

Chapter 2:

Project Ideas for the Energy sector; Transport Subsector

2.1 Brief summary of the Project Idea for Transport subsector:

Mass transport vehicles (buses 60+) are vehicles that are able to transport a larger numbers of passengers per trip. Replacing light duty vehicles (7-25 passengers), standard efficiency, with heavy vehicle fleets (buses 60+), higher efficiency, is suggested as an option to reduce GHG emissions in the transportation sector. This replacement leads to the reduction of vehicles moving on roads, thus reducing congestion and pollution. The suggested project is targeting the owners of small public transport vehicles. The project aims to support them in shifting to buses by organizing and creating an attractive package to purchase and run a bus. The project is seen as a win-win approach. The small vehicles owners will keep their business, less fuel will be used so saved fuel could be used by the state for other issues, citizen will benefit from better mobility and the micro climate will be less polluted on international level, less GHG will be emitted to the atmosphere

2.2 Specific Project Idea:

The project titled ‘Establishment of a cooperative for bus owners in Khartoum’ is suggested as one way to encourage adoption of bus systems in Sudan. The project aims to encourage small vehicle drivers to come together in a cooperative that will represent them in front of the authorities. Simultaneously a scrapping program should be encouraged, the scrapped vehicles could be used as stationary shops or offices or used on special conditions e.g. tourism. The suggested project activities comprise of two components, firstly, easing and supporting the bus import process. Secondly, it entails establishing mechanical workshop to carry out the required proper maintenance of busses. The project incorporate different activities such as establishing legal and regulatory frame work for the cooperative, cooperation with state government and traffic police to arrange for optimum routes and conducting awareness and promotion campaign to encourage bus riding

2.3 Project overview

Name of Project Idea	Establishment of a cooperative for bus owners in Khartoum
Introduction	The capital city Khartoum is suffering from chronic problems in transporting passengers. One of the main issues linked to this problem is the prevalence of small vehicles for public transport. The large numbers of small vehicles are creating different problems such as limiting the mobility of the citizens, pollution and GHG emissions.
Objectives	Establishing cooperative for bus owners that can act as representative body Formulating a framework for importing buses Establishing mechanical workshops that can carry proper maintenance for buses
Outputs	Reduced congestion and thus contribute to better mobility in streets Improved air quality levels and reduce GHG emissions Support public transport system
Relationship to the country's sustainable development priorities	The replacement of small vehicles with large buses is aligned with the government initiatives to provide adequate transportation services. Simultaneously it contribute to improving air quality in cities and reduce pollution
Project Deliverables	Cooperative formation Replacement programmes of small vehicles with large buses is formulated Import 400 buses per year Establish maintenance and repair workshop.
Project Scope	Provide technical support in cooperative formation and other issues Provide financial support to start the cooperative work (import and workshop)
Project activities	Establish the legal and regulatory frame work for the cooperative Cooperate with state government and traffic police to arrange for optimum routes Conduct awareness and promotion campaign to encourage bus riding
Timeline	Establishing cooperative (six months) Import of buses (six months). One year is needed to establish the mechanical workshop
Budget	Cooperative formation 20,000 \$ Monetary cushion for bus import :500,000\$ (value for about 4 buses (10 % of quantity (bus value at about 120, 000 \$ including import taxes and customs) Mechanical workshop (including civil work and land) 300,000 \$ -400,000\$ Promotion program: 50,000 \$
Measurement/evaluation	Number of cooperative members Number of buses imported Degree of pollution and GHG reduction

Possible complications/ challenges :	Proper cooperative and workshop management system High local taxes on buses income Insufficient hard currency to import buses Failed promotion programmes
Assumptions	Cooperative suggestion is positively accepted and Governmental authorities will support the project
Responsibilities	Khartoum State government: general support and facilities allocation Small vehicles owners: cooperative formation Custom authorities: import regulation Bank and donors: finance