

## NOTES FROM PASSENGER WORKSHOP 13 FEB 2014

Thank you to all the participants who contributed your expertise and knowledge, and valuable time, which made the work session vibrant and productive. Thank you to The Green Trust, a partnership between Nedbank and WWF, which funds this work in the transport sector.

### Programme

ITEM	ACTIVITY	FACILITATOR
<b>Updates on developments that may impact on your business:</b> <ul style="list-style-type: none"> <li>• The context of climate change</li> <li>• The low-carbon economy</li> <li>• Government initiatives</li> </ul>	Input and questions / discussion	Louise Naudé, WWF 
<b>Cutting commuter carbon</b>	Exercise	
<b>Your take on key challenges</b> facing business in the passenger transport sector	Participants in plenary	
<b>Overview of WWF's proposed project</b>	Input and questions / discussion	Dr Brett Cohen, The Green House
<b>Analysing the economic and emissions cause-and-effect relationships in the sector</b>	Small group discussions	
<b>Reflections and way forward on the project:</b> <ul style="list-style-type: none"> <li>• What would be useful outputs?</li> <li>• How might your business / organisation contribute?</li> </ul>	Participants in plenary	

### Attendees

Name	Company / organisation	An example of "green" transport initiatives
Ms Christa Smith	Avis, Southern Africa	offer hybrid vehicles to customers; use recycled water for washing; moving towards solar car washes
Ms Claire Rencken	Charmont Media	focus on transport; and SHEQ Management magazine
Mr Alex Bhiman	City of Johannesburg	Dept of Environment: infrastructure and services; move to green transport; green value chain roadmap
Mr Devesh Mothilall	City of Johannesburg	
Ms Nnette Mwamba	FOT Consulting	negotiations formalising taxi associations with Rea Vaya BRT
Mr Darko Skrbinek	FOT Consulting	global competitiveness study i.t.o. transport costs
Ms Lezanne Alexander	Gauteng Dept of Roads & Transport	
Ms Simphiwe Maphumulo	Gauteng Dept of Roads & Transport	
Ms Nisa Mthombeni	Lashka Consulting	
Ms Alma Nel	MEC's office: Gauteng Roads & Transport	25-year Integrated Transport Master Plan (ITMP25). Policy to increase NMT; shift people out of private cars
Mr Tshidiso Hlapane	Moiloa Tours & Transport Services	
Mr Joseph Moiloa	Moiloa Tours & Transport Services	

Mr	Motsamai	Mollo	NAAMSA	
Mr	Maseda	Ratshikuni	Nedbank	
Mr	Lethogonolo	Matlou	Nissan SA	brought the Nissan Leaf
Mr	Wonga	Mesatywa	Nissan SA	
Mr	Theo	Malele	NTA (National Taxi Alliance)	taxis are better than private cars and move most people
Mr	J Z	Nhlapo	NTA (National Taxi Alliance)	
Mr	M	Rambau	NTA (National Taxi Alliance)	
Mr	Benny	Makgoga	Rea Vaya	Phase 1a: 133 Euro-3 buses; Phase 1b: 134 Euro-4 buses
Mr	Vaughan	Mostert	retired (University of Johannesburg)	
Ms	Puleng	Moloi	SABOA	ready to start project to produce green fuels
Mr	Sibulele	Dyodo	SALGA (SA Local Government Association)	SALGA is working on energy efficiency
Ms	Linda	Manyuchi	SALGA (SA Local Government Association)	
Mr	Carel	Snyman	SANEDI	focus on green transport; want to reframe as "smart mobility"
Mr	Patrick	Moshidi	SANTACO (SA National Taxi Council)	
Mr	Mayor	Ntshumayelo	SANTACO (SA National Taxi Council)	
Mr	Wilfred	Ntsibande	SANTACO (SA National Taxi Council)	
Mr	Billy	Williams	SANTACO (SA National Taxi Council)	
Ms	Mapitso	Molefe	Sasol New Energy	electric mobility, biofuels, biogas
Mr	Andrew	Russell	Switch Mobility	trip reduction programme for City of Cape Town
Mr		Maleke	taxi association	
Ms	L Z	Sifuba	taxi association	
Mr	Shaheed	Khan	Topsix	
Mr	Ivan	Matthews	Topsix	
Mr	Robert	Bond	Tshwane University of Technology	hydrogen bike and solar cars
Mr	Thomas	Coggin	Urban Joburg	blog <a href="http://www.urbanjoburg.com">www.urbanjoburg.com</a> disseminates these ideas; also involved with Gauteng City-Region Observatory
Ms	Katherine	Bell	Vehicle & Asset Finance	driver training and skills
Ms	Nicolene	Wattel	WSP Group	involved in a number of cities with land use plans, integrated with public transport

## Presentations

Louise Naudé of WWF provided an overview of greenhouse gas emissions, the future impacts of climate change and the South African government's position. Some information was presented on the transport sector specifically and what opportunities are available to reduce emissions from this sector. She provided a scan of what the national Departments of Environmental Affairs, and Transport, parastatals, and Gauteng government are doing in terms of this. Louise's slides are available at [www.wwf.org.za/what\\_we\\_do/transport](http://www.wwf.org.za/what_we_do/transport). Later, Brett Cohen of The Green House consultancy presented an overview of the WWF project. We are just starting work in the passenger sector.

Both presentations were followed by questions and discussion: the points are captured below. The notes are organised thematically, not as sequential minutes of the workshop.

## “Cutting commuter carbon” brainstorm

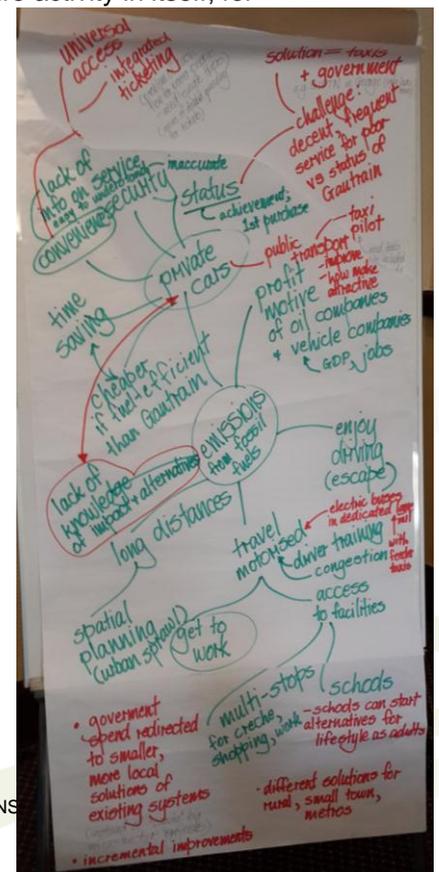
A brainstorm on what your organisation could do to implement an employee trip reduction programme:

- Have industries that have different working times, or flexitime, or working from home.
- Use more teleconferencing – can even just use smart phones for this.
- Company shuttles from public transport nodes.
- Promote Find-a-Lift and other apps which help commuters find transport solutions. See the document “WWF event 14-02-13 directions and trip planner”, which was sent out with the event reminder.
- Company pool cars to get to meetings. Many people don’t need their cars at work.
- Encourage lift sharing. Avis does this, using addresses held by HR to put staff in contact with others living nearby.
- Do away with car allowance schemes, which are a perverse incentive to do the “wrong” thing.
- Replace car allowance with a “saved kilometres” allowance, which can be used to buy tickets for public transport. The better you move as an individual the more kilometres you save.
- Example of doing an individual travel plan and then getting incentives based on that. People respond better if there is a carrot. A problem was that it is not implemented – money not distributed.
- Reduce the number of parking bays at work, or stop paying for staff members’ parking.

## Group discussions on the ‘causes-of-the-causes’

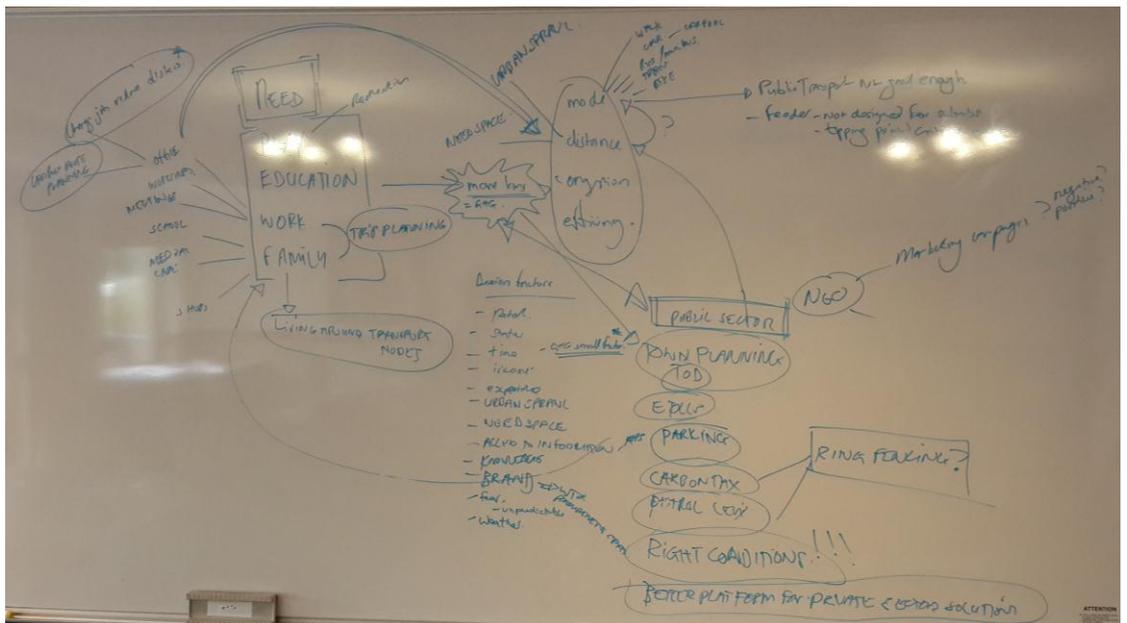
Participants were divided into groups to draw “mind maps” of the factors that influence carbon emissions from the sector.

This group looked at socio-economic factors, including the role of vested interests (which companies we also use and need) and the role of small business. Issues like why people choose private cars and what will attract them to public transport were covered. One driver found it was cheaper to run their own car than to pay for Gautrain. Lifestyle factors were considered, like the status of owning your own car, and the fact that we enjoy a car and driving as a leisure activity in itself, for example just driving around to escape – we need to make public transport an appealing part of life from school level already e.g. in scholar transport. Possible solutions (in red) were discussed, including the idea of a pilot with taxi associations and government which put taxis at the heart of the solution.



This group looked at the reasons why people travel about, and then how we could reduce those reasons; and also considered what factors influenced ordinary car drivers' choice of transport mode. The factors include:

- fuel price
- price of parking
- safety
- fear
- time it takes
- public transport predictability - don't want to be late or inconvenienced, etc.
- weather
- comfort factors like air conditioning versus in a public transport vehicle
- how easy is it to understand public transport (don't want to feel like a fool)
- knowledge
- branding



The group felt that two factors did not really feature:

- cost of owning a car (insurance, maintenance) seldom comes into decisions per trip
- emissions and "green" living has very little influence in decisions

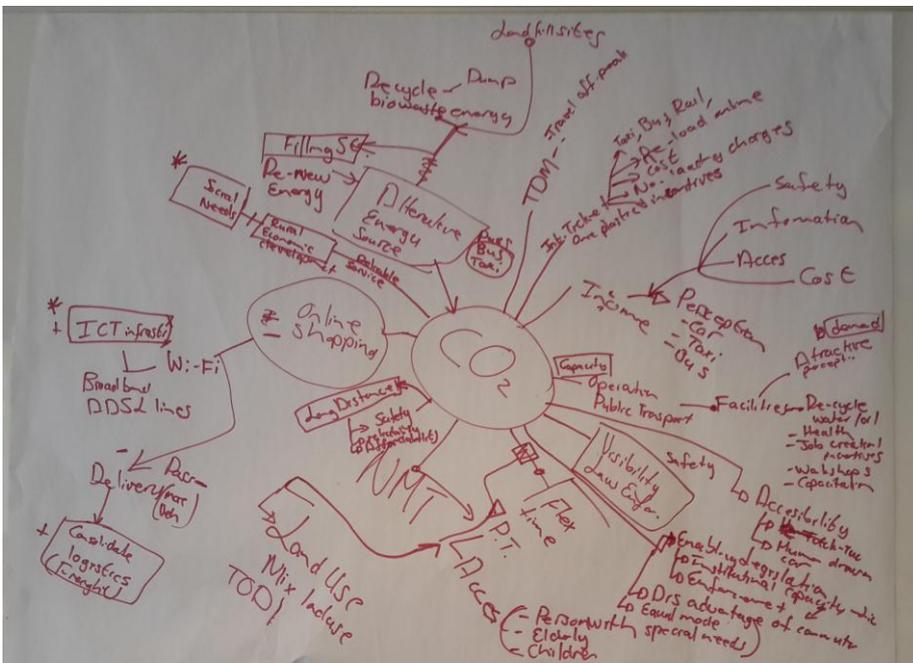
Possible public sector instruments that could be used to drive economic and individual behaviour towards low-carbon options:

- urban planning policy / legislation
- TOD ([www.transitorienteddevelopment.org](http://www.transitorienteddevelopment.org))
- e-tolls
- parking policy / regulation
- carbon taxes
- fuel levies

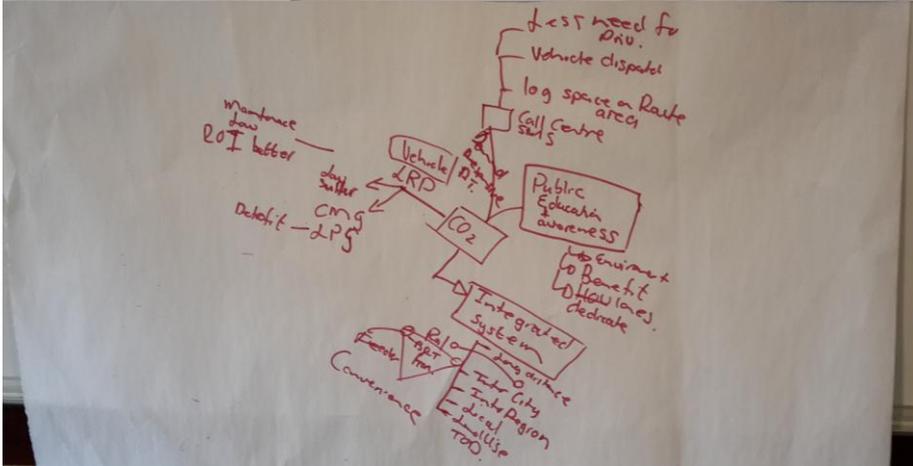
The issue of ring fencing taxes and levies came up. Also the creation of an enabling environment and better platforms for transport entrepreneurs.

WWF's transport low-carbon frameworks project speaks of:

- Mitigation **opportunities** e.g. avoid need to travel
- Mitigation **measures** that are implemented to achieve the opportunity e.g. urban planning
- The **instruments** that are used to support the implementation of measures e.g. zoning regulations

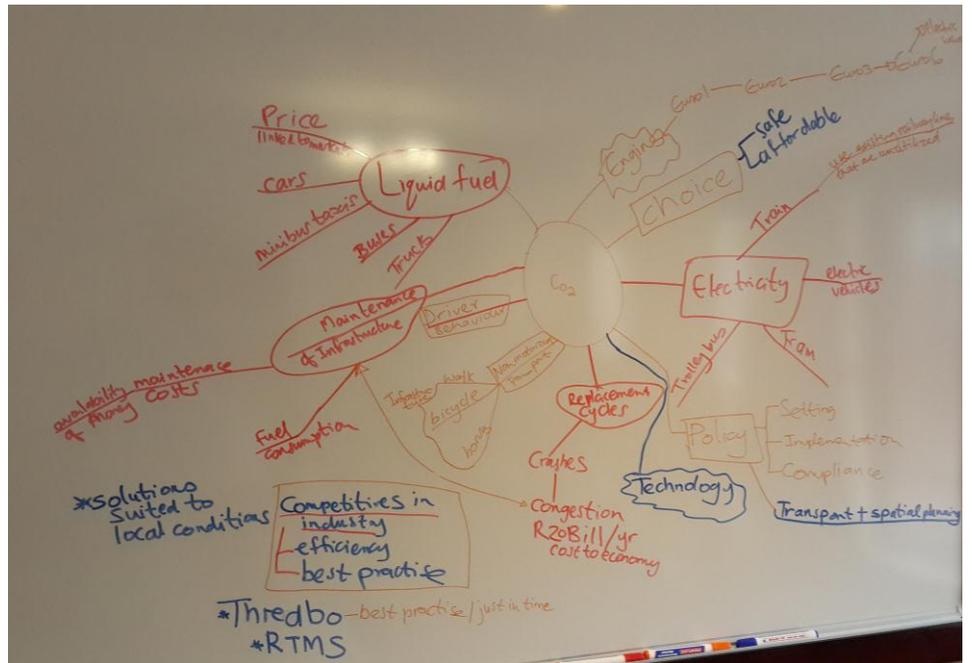


This group looked at a lot of implementable solutions, across a wide range of areas including economic and social dimensions, incorporating the issues of people with special needs, children and the elderly. They looked at alternative energy, non-motorised transport, land use, urban planning and TOD, with lots of interesting ideas using ICT. For example, doing online shopping with improved logistics by the companies; call centres; integrated systems.



This group offered a succinct report from a business-oriented perspective:

As things stand, we have old technology, dirty diesel, poor enforcement, and high social costs e.g. accidents and climate change. In future, we need improved and best practice (for examples, see [www.thredbo-conference-series.org](http://www.thredbo-conference-series.org) on International Conference on Competition and Ownership in Land Passenger Transport), regulation and enforcement (currently under-capacitated) and self-enforcement, as in the Road Transport Management System ([www.rtms.co.za](http://www.rtms.co.za)).



Because participants brought so much diverse expertise and experience into the workshop, discussions were lively and very fruitful. Lots of creative ideas were offered, the complexity of issues was better understood, and each person contributed something unique. The following pages capture some of the discussions, grouped under themes.

## Low-carbon solutions and challenges in the sector

A couple of participants expressed political disaffection, saying that political will, short term views of politicians and politicians serving their own interests are big challenges. There was a participant who expressed the view that incompetence and mismanagement prevail in government at the moment; that the 25-year masterplan for Gauteng is useless; and that money has been wasted on the wrong things. Where is the money coming from? He called upon people present at the workshop to address these issues, and challenged WWF as to what it is prepared to do, in terms of strong advocacy in alignment with his ideas. There was another opinion that the problem is big private businesses who put the profit motive above their corporate social responsibility.

Issues that were raised over the course of the workshop include:

### Building capacity and skills

- Educate all people in South Africa on the basics of the climate problem, not just the experts. Should start at school.
- Lack of awareness by drivers and operators of causes and consequences of emissions.
- The taxi industry needs to be provided with a lot of knowledge related to environmental impact awareness – there is at present a lack of knowledge of impacts.
- We have a scarcity of skills for the new technologies and the low-carbon economy. For example, the lack of qualified mechanics is a challenge to taxi industry.

### Spatial form and local dynamics

- An underlying issue is urban planning. Rezoning would help to cluster things so that people don't have to travel such distances.
- There is a big bias on transport policy towards urban areas. WWF's project should not neglect the rural towns, which is a gap. The focus of the project is Gauteng, so we can choose a semi-rural town, not only the cities.
- One size does not fit all. We need different solutions for rural, small towns, metros, which have different economic dynamics, different spatial challenges.

### Industrialisation and localisation

- The motor manufacturing industry contributes much to our GDP and to jobs, and the Department of Trade and Industry's IPAP sees the industry as having potential for expansion and job creation. In South Africa, we cannot afford to lose jobs. We need to plan for the transition to a low-carbon economy, phasing in new technologies.
- Local manufacture of electric buses is an opportunity. But the market for buses is very small in SA. Buses will then be too expensive. Rather go for manufacturing engines and parts. For example, Rea Vaya could have put in local windscreens and components, and then increased localisation over time. Clarification on Rea Vaya: Phase 1 was 100% imported because of meeting deadlines for the World Cup, but local content is to increase.
- The ITMP25 has a strategy on localisation of manufacturing.

### Shift from private to public transport

- We need to reduce the need and desire for private vehicles.
- Most poorer people would use (and stay with) public transport if they could do so easily, conveniently and affordably.
- Make it easier for travellers to access information on public transport routes and timetables.
- People who work long days and have to travel long times don't want to stand in another queue to get a ticket or card.

- People are having to use more than one mode of transport, which would be fine if integrated. We need a reasonable service throughout the province, crossing municipal boundaries and integrated across modes. Gauteng's 25-year Integrated Transport Master Plan is heading in this direction.
- Poorer people afford transport from day to day. They don't have bigger amounts to buy and load cards.
- We need to find a way to make our motorised and non-motorised infrastructure work together. Design pavements, stations, terminuses to cater for pedestrian use. Gautrain terminuses could be improved in this regard.
- The key issue is private cars, we need to reduce cars on our roads. But in addition to providing convenient mobility, private cars are also seen as a desirable status symbol. There is a perception that the use of public transport is "lesser". People will not easily migrate to public transport, unless we address both mobility and aspirations. How do we attract people to public transport and make it high status?
- Scholars should be using public transport, and so it becomes part of a lifestyle.
- Private vehicles and taxis (who are under pressure from customers and to break even) encroach on dedicated BRT lanes, which is reducing the quality of service of Rea Vaya.
- We need to define "good" and "bad" car trips. Car trips inside of city are the "bad" trips, which could be avoided. Allow only zero emission vehicles to city centre.

### **Perspectives on and from the taxi industry**

- People seem to think the taxi industry is a bad thing rather than embracing them. However, there is a significant growing number of government officials, planners and researchers that see the taxi industry as a positive part of the solution.
- If we had efficient, safe and affordable taxis people would choose taxis, rather than private cars. Taxis move many people at one time, whereas cars only move a few, so taxis are better for emissions, especially if we look at low-carbon technologies for taxis.
- Fares are low, Rea Vaya takes business way, the fuel price is rocketing, route developments are a problem – the industry is struggling to break even. Government could assist the industry, for example with subsidies.
- Other problems include: Law enforcement targets taxis. Facilities are really bad at taxi ranks, for washing, etc. Rubbish is becoming big problem, as are rodents. Taxis have to fetch passengers in places with poor roads, which has negative impacts on vehicles.
- Taxi associations have requested dedicated lanes.
- Government has good programmes, but it doesn't see them through or doesn't engage taxi associations on going through the transition. For example, the taxi recap programme hasn't been finalised. Information on such programmes needs to be more detailed e.g. what vehicles are people being provided with. People end up with vehicles which can't stand up to South African conditions and usage and end up going out of business because of this. It can destroy the industry. Amounts aren't sufficient to buy new vehicles.
- Need to be honest with ourselves and not create bad blood between taxis and government. Government needs to work with the industry, we are open to it. The taxi industry can do a lot if it is looked after.
- Many taxi people are not highly educated on these issues. Training on customer care, low-carbon driving and other solutions would be good.
- The representative from SABOA works on scholar transport, which mainly relies on the taxi industry and doesn't use buses. So the challenges are the same ones as above.

## **Big infrastructure and incremental improvements**

There were different perspectives on what type of infrastructure we need, and what it is best to spend state money on, to provide good access and mobility for all while reducing emissions. Do we need “world class” BRT and Gautrain systems (which might attract the wealthier groups in private cars), or do we need more basic incremental improvements of the facilities and services we have? Some individual opinions offered were:

- Public money should be spent to take us towards a low-carbon economy and in the interests of development.
- When government makes decisions on infrastructure, does it consider “Energy Return on Energy Invested”, for example what is the energy consumption of Gautrain? Are the emissions considered?
- Is it possible to accurately estimate passenger numbers when planning public transport modes? It seems the numbers were optimistic for Gautrain.
- Mention was made of a study commissioned by the Gauteng government in 2001 on redesigning the bus services for Soweto. Such kinds of cheaper approaches could avoid us adding more lanes on freeways and charging e-tolls. It is well known that improving highways just leads to more congestion in the end.

Government has put out a tender to review the 2007 transport strategy (which had BRT at its centre), and this will possibly look at engaging with and upgrading existing transport systems, and including taxis in the strategy.

There was a call for creating enabling conditions: platforms for private/public sector to work together; opening up opportunities for input during planning processes; facilitating entrepreneurs who want to try innovative ideas.

## **Technologies**

- Meeting climate challenge doesn't only relate to electric vehicles – we need to think further.
- Biofuels from landfill sites.
- It would be good to have a tool which tells you what the optimum mode for the amount of people for a particular distance is.

## **Data and research**

- Data should be available in the public space, but it is not easy to get access to.
- ITMP25: Offer to provide info, through Gauteng Transport Commission process.
- Rea Vaya: Can share info.
- The National Research Foundation does not have a transport researcher.

## **Further guidance to the WWF project**

SALGA stressed that the issues need to be approached from the perspective of development and quality of life for all, and that this is the approach that should underpin WWF's programme.

Rea Vaya: Some great ideas in this workshop must not just remain here. Need to involve high-level government officials, to contribute to policy.

Taxi associations invited WWF to work with them on improving “green” practices. Have these ideas ever been implemented elsewhere and are there learnings from other countries? We must also be cautious not to import “solutions” that may work elsewhere but which are inappropriate for our context.

Louise emphasised that WWF works constructively to advance solutions. WWF has a reputation for convening different stakeholders with different views in a neutral space, and for being an evidence-based organisation. We will take many ideas from this workshop. We invite your continuing participation and are open to how we can support you.

## **We look forward to the next time we meet.**