



**REPORT TO: CITY MANAGER  
TO BE REFERRED TO MAYCO VIA THE URBAN MOBILITY PORTFOLIO  
COMMITTEE AFTER CONSIDERATION BY THE CITY MANAGER**

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**1. ITEM NUMBER**

**2. SUBJECT**

**FEEDBACK ON THE INTERNATIONAL TRIP UNDERTAKEN BY  
MOGAMAT JOSEPH, MANAGER: INDUSTRY TRANSITION ATTENDING A  
WORKSHOP IN KIGALI, RWANDA ON THE REGIONAL EXCHANGE ON  
MINIBUS ELECTRIFICATION FROM 11 – 13 JUNE 2024**

**ONDERWERP**

**TERUGVOERVERSLAG OOR DIE INTERNASIONALE REIS ONDERNEEM  
DEUR MOGAMAT JOSEPH, BESTUURDER: NYWERHEIDSOORGANG  
VAN 11 - 13 JUNIE 2024 OM 'N WERKSWINKEL IN KIGALI, RWANDA  
OOR DIE STREEKSWISSELAAR: MINIBUSELEKTRIFISERING BY TE  
WOON**

**ISIHLOKO**

**INGXELO ENGOHAMBO OLUYA PHESHEYA OLUTHATYATHWE  
NGUMOGAMAT JOSEPH, UMLAWULI: IINGUQU EKHUTYWENI  
KOMSEBENZI LOKUZIMASA IWEKSHOPHU EKIGALI, ERWANDA  
ENGOTSHINTSHISELWANO LWENGINGQI NGEETEKSI ZOMBANE  
UKUSUSELA NGOWE11 UKUYA KOWE13 KWEYESILIMELA 2024**

**LSU Q4199**

### 3. EVENT SUMMARY

EVENT DETAILS	
CONFERENCE/SEMINAR	Regional Exchange On Minibus Electrification
OTHER	N/A
DATE	11 JUNE 2024; 12 JUNE 2024; 13 JUNE 2024
VENUE	ParkInn Hotel
TOTAL COST TO THE CITY	R10 278.66
CITY	Kigali
COUNTRY	RWANDA

ATTENDEE DETAILS	
NAME AND SURNAME	DESIGNATION
Mogamat Joseph	MANAGER: INDUSTRY TRANSITION

PROVIDE SUMMARY OF HOST ORGANISATION / CITY
<p>The <u>Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH</u> provides international cooperation services for sustainable development, working under the ownership of the Federal Republic of Germany.</p> <p>Kigali is the capital City of Rwanda, situated close to the centre of the country. As a primate City, Kigali is a relatively new City consisting of roughly 1.7m people. The GIZ, who has an office in Kigali, chose the City to host the event.</p>

### 4. OBJECTIVE

In order for the City to realize its carbon free objectives for the public transport industry, the electrification of the minibus-taxi industry in the metropole has become a reality. It is therefore important for the City to increase its technical and intellectual capacity of the electric vehicle industry as it continues to build up its capacity to move from a carbon dominated public transport system to a system where public transport vehicles rely on electricity for power.

### 5. OUTCOMES

Discussion and engagement around the following issues:

- Assessing the status quo & Envisioning the future of public transport in East Africa
- Introducing electric minibus operations
- Policy and regulatory approaches to minibus electrification

## 6. ACTIONS REQUIRED

Urban Mobility's Industry Transition branch will now commence with its strategy and planning to engage the minibus-taxi industry as well as the formal bus industry in the City to move towards the common goal of electric vehicle mobility.

## 7. IMPLICATIONS

7.1 Constitutional and Policy Implications No ☒ Yes ☐

7.2 Environmental implications No ☒ Yes ☐

7.3 Financial Implications No ☒ Yes ☐

7.4 Legal Implications No ☒ Yes ☐

7.5 Staff Implications No ☒ Yes ☐

7.6 Risk Implications No ☒ Yes ☐

### 7.7 POPIA Compliance

☒ It is confirmed that this report has been checked and considered for POPIA Compliance.

**The City has a contract in place with XL Embassy Travel for the safe-keeping of Traveller's personal information as required by the POPI Act.**

## 8. RECOMMENDATIONS

It is recommended that the feedback report on the trip: The regional exchange on minibus electrification undertaken by Mogamat Joseph on 11 – 13 June 2024 be considered and noted.

### AANBEVELINGS

Daar word aanbeveel dat die terugvoerverslag oor die reis onderneem deur Mogamat Joseph van 11 – 13 Junie 2024 om die werkwinkel oor die streekswisselaar: minibuselektrifisering by te woon, oorweeg en daarvan kennis geneem word.

## IZINDULULO

Kundululwe ukuba makuthathelwe ingqalelo ingxelo engohambo oluya kwiwekshophu engotshintshiselwano lwengingqi ngeeteksi zombane oluthatyathwe nguMogamat Joseph ukususela ngowe11 ukuya kowe13 kweyeSilimela 2024.

## 9. GENERAL DISCUSSION

The workshop focused on the transport sectors' global greenhouse gas (GHG) emissions and the contribution of the minibus and bus sectors towards that. Discussions was also extended to the possibilities of moving from a carbon dominated paratransit industry to an industry where vehicles are mainly powered by electricity. It is estimated that the road transport sub-sector accounts for 11.9% of total GHG emissions, making it the single biggest emitting sub-sector. Currently it is estimated that Africa's GHG emissions is only a third of that of industrialized nations in Europe, however with the largest urbanisation and population increases expected on the African continent in the next decades compared to other world regions there is a pressing need to explore ways to decarbonise the sector in the region. It is considered that the majority of road transport-related GHG emissions come from the petrol and diesel burned by internal combustion engine vehicles that transport passengers.

South Africa, and by extension Cape Town is not unique to the above set of facts. It is estimated that the City has in the region of 20 000 minibus taxis on the road transporting mainly public transport users. In addition the total number of public transport buses exceed the 1600 mark.

Some of the more important themes discussed:

1. The relevance and viability of electric minibuses must be informed by the long-term visions for mobility systems and capacities of African countries and cities to reform public transportation.
2. Does Investment in electric minibuses support increased public transport system efficiency and bring about GHG and other emissions reductions.
3. Closing the data gap on current operations is a prerequisite to planning for electrification and assessing the overall impact of electric minibuses in the industry.

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## 10. ANNEXURES

### FOR FURTHER DETAILS, CONTACT:

DATE	<a href="#">03/07/2024</a>		
NAME	<a href="#">Mogamat Joseph</a>	CONTACT NUMBER	
E-MAIL ADDRESS	<a href="mailto:mogamatsaliegh.joseph@capetown.gov.za">mogamatsaliegh.joseph@capetown.gov.za</a>		
DIRECTORATE	<a href="#">Urban Mobility</a>	FILE REF NO	
SIGNATURE :			

**EXECUTIVE DIRECTOR**

[COMPULSORY TO INSERT NAME]

The ED's signature represents support for report content and confirms POPIA compliance.

COMMENT:

SIGNATURE:

NAME

DATE

**MANAGER: INTERNATIONAL RELATIONS**

COMMENT:

DR. DENVER VAN SCHALKWYK

SIGNATURE:

DATE

☐ REPORT COMPLIANT WITH THE PROVISIONS OF COUNCIL'S DELEGATIONS, POLICIES, BY-LAWS AND ALL LEGISLATION RELATING TO THE MATTER UNDER CONSIDERATION.

**LEGAL COMPLIANCE**

☐ NON-COMPLIANT

COMMENT:

NAME

TEL

DATE

Certified as legally compliant based on the contents of the report.

**CITY MANAGER**

☒ NOTED

☒ REFER TO THE MAYORAL COMMITTEE VIA THE RELEVANT SECTION 79 COMMITTEE

DATE

COMMENT: