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CONNECTING INFORMAL TRANSPORT TO CLIMATE ACTION

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PHOTO BY HASSAN OMAR WAMWAYI

VREF AND WRI RESEARCH PIECE

- 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

VREF VOLVO RESEARCH
AND EDUCATIONAL
FOUNDATIONS

Connecting Informal Transport to the Climate Agenda: Key Opportunities for Action

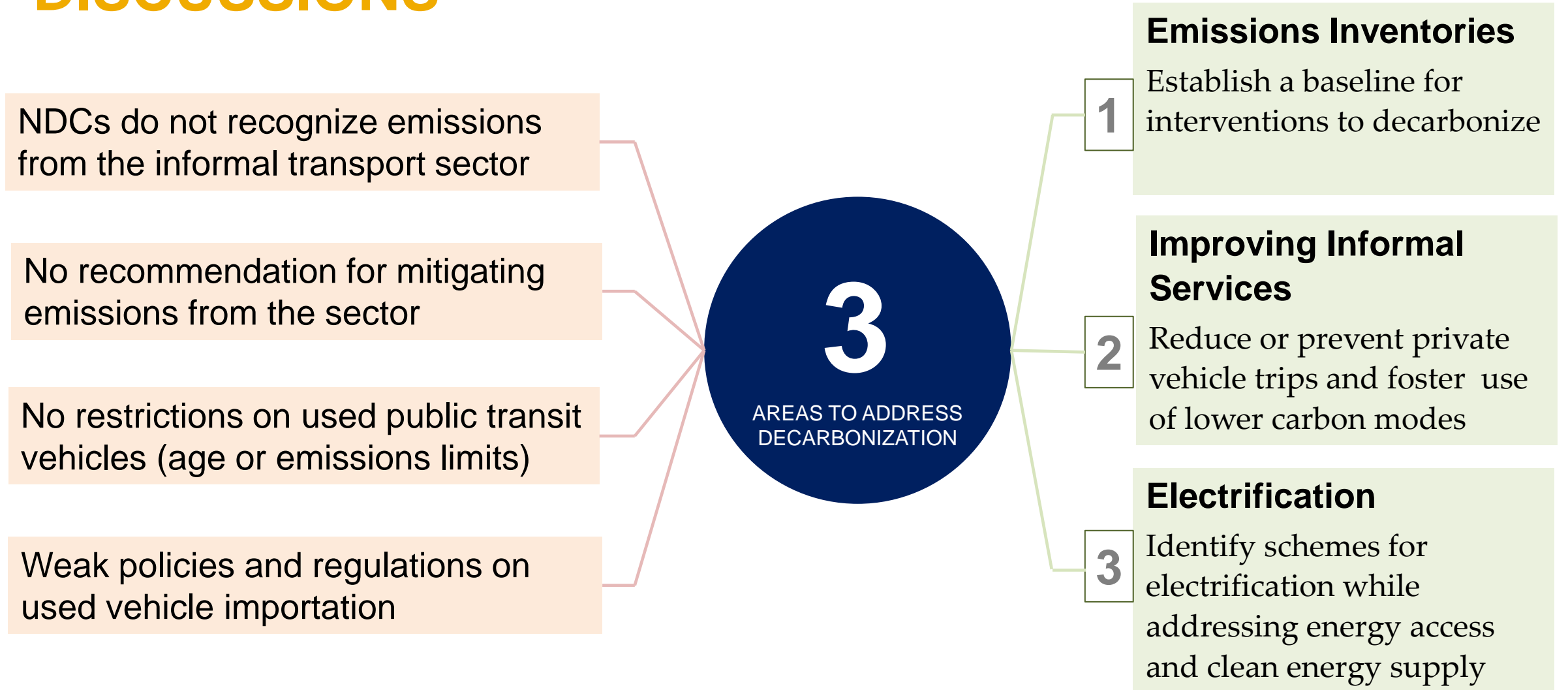
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Volvo Research and Educational Foundations (VREF)



INFORMAL SYSTEMS IN GLOBAL CLIMATE DISCUSSIONS



UNDERSTANDING INFORMAL TRANSPORT SYSTEMS

Mobility to the
underserved

Adaptive

Demand responsive

Ubiquitous

Jobs

Affordable

Support
Trade

Variety of
local names



Safety concerns



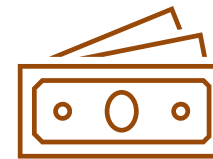
Unpredictable routes



Lack of training



Unpredictable schedules



Inconsistent pricing



Maintenance inspection

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

A woman wearing a white shawl and a patterned dress is walking across a busy road. She is carrying a yellow plastic bag. In the background, there is a concrete barrier, a white truck, and several cars. A speed limit sign with the number 80 is visible on the right side of the road.

**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.

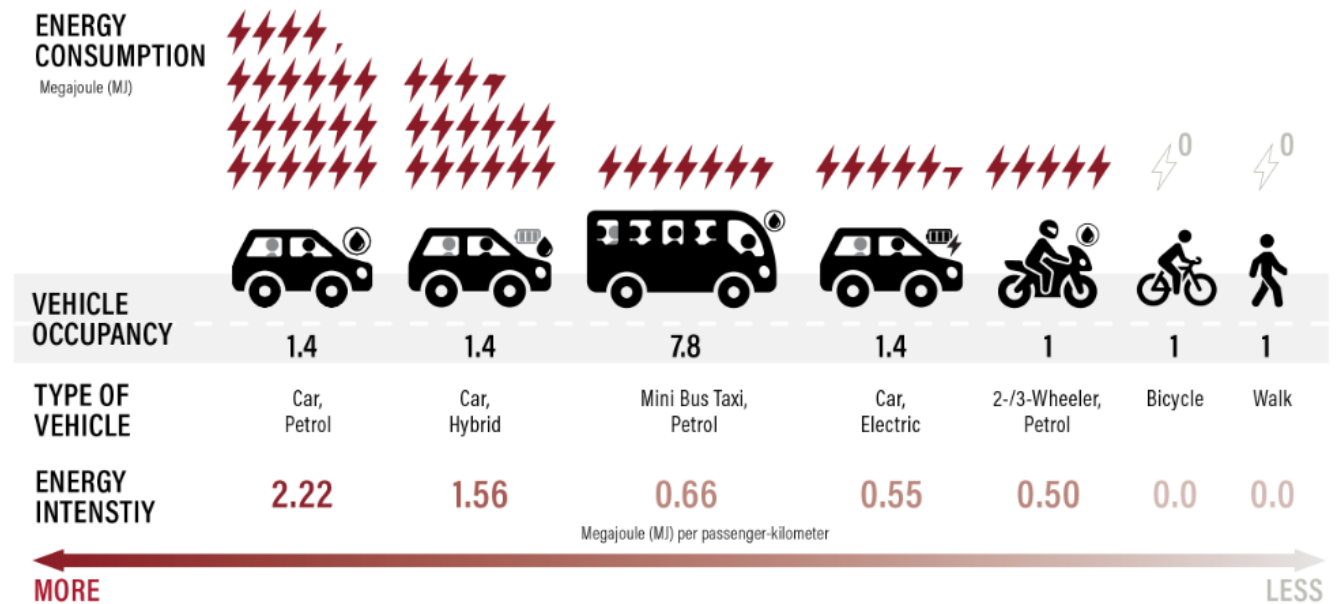


**KEY MESSAGE:
IMPROVE QUALITY
OF INFORMAL
SERVICES**

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**

Figure 2 | Energy Intensity of Passengers (MJ per passenger-kilometer) by Mode in Cape Town, South Africa



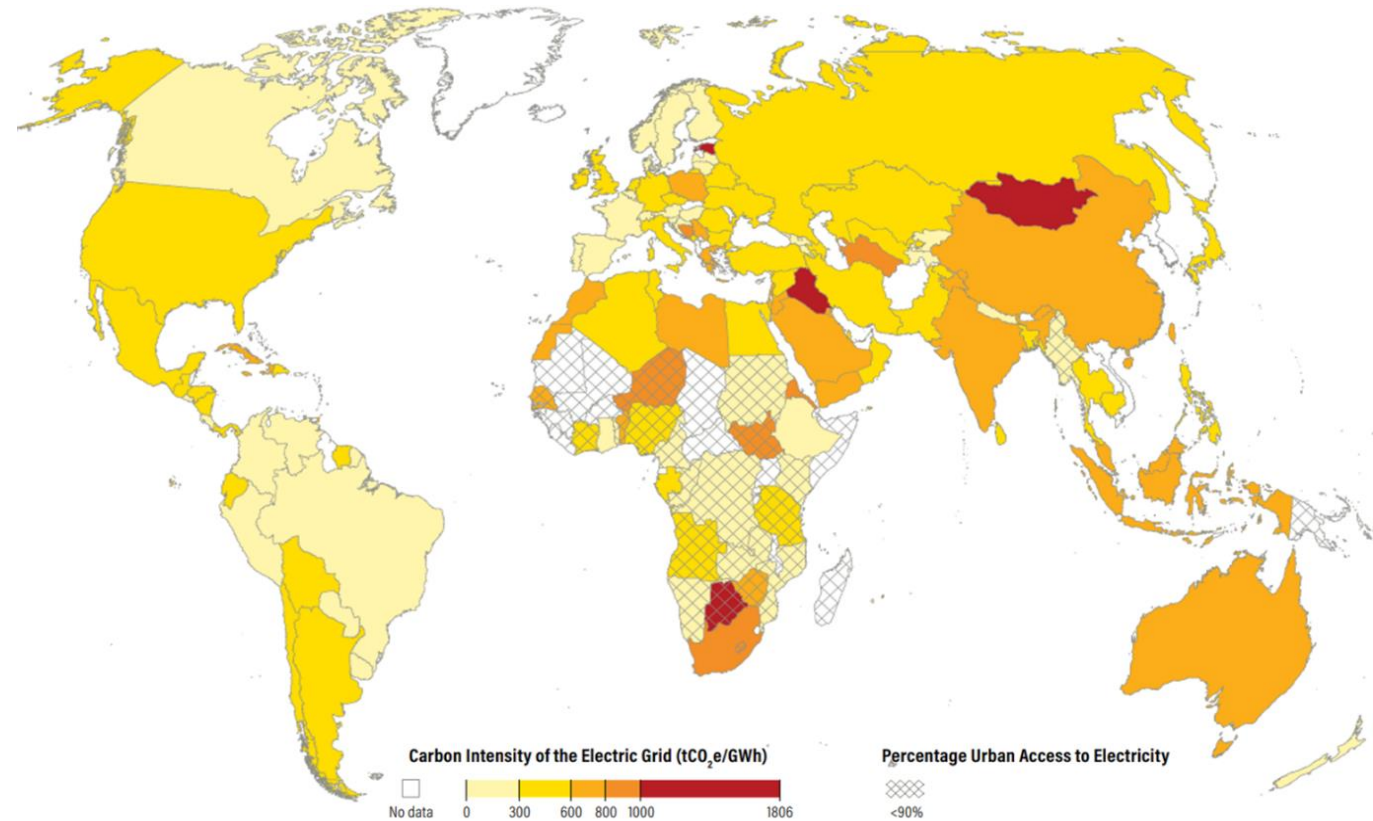
Source: Adapted from Kane, 2016 with additional data from IEA.

**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?



PHOTO BY MOBILIZE YOUR CITY



PHOTO BY STREETSOFADDIS





Man United



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THANK YOU!

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