



AFRICA CLEAN MOBILITY WEEK 2018

12-16 March 2018

UN Environment Headquarters- Nairobi Kenya

Introduction

Africa is undergoing a mobility revolution. This revolution is spurred by rapid urbanization and rising population, significant economic and technological growth, as well as increasing rates of motorization; one of the highest in the world. In many African countries the transport sector is not able to provide affordable, accessible and clean mobility to meet the growing demand for connectivity. Some African countries have made significant steps in improving their overall vehicle fuel economy; improving fuel quality; enforcing vehicle standards and regulations; addressing their aging fleets; and supporting inclusive public and non-motorized transport. However, these efforts need to be significantly up scaled as they implicate greatly on the health, environment and economy of the continent.

Forty-two (42) African countries met at the UN Environment Headquarters on 12 -16 March 2018 for “**The Africa Clean Mobility Week**” to explore opportunities for Africa to leapfrog to cleaner and more efficient mobility solutions. Delegates from government agencies responsible for transport, environment, energy and finance; donor partners, oil and vehicle industry, the academia, civil society, media, the East Africa Community (EAC) Secretariat and the Economic Community of West African States (ECOWAS) Commission attended the meeting. The African countries in attendance include: Algeria, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cote d’Ivoire, Democratic Republic of Congo, Egypt, Ethiopia, Gabon, Ghana, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Morocco, Mozambique, Niger, Nigeria, Republic of the Congo, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, South Africa, South Sudan, Sudan, Swaziland, Tanzania, The Gambia, Togo, Tunisia, Uganda, Zambia, and Zimbabwe.

The following are the recommendations from the Africa Clean Mobility Week:

1. To Improve the Fuel Efficiency of the Vehicle Fleet in Africa:

African countries have an opportunity to put in place cleaner and efficient vehicle policies before motorization fully takes off. Motorization levels today in the region are not high but annual vehicle sales are increasing rapidly, at over 10% in most African countries. A business-as-usual scenario will not be sustainable.

Recommendations:

- a) Countries are encouraged to carry out fuel economy baseline analysis and monitor the fuel economy trends to understand the vehicle fleet status of their countries.
- b) Fuel economy policies have been proven to shift vehicle import toward more energy efficient vehicles. Countries are encouraged to review their policies to attract import of more efficient vehicles, using Global Fuel Economy Initiative tools.
- c) Countries agree to share information on baseline development and other fuel economy activities.
- d) There is need to integrate fuel economy programs into national sustainable transport policies.
- e) Countries are encouraged to include fuel economy policies as part of their nationally determined contributions reporting since fuel economy policies support national and global climate change targets.
- f) Countries are encouraged to quantify and communicate the benefits and impacts of fuel economy policies, such as fiscal policies. Vehicle labelling was identified as a starting point.
- g) There is need for a regionally harmonized approach to fuel economy policy development and implementation.
- h) Donor agencies are requested to provide guidance on accessing global funds such as GEF and GCF funding to support transport projects in the region.



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2. On Advancing Electric Mobility in Africa:

Very few African countries have put in place policies and regulations on electric mobility. Electric mobility presents an opportunity for African countries to shift to cleaner transport in terms of reduced climate emissions, improved air quality, economic growth, etc.

Recommendations

- a) Countries are encouraged to explore the two low-hanging entry points into electric mobility, that is public transport (electric/hybrid buses) and electric 2&3 wheelers.
- b) Some African countries have adopted measures to support the uptake of electric vehicles. Other countries can learn from early adopters on their experiences (south-south cooperation). Regional harmonization of policies is also encouraged.
- c) Countries are encouraged to include electric mobility policies as part of their nationally determined contributions reporting, as they support national and global climate change targets.
- d) There is need to understand Africa's unique mobility challenges when it comes to electric mobility. This calls for tailor-made products for African countries e.g. electric motorcycles capable to run long distance, high load and rough roads, local manufacturing capacities etc. Countries are encouraged to set aside resources to better investigate these issues and learn from other countries/regions.
- e) Countries are encouraged to develop appropriate regulatory, fiscal, and institutional policy interventions to create a favorable environment for electric mobility uptake (including used electric vehicles). These policies need to be integrated into the wider urban transport system planning, including non-motorized transport and need to consider issues relating to end-of-life and recycling of batteries.
- f) Countries are called to invest in robust consumer awareness raising campaigns on the benefits of electric mobility and its impacts on everyday life including road safety (more so with electric 2&3 wheelers).
- g) Governments are encouraged to engage the private sector as they will play a key role in the successful transition to electric mobility.
- h) Countries are encouraged to make the link between electric mobility and renewable energy. Due to their smaller batteries, electric 2&3 wheelers provide a particularly interesting opportunity for solar charging.
- i) Pilot projects are a crucial element to familiarize the countries and consumers to electric vehicles and evaluate performance of electric vehicles. Development partners are encouraged to support electric mobility programmes in countries/regions.



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3. On Regulating the Import of Used Vehicles:

In most African countries, a large proportion of vehicle imports are used or secondhand. And while only 1 in 10 vehicles imported into the region is new, used vehicles can be an opportunity to access clean technology in an affordable way. This is an opportunity for the region to renew and improve the emissions of its vehicle fleet by encouraging the import of low emission, clean used/secondhand vehicles with the right policies and incentives.

Recommendations

- a) Countries are encouraged to introduce regulations that support and guide the import of low emissions vehicles. A comprehensive strategy is encouraged that combines -
 - i. age restrictions and/or emission standards for imported vehicles for example 5 years and at least Euro 4/IV vehicle emission standards),
 - ii. mandatory inspection and maintenance programs for in-use vehicles, and
 - iii. end of life programs including vehicle scrappage to enable the renewal of the fleet and eliminate heavy polluters.
- b) Regional harmonization of fuel and lubricants quality, vehicle emission standards and vehicle labelling through the regional economic bodies would help to close policy gaps.
- c) Countries are encouraged to develop clear and informative campaigns that guide consumer choices to cleaner vehicles and promote a policy shift towards low emission vehicles.
- d) UN Environment is requested to develop and share a common methodology to gather data for used vehicle imports to Africa and to help make data analysis and comparison among countries easier.
- e) Countries are encouraged to engage the private sector in support of the introduction and maintenance of cleaner mobility in Africa.
- f) Research studies linking transport emissions to air pollution and health are encouraged and should be translated into action through policy.
- g) Countries are encouraged to include cleaner fuel and vehicle standards in their comprehensive urban traffic management and planning, also taking into account traffic control measures and infrastructure improvements for reducing congestion and emissions.
- h) Governments are encouraged to provide incentives for local manufacturing and/or assembly of cleaner vehicles, effectively creating capacity and jobs for cleaner technology here in Africa.
- i) Countries and regions are encouraged to enhance their capacity for vehicle inspection to ensure lasting benefits of cleaner, more energy efficient technologies.
- j) Countries and regions are encouraged to enhance their capacity for fuel testing to ensure compliance with all specification parameters.



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4. On Promoting Sustainable Transport Infrastructure:

It was noted that a large proportion of the population in Africa walk or cycle. The infrastructure for walking and cycling in the region is largely inadequate leading to the majority of road accidents being witnessed in the region.

Recommendations

- a) Countries are encouraged to promote well integrated modal transport. Mobility policies and planning need to put people first (including vulnerable groups), prioritizing walking, cycling, and public transport over other modes. Where other modes are unavoidable, they should be low carbon (electric mobility).
- b) Best practices on sustainable and equitable transport infrastructure are already showcased in African urban areas. Countries are encouraged to leverage and adopt similar practices and policies in line with their contextual situation.
- c) The inclusion of gender, child and other vulnerable groups is critical to ensure transportation is accessible to all.
- d) There is a significant lack of baseline data on walking and cycling in Africa. Urban areas are encouraged to invest in data gathering to allow for critical evaluation of the cost benefit of non-motorized transport infrastructure taking road safety and public health into account, especially for vulnerable groups.
- e) There are already many existing financing mechanisms and partnership opportunities to support mobility today in African cities. Policymakers are encouraged to look at innovative ways of shifting these mechanisms to promote cleaner mobility pathways. Development partners are urged to mainstream financing of public transport, walking and cycling infrastructure into road investment projects.
- f) African transport corridors are highly mixed use, also serving as commerce corridors (e.g. street vendors). Urban areas are encouraged to look at innovative designs that integrate this mixed use in a suitable way so as to increase buy-in from all stakeholders.