in practical and healthy physical activities as well as contribute to the improvement of the urban environment of the city and the empowerment of the citizens. The community groups and the children in the 3 neighbourhoods will become ambassadors for the urban cycling project and will be able to pass on their new skills to other neighbourhoods in the future.

* **Describe the context of the intervention:** 
  + **Describe the conditions that apply in the area where the intervention will take place, and which are expected to influence the intervention (e.g. social, economic or political conditions, or other projects or activities in the area that can supplement the intervention).**

Cuba is currently experiencing an emergent interest in urban cycling, and is remodelling public areas and roadways to improve mobility conditions, especially for groups with greater needs of mobility. Most people in Havana communicate by buses with insufficient capacity. Only a minority has access to private cars. The vehicle fleet in general is obsolete and polluting urging alternative means of transport to reach workplaces and educational establishments faster and cheaper. Economic blockade, imposed on Cuba for decades, limits public investment in the transport sector hampering maintenance and improvement of public transport services and road systems. Havana lacks facilities and safe zones for bicycles making cycling unsafe especially for children and elderly people. (Traffic accidents are the 5th cause of death, and the first among young people aged between 15 and 29).

It is worth pointing out that there is a tradition for use of bicycles in Havana. Use of bicycles reached its latest high-point between 1991 and 1994 when the population turned to cycling due to national economic crisis and public transport problems. Later overcoming the economic crisis the city has seen improvement of public transport and vehicle growth with the number of cyclists falling drastically among others due to unsafe roads. Nevertheless, the cycling remains and various citizen groups have revitalised bicycle use getting together in solidarity relying on their own resources. Their members are mainly habitual bicycle users who share information and resources.

The authorities of Havana's Historic Centre show considerable interest for increased use of bicycles. As in other cities, sustainable urban development is threatened by pollution and noise. So increased use of bicycles is one of the responses to the traffic challenges in Havana. The OHCH office has during almost two years consulted local inhabitants, promoters and entrepreneurs to formulate a solution, and has decided to enhance bicycling as transport mean. A pilot project for public bicycles, Ha’BiCi, has been formulated in 2019 and implemented with support from the Basque Agency for Development Cooperation and inaugurated with a bicycle event for climate change with participation from the European Union. Nevertheless the responsible planning officers and members of cycle organisations have limited experiences in a broader development of urban cycling as everyday cycling to work and education. The present intervention aims at supporting this issue.

* + **Describe whether the intervention takes place in a stable or fragile context.**

In general the political and social situation in Cuba is stable and receptive, although the economic situation represents challenges for the country. At national level urban cycling is an integral part of the new 2030 transport policy, and considered complementary to public transport. The goal for Ha’BiCi is set to provide 5,000 public bicycles in the pilot project and by 2030 implement a network of bicycle infrastructure. They expect an increase in number of private owned bicycles with more bicycle infrastructure and better road safety conditions.

* **Describe how this intervention will strengthen civil society organising – including active citizenship, volunteering, and public engagement – that contribute to social justice (realisation of people’s rights, reducing inequality and fighting poverty, participation in decision-making processes, equal access to resources, and just institutions).**

The intervention will through the SCPCMA and the Old Havana Planning entity, OHCH, directly by training engage adults and children in 3 challenged Old Havana Neighbourhoods stimulating community participation and cooperation with the local government. The intervention will enhance community initiative and organization by participatory training on urban cycling by civil society organisations and cycling volunteers, so participants further can promote urban cycling in neighbourhood groups sharing knowledge on use of bicycles, safety and traffic regulations. The interaction will include cycle training activities to kindergartens, schools and teachers’ colleges. The intervention will provide communities and Cuban civil society new national and international experiences for developing urban cycling as a sustainable transport alternative, in dialogue with the relevant authorities such as the Old Havana Planning entity OHCH, which is included in the project intervention as a strategic partner.

* **What climate- and environmental conditions do the partnership and/or the intervention need to respond to? And how have the partners responded to it? This could be in relation to the conditions of the target groups, the number of flights or the activities of the intervention, and how these affect the environment**

An important reason for the intervention is promotion of a sustainable and safer urban environment. Urban public and private transport are proved to be the major contaminators of urban air threatening the health conditions of the population. The SCPCMA and the OHCH are focussed on climate- and environmental problems in Havana and the intervention intents to improve the situation by promoting clean and healthy urban transportation by urban cycling. The Danish and Cuban partners aims to work for Sustainable Cities and Local Communities as well as Innovative Partnerships according to the UN SDG no. 11 and 17.

The implementation of the intervention itself will as being executed locally include a minimum of fossil driven transport and have a reduced number of 4 international flights for project related and needed exchange of urban cycling experiences coordinated with the monitoring of the intervention in Cuba.

The partnership/collaborators (our starting point)

* **Describe the experiences, capacities and resources of participant partners (including the Danish organisation) as well as other actors (e.g. their experiences with the subject matter concerned, knowledge of the context in which the intervention will take place, networks and relationships).**

The following civil society organisations are members of the partnership: The Danish sustainable development organisation EA-HR, and the Cuban civil society organisation SCPCMA. The Old Havana Planning entity, OHCH participates as strategic partner.

EA-HR is a non for profit organisation founded in Denmark in 2015 with an international experienced team focusing on development of sustainable cities and communities. EA-HR is working with social groups and local communities in needs to improve quality of life and increase sustainability of local development. The various levels of action are supported by cross-disciplinary teams formed by anthropologists, social scientists, architects, planners, engineers and business developers. A Cuba-project team and a project manager with urban cycling experiences as well as a group of facilitators are appointed to secure all relevant skills for the project implementation. The EA-HR is based on gained experiences making priority to project work with children and young people.

The Cuban partner, SCPCMA is working with Havana sustainable development and has experience in managing, coordinating and executing various types of projects related to environment, community and cultural heritage. Its work is guided by the United Nations Sustainable Development Goals. Recently SCPCMA has included the promotion of urban cycling into the working agenda and welcome cooperation with an international partner who can support the development of the area. The SCPCMA has an extended network of contacts to the community organisations, Consejo Popular in Old Havana and has extended experiences with international cooperation projects as well as cooperation with Cuban civil society organisations and community groups. Among SCPCMA’s specific objectives are promotion of training and development of knowledge and capacity in disciplines associated with its programmes, as well as facilitation of transfer of experience and technology to and from other institutions and countries. The SCPCMA finally has the needed strength and authority to ensure good links and communication with the OHCH office and the public transport sector in Havana as well as with kindergartens and schools.

The OHCH is the planning entity responsible for the rehabilitation process of the Old Havana, for which it establishes relations with governments, organizations and national and international partners. The OHCH Masterplan office “El Plan Maestro” is responsible for developing intervention plans with focus on urban and social processes and they work on sustainable urban mobility issues, such as bicycles as an instrument to encourage a new mobility dynamic in the city. The Bicycle Plan is part of the “Plan for Integrated Development for 2030”, which is being developed with extensive public participation in the planning process. The OHCH is in charge of the Ha'BiCi public bicycle project.

* **Describe any previous acquaintance or cooperation between the partners, and how these experiences have fed into the development of the proposed intervention.**

We have known and met the partnership organisations in other professional contexts. The Cuba- project team in EA-HR has had several conversations about this initiative with the Cuban Urban Mobility specialist, Daniel Castellanos, from the OHCH at the eighth World Bicycle Forum held in Quito, Ecuador, from 25 to 28 April 2019. During the preparation phase of this intervention EA-HR’s Cuba project team and SCPCMA have establish regular communication and good contact to formulate the intervention. EA-HR and SCPCMA has no specific bike project experience together, nevertheless the selected EA-HR urban cycling advisers for this intervention have knowledge from studies in Cuba about urban planning project in Havana by OHCH, who they consider a solid and serious project partner. SCPCMA and the OHCH consider cycling in Havana a strategic sustainable and realistic traffic mode and as such will give the intervention the support needed. SCPCMA guarantee the active involvement of the relevant Cuban project partners due to the various cooperation projects SCPCMA has with the Havana population. SCPCMA also has extensive experience from other environmental and restoration projects implemented in Havana, which can be used in the project. The Cuba-project team has had ongoing talks with the Cuban Embassy in Denmark on the project cooperation and the Embassy has supported the initiative and the communication. The Cuban Embassy has facilitated the contact to SCPCMA and OHCH in 2019.

* **Describe the contributions, roles, and responsibilities of the partners and other actors. Justify substantial payroll costs, and if payroll costs are included for the Danish organisation, describe the tasks and why Danish personnel are best positioned to undertake these tasks.**

EA-HR will implement the project in Denmark and Cuba. The urban cycle culture in Denmark is unique, and the accumulation of experiences and specific solutions are available to support development of urban cycling in Cuba. The main input will be a specialised bicycling advisor team and project management and support to implementation in Cuba. EA-HR will present own urban sustainable projects in vulnerable neighbourhoods in Denmark and international projects with community involvement platforms highlighting the inter-relationality of people and the build environment.

The EA-HR Cuba-project team will organise the programme in Copenhagen for the Cuban participants during Phase A visiting relevant authorities, organisations and projects and attending the Bikeable City Masterclass with the Danish cycle planning experts. The Masterclass includes contributions from other bicycle actors like the Danish Cyclists’ Federation, Cycling Without Age, The Danish Road Safety Council, The Copenhagen City Council and consultancy companies concerning sustainable mobility issues, cycling promotion and education. The NGO Bicycle Innovation Lab will present their workshop “Self-repair with assistance” and the “Bicycle Library” community project, which lends different types of bicycles to its members and people with special mobility needs.

EA-HR will provide two qualified urban cycling advisers (members of the Cuba-team) for the Phase C in Cuba. They will participate in the project activities: the Seminar in Havana, the Cycling Games workshop, the Children’s Festival with Cycling Games events, planning of the continuous cycle training in kindergartens and schools and other community activities.

The role of the SCPCMA will be local lead partner with the overall responsibility of the management of the intervention of the local activities in Cuba. For the Phase A module in Copenhagen, the Cuban partners will send two qualified representatives to participate full time in the programme obtaining knowledge and exchange experiences concerning urban cycling. In coordination with OHCH they will organise the seminar in Havana for members of cycling organisations, NGOs, academic researchers, public officials and neighbourhood organisations.

SCPCMA will receive the Danish donation of balance bicycles to be used for the Children’s Cycling Festival events and pilot projects with cycle training in kindergartens and schools, managed by Ha’Bici and the socio-economic entity Velo-Cuba. SCPCMA will collaborate with the Havana bicycle organisations and cycle enthusiasts about promoting urban cycling and bike training in the neighbourhoods. SCPCMA will be responsible for the coordinating with the OHCH office and will share the cycling experiences from Havana with the SCPCMA and OHCH network of planning entities in 10 cities and as a development perspective include them in future promotion of urban cycling in Cuban cities.

SCPCMA will further involve various NGO cycling organisations and private entrepreneurs such as Jíbaro, MTB, Citykleta and Biking Havana. The most regular initiative is the one known as “Bicicletear La Havana”, Biking Havana, which for the past couple of years has brought together hundreds of cycling enthusiasts on the first Sunday of each month. The NGO cycling organisations will participate in the capacity building in courses and seminars, support promotion of urban cycling in the neighbourhoods, promote training activities, participate in the Marathon and Sundays Cycling activities.

SCPCMA will interact with other important actors from the private sector such as Vélo-Cuba, Rutabikes and Ferlan's, which eagerly take part in promotional initiatives and will provide voluntary resources. Outstanding is the socio-economic entity Vélo-Cuba, specialising in bicycle rental and repair. Vélo-Cuba also cooperate with the public bicycle project as manager of the Ha'BiCi’ public bicycles. This project has around 60 bicycles on a route that includes 4 stations in Havana's Historic Centre. Vélo-Cuba is promoting cycling among the citizens and makes a free course in cycle mechanic twice a year. These actors will where possible contribute to the intervention by promoting urban cycling and capacity building of cycle repair as well as inspire to establish repair workshop facilities in the city.

The OHCH office will support the promotion of urban cycling in the 3 neighbourhoods in Old Havana to gain experiences that further on can be showcased to all Havana and other Cuban cities. They will in the present intervention contribute to the Urban Bicycle Seminar and the cycling courses with input related to urban development and traffic planning, traffic regulations and safety, statistic as well as cooperation activities between OHCH and the community.

* **Describe how the intervention will contribute to developing the relationship and collaboration between the partners.**

Joint work on formulating, planning and implementing the intervention in Cuba and Denmark has involved and will further enhance cooperation, in which both partners will share experiences as well as gain more capacity for cooperation and the continued development of urban cycling culture in the two countries. The cooperation will also create common national and international contacts useful for future activities. Successful implementation of the intervention will further strengthen the relationship between the primary and strategic partners, as well as the cycling organisations and movements involved.

Target groups, objectives, and expected results (our intervention)

* Describe the composition of the target groups: specify approximate number of people in primary (the persons who will participate in the activities of the intervention) and secondary (persons who will be affected by the activities of the intervention without having participated in them) target groups disaggregated by e.g. gender, social groups or other relevant factors.

*The Primary target groups* are from the same three neighbourhoods namely the community groups, Consejo Popular and children in schools and kindergartens, students in teachers’ training colleges in Havana; people in bicycle organisations and bicycle movements in Havana; public officials and decision-makers who work in urban sustainable planning and transport and academics who work with research, analysis and statistic; Havanan individual cycle enthusiasts and representatives for the local partners. The actual numbers of participants will be determined during the detailed planning period in Cuba during Phase B. The numbers of participating persons are estimated in the table no 1.

Concerning the gender balance EA-HR has defined a clear charter on gender (Gender Equality UN-SDG 5) and SCPCMA has in 2019 defined a strategy for gender equity in its internal practices, working teams and in relations to activities with communities. The SCPCMA emphasizes gender considerations in relation to environment and sustainable urban development and has organized the celebration of the International Day for the Elimination of Violence against women since 2016.

***The secondary target group*** is the general population of three neighbourhoods in Old Havana namely Belén, San Isidro y Jesús María with a population of 9000.

* Describe how the target groups will participate in- and benefit from the intervention.

The primary target groups will participate in the activities in relation to the Urban Cycling Seminar, the Marathon events and activities in the three neighbourhoods including cycle mechanic courses, workshops on cycle education for children and public Cycling Games events. The participants will achieve new skills in urban cycle promotion and cycle planning as well as skills in bicycle maintenance, traffic safety measures and cycle education. The children participating in the pilot projects in kindergartens and schools will be trained in use of the bicycle and become traffic safe on bicycle. They will form the spearhead of the future urban cycling culture of Havana. The participants in the project activities will be able to pass on the experiences to other neighbourhood in Havana and ultimately to other cities in Cuba.

The secondary target group, citizens from the three neighbourhoods will benefit from the inspiration gained from the public cycling events and cycling promotion and from improved urban environment.

Target groups – Table no 1

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| **No of participants** | **Target group** | **Transfer of knowledge and/or experience and/or training** |
| 1000 | Community groups, Consejo  Popular from the city districts of Belén, San Isidro y Jesús María. | Courses: General urban cycling awareness and traffic safety and rules.  Workshop: Technical training in bicycle maintenance.  Workshop: Cycle training for adults.  Participating in bicycle Marathon events with bicycle organisation.  Participation in Children’s Bicycle Festival in the three city districts. |
| 500 | School Children, in Belén,  San Isidro y Jesús María. | Cycle Training with Cycling Games , traffic safety for cyclists –  becoming traffic safe, traffic regulations and rules. |
| 500 | Children in kindergartens in  Belén, San Isidro y Jesús María. | Bicycle training with Cycling Games - becoming cycle safe. |
| 70 | Teachers in education  centres Old Habana/ Havana. | Workshop for methods of bicycle training with Cycling Games,  “Learning by Playing”.  Courses in traffic safety for cyclists and traffic regulations and rules. |
| 1000 | Bicycle organisation and  bicycle movements in Havana. | Seminar: Urban Cycling promotion methods, bicycle infrastructure and  traffic safety for cyclists.  Courses: Traffic safety and traffic rules, bicycle mechanics and maintenance.  Marathon: Bicycle events with promotion of urban cycling. |
| 100 | Urban planners and traffic  planners from planning entities  in DK and Cuba. | Seminars: Adaption of international cycling experiences, bicycle  infrastructure planning, road safety, traffic accident prevention and  bicycle campaigns and education.  Courses: Traffic safety and traffic rules. |
| 800 | Public in Belén, San Isidro y  Jesús María; | Present at Children’s Bicycle Festivals gaining awareness of cycle culture  and importance of bicycle training. |
| 900 | Public participants in  Marathons | Promotion of urban cycling in Marathons, distribution of bicycle safety  advises and traffic rules. |
| 50+30 | Participants in two Cycling  Seminars in Havana. | Sharing international cycling experiences, workshops on cycling  Development and promotion in Cuba as well as cooperation between  planning entities and cycle organisations in Havana - training the trainers. Sharing experiences with representatives from 10 cycling cities in Cuba. |
| 12 | Representatives from partners: EA-HR, SCPCMA and OHCH. | Visiting program: Visits to Danish cycle organisations, Institutes and  Municipalities for bicycle planning experiences.  The Bikeable City Masterclass: Knowledge of international experiences, working on local Cuban cases for cycling policy and bicycle infrastructure, assisted by Danish experts. |

* Describe the objectives and expected results.

The objectives are to develop the cooperation among the project partners to support living conditions and mobility in the three neighbourhoods in Old Havana. With inspiration from the Danish Cycle Culture and the common experience on community involvement the partners want to mobilize community groups, bicycle organisations and professionals to promote urban cycling and develop tools to improve the urban environment of the city.

Danish cycling strategies are internationally recognized and knowledge concerning the experiences and solutions demanded all over the world as pollution, traffic and transport problems are increasing in most cities. The Cuban participation in the Bikeable City Masterclass has the purpose to share Danish cycling knowhow with international participants based on analysis of challenges and potentials in the participants own cities. The intervention will give Cuban urban planners inspiration from the Danish cycling culture adapted to the Cuban context. In Havana these experiences will be shared at seminars to a larger group of professionals, NGO’s and citizens.

Cycle training for small children has the objective to develop sufficient cycling capacity corresponding to modern traffic conditions. Danish movement educators have designed Cycling Games using the 'Learning by Playing' method. The games help to develop the children’s motor skills and especially to learn about the joys of riding a bike. The aim is to make them safe on the bicycle. Danish Cycling Games have inspired cities throughout the world. Since 2014, Danish experience with Children's Cycling Games has reached kindergartens and schools in cities in Colombia, Chile, Mexico, Peru, Brazil, Ecuador, Taiwan and Japan. By implementing pilot projects with cycle training and traffic education with this method for children in Havana this will contribute to the future cycle culture in Cuba. <https://www.youtube.com/watch?v=ScMXgIvAXCQ->.

* What is the strategy of the intervention? Describe the planned activities and how these will lead to the desired outputs and achievement of the objectives.

***Phase A: June-September 2021***

***June 15 2021: Project start*** *(2 month)*

* Project start: June 15, 2021

- Project preparation

- Freight of bicycles to Cuba and customs clearance

- Institutional organisation, SCPSMA, OHCH, Vélo-Cuba – Project team

- Planning of audio-visual production

***August-September 2021: Visit to Copenhagen by two Cuban representatives*** *(2 weeks)*

* Visiting program in Copenhagen, August 21-September 5, 2021
* Bikeable City Masterclass in Copenhagen provided by Cycling Embassy of Denmark and Urban Cycle Planning. – August 23-27, 2021 (5 days). <https://cyclingsolutions.info/embassy/bikeable-city-masterclass/>
* A EA-HR study program for the Cuban representatives meeting Danish cycling promoters and activities such as cycle repair workshops and self-repair facilities, cycle training in kindergartens, road safety education in schools, cyclists’ organisations and City administrations. (7 days)

o Evaluation of the experience, conclusions and future perspectives. Reviewing CISU guidelines for reporting, administration and financial management. September 3-4 (2 days).

***Expected outcome of Phase A intervention:***

- Enhanced project and cooperation experience between EA-HR and SCPCMA.

- SCPCMA organises local project teams enhance urban cycling activities.

- Cuban representatives experience Danish cycling culture and get inspiration to cycle solutions that suits Cuban cities.

***Phase B: September-October 2021***

***September- October: Project activities in Cuba***

* Cooperation and coordination with bicycle organisations and children’s institutions.
* Planning of cycle courses (traffic rules, cycle training, cycle mechanic).
* SCPCMA receive the Danish donation of balance bicycles from the company ITS Teknik.
* Audio-visual production – continuous activity.
* Supporting local meetings in the 3 neighbourhoods (ones a month in phase B and D).

***Expected outcome of Phase B intervention:***

- SCPCMA sets up and strengthen project collaboration with bicycle organisations and community groups.

- Experiences with project activities in the 3 neighbourhoods

***Phase C: October 2020***

***October 9-24, 2021: Participation in Cuba by two EA-HR Cuba-team members*** *(2 weeks)*

* Final planning of Urban Cycling Seminar in Havana concerning experiences from Denmark, Cuba and other countries. Review of programme and logistics. (2 days)
* Urban Cycling Seminar with presentations and workshops documented by video and presented to press and other media (3 days)
* Bicycle marathon through Havana with the seminar's attendees and other bicycle enthusiasts to identify challenges and potential from a cycling perspective. (1 day)
* Children's Cycling Games. Training workshops for instructors one day and a Children’s Cycling Festival event with four- and five-year-old children on balance bicycles, using the 'Learning by Playing' method. Four sessions in two days. The events take place in a public place in the neighbourhoods in order to raise awareness among the citizens. (3 days)
* Subsequently, planning cycle training with Cycling Games ones a week with children from kindergartens and schools in the 3 neighbourhoods Belén, San Isidro and Jesús María, involving the teachers – pilot project. (2 days)
* Evaluation of the seminar including future prospects. Monitoring of intervention (2 day).

***Expected outcome of Phase C intervention:***

- Improved urban cycling knowledge and exchange of experiences among professionals, volunteers and citizens during Urban Cycling Seminar.

- Raised public awareness about cycle training with Cycling Games from the Children’s Cycling Festival.

- Creating of a Cycling Games corps of instructors for assisting kindergartens and schools to implement cycle training as well as training teachers.

- More involved citizens with urban cycling due to Marathon and Sunday cycling activities as continues activity arranged in collaboration with cycle organisations and cycling groups.

***Phases D: October 2021-May 2022***

***October 25, 2021 – June 14, 2022: Developing and consolidating activities (7½ month)***

* Implementing cycle training with cycling games with children and teachers from kindergartens and schools – pilot project (e.g. one’s a week)
* Continuing cycle courses (e.g. every two month)
* Repeating Marathon events (e.g. one’s a month)
* Consolidating of local neighbourhood activities to establish continuous activities
* Repeating the Festival event with Children's Cycling Games in a public place.
* Repeating the Urban Cycling Seminar as a 1 day event with evaluation of project activities and discussion on future perspectives for implementing urban cycle activities in other cities in Cuba. Participation from SCPCMA and OHCH network in the cities: La Habana, Baracoa, Santiago de Cuba, Bayamo, Camagüey, Sancti Spiritus, Trinidad, Remedios, Cienfuegos, Matanzas y Viñales. April-May 2022
* Evaluation of cycle training with children from kindergarten and school. Possible proposal for permanent kindergarten and school curriculum for cycle training. The balance bicycles will remain so the cycle training can continue after the project. – pilot project.
* Recommendations for future collaboration between SCPCMA and EA-HR. May 2022

***Expected outcome of Phase D Intervention:***

- Continuous cycling events in the neighbourhoods Belén, San Isidro and Jesús María raise awareness and self-esteem as well as stimulate discussions on cycling and quality of urban environment.

- Children in the 3 neighbourhoods get cycling skills and achieve cycle and traffic safety. Teachers become instructors in cycle training with cycling games.

- Citizens get cycling skills and mobility to improve their living conditions in the future.

- Cycling organisations, cycling enthusiasts and neighbourhood groups get urban bicycle training and knowledge on road safety, traffic regulations and bicycle maintenance.

- SCPCMA and the collaborating cycle organisations use the experiences from the early intervention activities to repeat the Children’s Cycling Festival and the Seminar.

- The project experience will be shared with the SCPCMA and OHCH network of 10 cities on the second seminar with the intention to include the cities in future cycle promotion activities in Cuba.

- Knowledge from evaluations and discussions to be used by the cycle organisations for new sustainable activities. Also be used for continued collaboration with EA-HR on further development of urban cycling in Cuba and an eventual new application for project support from CISU.

* *What are the plans for systematising experiences along the way and at the end of the intervention?*

All project interventions will be subject for output evaluation involving participants, who will express their opinions on written questions sheets. Project partners will elaborate the evaluation intending where possible to evaluate the situation before and after the implementation of the activity and document numbers of participants. As the project concerns promotion of the bicycle culture in the broad population all daily press related information of the project as well the number and distribution areas of information material will be documented. The Bikeable City Masterclass, has a proven evaluation system in which the professionals will participate interactively.

Intervention-related information work in Denmark

* ***The purpose of the information work.***
* ***The target groups of the information work.***
* ***The means of communication to be used (social media, printed matter, theatre, events).***

There will be several dissemination activities showing the collaborative experience with Cuba concerning this intervention and the current reality of the country. In this regard, we will coordinate with several organisations, such as the Danish Cyclists' Federation, Bicycle Innovation Lab and the Danish-Cuban Association, concerning specific activities such as meetings, and interviews with magazines and newspapers. The target groups will be Danish cyclists, Latin American studies and Spanish language undergraduates as well as resident Latin Americans. Dissemination will mainly take place through social media, and interviews will be published in different association magazines and local newspapers.

1. Supplementary financing

* ***If the supplementary financing underpins concrete activities in the intervention, these must be specified in the application and budget.***
* ***Has the supplementary financing been secured at the time of submitting the application?***
* ***Is the supplementary financing a prerequisite for implementing the activities?***

There is complementary co-financing for the development of the cycling games activity for children in kindergartens and schools in Cuba. The Danish company ITS Teknik has committed to provide DKK 20.000 (2.700 Euro) to buy balance bicycles, which are an indispensable condition for carrying out the cycling game activities. The balance bicycles remain in Cuba as a donation. The commitment is consigned by a letter from ITS Teknik.

The Cuban organizations SCPCMA, OHCH and DCI (International Cooperation and development) also contribute with self-financing, as a local contribution to the intervention covering the costs in Cuba associated with the remuneration of local professional staff, management, planning, administration, specialist technicians, leasing of location for the seminar and expenses for services (electricity, telephones) for the planned activities. A letter of confirmation of the self-financing has been provided.

The EA-HR Cuba-project team has contributed with extensive volunteer work to the preparation of the project including: planning activities in Denmark, dialogue with partners in Cuba, counselling at CISU and the application to CISU.