CONNECTING INFORMAL TRANSPORT TO CLIMATE ACTION

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Transport gained attention at COP27 but failed to acknowledge semi-informal and informal transport in NDCs
- Angola only country to make mention
- No recommendation for mitigating emissions from the sector
  *Need to be mindful of local policies and capacity of countries in developing comprehensive NDCs*

**Scope**
- Basic framing to connect climate and informal transport
- Main areas for action
- Inform dialogue
INFORMAL SYSTEMS IN GLOBAL CLIMATE DISCUSSIONS

NDCs do not recognize emissions from the informal transport sector

No recommendation for mitigating emissions from the sector

No restrictions on used public transit vehicles (age or emissions limits)

Weak policies and regulations on used vehicle importation

Emissions Inventories
Establish a baseline for interventions to decarbonize

Improving Informal Services
Reduce or prevent private vehicle trips and foster use of lower carbon modes

Electrification
Identify schemes for electrification while addressing energy access and clean energy supply
UNDERSTANDING INFORMAL TRANSPORT SYSTEMS

- Mobility to the underserved
- Adaptive
- Demand responsive
- Ubiquitous
- Jobs
- Affordable
- Support Trade
- Variety of local names

Safety concerns
- Lack of training
- Unpredictable routes
- Unpredictable schedules
- Inconsistent pricing
- Maintenance inspection

WORLD RESOURCES INSTITUTE
AFRICA’S PARATRANSIT STORY

Over 90% of public transport trips are made in semi-informal paratransit.

Filling a major gap as a result of lack of investment in infrastructure in public transport.

Majority of Africa’s infrastructure is yet to be built.

Huge source of employment and many livelihoods dependent on the sector.

Lack of collaboration amongst stakeholders esp. development partners.
KEY MESSAGE: UNDERTAKE EMISSION AND AIR QUALITY INVENTORIES
1. EMISSIONS INVENTORIES

Lack of consistent and quality data has hindered emissions inventories for the paratransit sector

Methodologies

#1 - Bottom-up inventories using mapping and identification of networks
   • The role of initiatives like DT4A in providing open data, tools and knowledge

#2 - Importation records of used vehicles
   • Policy makers must address the oldest, most driven, and most polluting and crash-prone vehicles in the paratransit sector.
KEY MESSAGE: IMPROVE QUALITY OF INFORMAL SERVICES
2. IMPROVING INFORMAL SERVICES TO REDUCE OR PREVENT PRIVATE VEHICLE TRIPS

- Improvements in informal systems
  - Integrating informal systems within the wider system
  - Infrastructure upgrades
  - Improved labor conditions
  - Improved user experience

- Control the quality of imported used vehicles
  - Import age limit
  - Environmental and emissions standards
  - Taxing
  - Incentive for e-vehicles
  - Ban used cars

- Climate actions can package a series of improvements to informal services
KEY MESSAGE: ELECTRIFICATION OF MINIBUSES AND TWO AND THREE WHEELERS
3. ELECTRIFICATION: MINIBUSES AND TWO- AND THREE-WHEELERS

- Support programs to electrify minibuses, building on the pilots already happening
- Develop policy measures and financial incentives to support two- and three-wheeler electrification
- Align electrification policies with energy supply, reliability and renewal programs

Carbon Intensity (2013-15 Average) of National Electric Grid Along with Urban Access to Electricity
EASIER SAID THAN DONE: THE HOW

• **Need for expert facilitators** specifically for informal operators to build local ownership and strong stakeholder buy-in.
  – This will be slow/incremental and painful
  – Will require data [useful to end users, operators, worker]

• **Financing that can weather the storm** - donors/partners that understands this difficult and complex journey.
  – From a paratransit story to system/market change story

• **Avoid shying away from the political economies, power dynamics and historical roots** of some of these systems.
  – Secondhand vehicle importation and the accountability

• **Tailored and bottom-up interventions** as It won’t look the same for every city let alone every country.

• **Better collaboration and coordination amongst partners and stakeholders.**
  – Transit data collected in the same city using different formats, not made accessible etc
  – Leverage different expertise
  – Come organized so government don’t feel overwhelmed or overburdened
MOVING THE NEEDLE...

....BUT FOR WHOM?
THANK YOU!

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