

# eMag of climate action in Africa

**#8 Sustainable Mobility and  
Transport in Africa**

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in partnership with

**Afrik  
21**

# Press review

## Benoit-Ivan Wansi

**Afrik  
21**

**Benoit-Ivan Wansi, journalist for Afrik 21 offers a press review of the most recent news in the electric mobility sector in Africa.**



**What news caught your attention the most in the sustainable transport sector on the African continent ?**

The green mobility sector is at the heart of climate change issues because of the pollution caused by transportation. Moreover, the situation is causing traffic congestion problems in cities such as Lagos, Kinshasa and Cairo. Many initiatives are emerging in Africa to decarbonize transport.

**Kenya, Morocco and Egypt the main countries where green mobility is accelerating.**

In Morocco, La Poste has acquired 225 electric vehicles for parcel processing.

Nigeria has also begun the transition of its transport system with the introduction of electric buses by Oando in Lagos, a very large and

polluted city on the continent that faces major traffic congestion problems.

In Benin and Togo, the International Finance Corporation (IFC) is providing \$10 million to finance the deployment of a fleet of 6,000 electric motorcycles by the start-up Gozem.

The Togolese government also decided in March, as part of its National Plan on Sustainable Mobility, to exempt electric vehicles from import duties. In addition, M Auto will soon put on sale the electric vehicles "Chap chap" and "Commando" in these two countries.

Electric vehicles also mean batteries and recharging. Several initiatives of companies aim to install charging stations.

For example, the start-up Zembo has installed 4 charging stations in Kampala (Uganda) using funding from GIZ.

Kenya, a forerunner in the field of recharging stations, has many such stations. The Total group recently inaugurated 3 new charging stations not far from Nairobi.

In Egypt, Stellantis has a \$35 million project for the local production of electric batteries. The country plans to create 1,000 electric charging stations.

Cobalt is an essential metal in the production of batteries. Zambia and the DRC have signed a cooperation agreement to manufacture batteries locally.

# News:

## Gender-sensitive approaches in mobility

**Noémi Mené, Project Officer for Codatu, a French association specialized in mobility in developing countries, presents the issues of gender intergation in sustainable mobility projects and the approach used by Codatu to improve women's place in the transport field.**

### **What are the key principles of a gender-sensitive approach in mobility and transport projects?**

At Codatu, we address the issue of gender through 3 axes:

1. Fighting against gender-based violence in transport where women are victims of sexual or gender-based harassment,
2. Adapting the mobility on offer to women because they do not have the same way of getting around as men, for whom transport was designed,
3. Feminize the mobility and transport sector at both managerial and technical levels.

These are problems that are found everywhere but which tend to vary according to the local context.

### **How do you take into account the gender issues in the projects that you are developing and implementing with Codatu, especially in Africa ?**

We try to integrate this dimension in all the projects we develop. For example, Codatu is working with AFD to develop a project on mobility governance and artisanal mobility in Angola.

The project is also carried out in partnership with the Ministry of Transport in Angola.

Codatu is also part of [Mobilise Your City](#), which assists governments in developing sustainable mobility plans to access international funds. These funds are now more and more integrating gender. The financial institutions in development aid such as the AFD are increasingly integrating a specific focus on gender mainstreaming and parity in mobility projects or plans.



Cetud, Codatu and Climate Chance invite you to the [Week for Sustainable Mobility and Climate](#) from October 3 to 7 in Dakar, Senegal.

**On this occasion, take part in the workshop Gender and Mobility organised by Codatu.**

The workshop will provide an opportunity to discuss with practitioners and researchers about concrete projects on gender mainstreaming in the mobility sector.



# Decentralised cooperation: Urban transport in Bouaké and Reutlingen

Alfred Assanvo Atta, Assistant in Participatory Planning and Governance of the Bouaké Sustainable City Unit for the City of Bouaké (Côte d'Ivoire) presents the decentralized cooperation with Reutlingen on urban transport and its inclusion in the "Bouaké Sustainable City" strategy.



**What is the context of the cooperation between Bouaké and Reutlingen and which actors are involved in your joint projects?**

Corridor in the center of Côte d'Ivoire, Bouaké is the 2nd largest city in Côte d'Ivoire and has many mobility flows. Bouaké and Reutlingen are twinned and celebrated on June 6 2022, their 52 years of cooperation. Cooperation on transport also involves associations, decentralized state services and companies. The main financial partner is the European Union.

**What actions have been carried out in your city in the framework of this decentralized cooperation?**

The cooperation has led to various activities such as support and exchange of experience on the Sustainable Mobility Plan, which has resulted in a study that is currently being finalized.

These exchanges have resulted in the provision by Reutlingen to the City of Bouaké of a 60-seat low consumption bus which is used for the transportation of students and teachers who are involved in the cooperation with the city of Reutlingen. A technician from the city of Bouaké was trained in Germany to drive and maintain the bus. Upon his return, he shared his experience with his colleagues.

These cooperation is intended to continue.

**Finally, can you tell us about the Bouaké Sustainable City initiative and the access to finance for projects that are part of this program?**

The initiative is part of a larger plan: "Bouaké Sustainable City", an integrated sustainable development project that takes into account youth and reintegration.

Although it is not easy to obtain funding from certain actors and donors, the program nevertheless benefits from funding and support from the European Union.



# Best practice: An E-bike by FABIO adapted to all situations

**Katesi Najjiba, Executive Director of the NGO FABIO (First African Bicycle Information Organisation) presents the African E-Bike project, an electric bicycle adapted to different uses and implemented in Uganda. She shows that mobility projects can be part of broader goals, including National Determined Contributions (NDCs).**



**What are FABIO's activities and can you present the African E-bike project?**

FABIO promotes sustainable mobility solutions in Africa by highlighting active and public transport and using the bicycle to improve conditions in vulnerable communities.

The African E-Bike Project is a pilot project that began in 2020 and was launched this year. It promotes sustainable mobility with solar bikes and is funded by the KfW (the German development bank). We have developed different bikes for cab drivers and delivery people. The African E-Bike can also replace ambulances, and is used to promote the transport of water by women.

**What are the main results of the project so far and how does it contribute to achieving the Sustainable Development Goals (SDGs)?**

We have observed an increase in income for people using bicycles for their economic activity and for women. In addition, cycling contributes to the reduction of greenhouse gas emissions (GHG).

The African e-bike thus participates in achieving a dozen of the SDGs.

**The implementation of the National Determined Contributions (NDCs) will be a key topic at COP 27. What do you think of the involvement of non-state actors in these plans and how have you integrated this dimension into FABIO's projects?**

We are implementing projects and activities that go towards climate change adaptation and mitigation.

Uganda is in the Paris Agreement and the government is seeking to follow the path of carbon reduction especially in the transport sector. We have decided to develop public transport.

We see a lot of policies but less concrete actions: this is where our project makes the difference and helps the country to meet its ambitions. FABIO helps the government in the development of its transport policies and participate in the reduction of GHG and the achievement of the NDCs.



# Next events

**Join us on Wednesday 13 July 2022**

from 1 to 2 pm (GMT)

for the last eMag on Renewable Energy  
in Africa !



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*eMag written by Chloé Quinero*