ADVANCING AFRICA GREEN FREIGHT TRANSPORT AGENDA

SSATP AGM Victoria Falls November 25- 26, 2019
CONSENSUS AT GLOBAL LEVEL

• Consensus on need for environmental friendly transport at continental and global level: SDGs and climate related targets
The 4 Policy goals indirectly support all 17 SDG's, with direct impact on the following:

- **Universal Access**
  - SDGs: 5.1, 5.2, 5.5, 9.1, 10.7, 11.2

- **Efficiency**
  - SDGs: 7.3, 9.1, 9.4, 12.3, 12c, 17.14

- **Safety**
  - SDGs: 3.6, 11.2

- **Green Mobility**
  - SDGs: 3.4, 3.9, 7.3, 9.4, 11.6, 13.1, 13.2

Source: Global Mobility Report 2017
UNIFIED VISION OF SUSTAINABLE MOBILITY

POLICY GOALS

UNIVERSAL ACCESS
Connect all people, including women, and communities to economic and social opportunities.

EFFICIENCY
Optimize its predictability, reliability and cost-effectiveness

SAFETY
Drastically reduce fatalities, injuries, and crashes (SDG Target 3.6)

GREEN MOBILITY
Abate the environmental footprint of mobility (GHG emissions, noise and air pollution)
Main message from the global scene

• The carbon footprint of transport activities can be consistently reduced while ensuring that transport is more fuel efficiently
Where does Africa stands

• No Continental Decade of Action on Green Transport (Road safety)

• No African charter on Green freight (Road safety, Maritime)

• No PIDA PAP flagship Project on Green Freight promotion (Traffic light)

• No Green Transport Guidelines/source book/ or compendium of best practices in Africa

• Limited number of dedicated DPs/regional support programs (OSBPs, Road safety...)

• Monitoring tools hardly existing (Transport Observatories)

• Limited/ small scale advocacy initiatives
Where does Africa stand

• No national policy / regional policy on G.T
• No advocacy initiative / pressure groups on GT
• Scanty, non coordinated initiatives on a piecemeal basis from DPs
• Results: No significant progress recorded
Where does Africa stands

• Lack of clear understanding of issues at stake by the key stakeholders (public/private)
• Lack of ownership of the process for promoting GT
• No mainstreaming of GT in DPs priorities
Possibles avenues to explore

• More awareness creation and deepening understanding
• Consensus on importance of GT and issues at stake
• Need to develop national/regional policies and strategies
• Need for Stakeholders’ capacity building
• Need for Developing monitoring tools/provide evidence
• Need to introduce Regulatory reforms
• Need to conduct Advocacy and incentives transporters
• Need to create capacity backed by political will for Enforcement + compliance
• Recommendations!!!