



STAKEHOLDER ENGAGEMENT IN ZIMBABWE PROJECT

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UNDERSTANDING THE INTERPLAY BETWEEN MOBILITY, CLIMATE CHANGE AND DESIGN

IN SEARCH OF URBAN RESILIENCE SOLUTIONS IN HARARE, ZIMBABWE

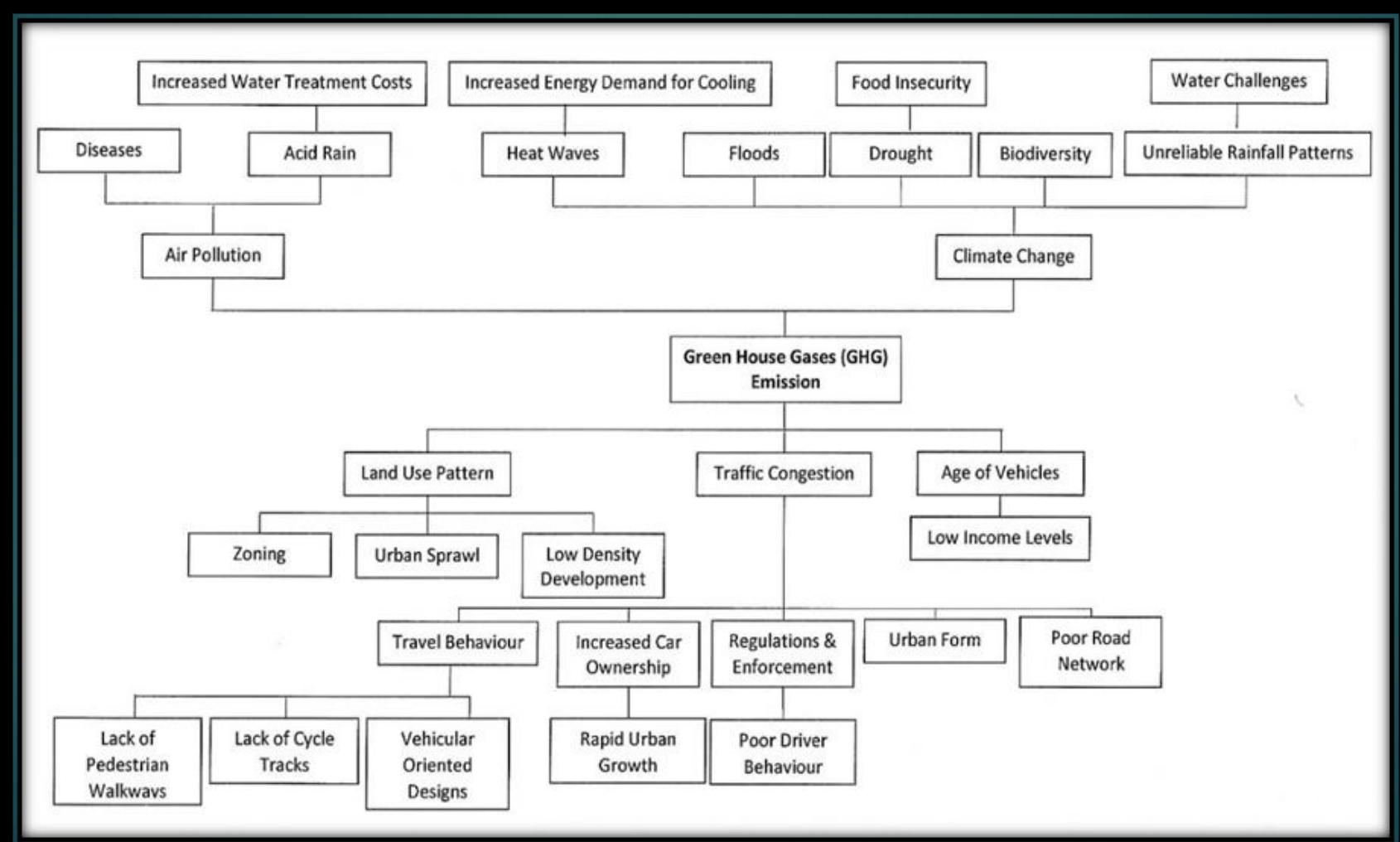
Background to the Project

- ▶ Previous studies on understanding the interplay between mobility, climate change and urban design are isolated and piece – meal
 - Yet there has been increased motorized traffic in urban Zimbabwe
 - As a result of rapid urbanisation, urban sprawl and reduction in vehicle prices
- ▶ Historically, Zimbabwean cities were designed to serve a minority population and low density development
- ▶ The contribution of vehicular emissions from increased traffic volumes and imported used cars is a matter of concern
 - Because they raise the level of GHG emissions in the atmosphere
 - Contributing to global warming
- ▶ Design prototypes can be created which promote green development in terms of mitigation of GHG emissions

Main problem that is addressed

- ▶ The main problem is the emission of gases by vehicles that contribute to air pollution and climate change
- ▶ This problem exists because of lack of investment in appropriate urban design, infrastructure and technology.
- ▶ The effects of GHG emissions have included heat waves, floods, recurrent drought and disease
- ▶ Solving the emissions problem will bring about healthier communities that can more effectively engage in economic activities

Description of the problem to be solved



Main objectives

- ▶ To develop country specific transport sector emission factors
- ▶ To quantify emissions from motorised traffic in Harare both for climate and air pollution
- ▶ To examine the policies and frameworks influencing urban form and pattern in Harare
- ▶ To analyse the variables influencing travel behavior and the choice of transport mode
- ▶ To model design-related measures for influencing travel behaviour and transport system

Stakeholder mapping

- ▶ Implementation of the project has relied on forging strong partnerships with several institutions at varying levels
- ▶ Began by identifying all agencies and groups that had an interest or were going to be affected by the project – 9 in total
 - They play a role in the reduction of GHG emissions because of their mandate
- ▶ Primary stakeholders had to be separated from secondary ones in order to come up with a manageable number – 5 – for effective engagement – **strategic partners**
- ▶ Only 5 stakeholders were chosen for MOU for reasons including the need for access to data and utilization of research results

Rationale for Stakeholders in the Project

Name of Organisation	Interest	Anticipated Contribution
University of Zimbabwe	Providing thought leadership in innovative and applied research	Innovative design solutions towards the reduction of GHG emissions
Ministry of Lands, Agriculture, Water, Climate and Rural Resettlement	Activity data and emission factors for estimation of transport sector GHG emissions for improvement of the national GHG inventory	Development of routine for GHG data gathering and policies and measures for decreasing GHG emissions from the transport sector
Harare City Council	Using study findings in developing solutions for the decongestion of central Harare	Expertise in traffic surveys and ownership of traffic survey data
Department of Physical Planning	Development of smart cities and rural areas	Review of transport and urban planning policies and design
Ministry of Transport and Infrastructural Development	Smart transportation and infrastructural development	Motor vehicles inventory and activity data

How the stakeholders were engaged

- ▶ Project leader contacted agencies that had attended the initial meeting with SEPA in September 2018 to find out their interest in submitting a project proposal
 - The response was in the affirmative
- ▶ Project leader coordinated the development of a proposal and as part of proposal development the agencies nominated their representatives on the project
- ▶ Engagement has mainly been through stakeholders developing sections of the proposal that fall under their expertise and leadership of activities under relevant objectives

How stakeholders have been kept involved in the project

- ▶ Common (national) agenda on the need to address the impact of climate change
- ▶ Assignment of roles and responsibilities to stakeholders and the requirement for them to report progress
 - *That is, placing responsibility for specific activities on each of the stakeholders*
- ▶ By all members of the project team taking turns to participate in training workshops and sharing of materials/information
- ▶ Engagement through bimonthly meetings and the WhatsApp platform
 - ▶ *Project team members take turns to host working sessions/meetings*
 - ▶ *Use of working sessions – stakeholders have no time to read documents*

How stakeholders have been kept involved in the project (Continued)

- ▶ Skype meetings between the project team and SEPA technical advisers
 - ▶ Coaching and advice on project planning and implementation
- ▶ Joint preparations for inter-agency meeting leading to signing of a MOU
- ▶ Plan to post project material on the City of Harare web - site
 - ▶ In other words through effective internal communication

Challenges in stakeholder engagement

- ▶ For effective stakeholder engagement – need to understand bureaucracies and how they work
- ▶ Need to identify incentives for team members e.g. training on project proposal writing, facilitation of application for project funding, and arrangements for publication of research results
- ▶ Matching expected project outcomes with stakeholders' agendas/priorities – or needs of the stakeholders



Thank you

