



# **Sector Jobs Resilience Plans: Petroleum-Based Transport Value Chain**

**TIPS learning event**

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# Presentation outline

- Vulnerable groups in the value chain
- Strategic options
- Proposals
  - Pillar I: Governance structure
  - Pillar II: Facilitating technology adoption
  - Pillar III: Active labour market policies
  - Pillar IV: Expanding access to social protection

# Vulnerable groups in the value chain

- Value chain impact mainly from shift from ICE vehicles to NEVs.
- The value chain employs more than 1.3 million people.
- Mechanics and other land transport drivers make up more than two-thirds of jobs.
  - These workers defined as vulnerable because:
    - They are more likely to be informally employed,
    - They have lower education levels (mainly matric or less),
    - They are least likely to have an employment contract or be part of a trade union, and
    - They are least likely to make pension fund or UIF contributions.

# Strategic framework

- Proposals to address vulnerability in the value chain are geared towards mechanics and taxi drivers.
- These proposals are centred around four key pillars:
  - Creating a governance structure to co-ordinate and drive implementation of the SJRPs,
  - Facilitating technological (hybrid or full-electric) adoption through financing and technology acquisition,
  - Active labour market (ALM) policies to facilitate access to new skills for vulnerable workers, and
  - Expanding access to social protection for vulnerable workers.

# Pillar I: Governance structure

**Proposal:** Establish a governance structure to co-ordinate implementation of the proposals and monitor progress made.

- Multi-stakeholder co-ordinating structure to guide implementation of proposals.
- Stakeholders include:
  - DOT: Lead role
  - DFFE: co-lead (also able to supply information on emissions)
  - dtic: Necessary to drive industrial policy aspect (incentives, etc.)
    - ITAC: role in tariffs
  - DEL, DHET, SETAs: implement of ALM, design necessary training programmes, ensure processing of RPL applications
  - National Treasury: Fiscal support where required.
  - Organised labour: Negotiate on behalf of workers (what role do they play in representing ununionized workers?)
  - Business (taxi industry, OEMs, etc.):
    - Taxi industry because of impact of NEV transition
    - OEMs to participate in training informal mechanics on NEV

# Pillar II: Facilitating technology adoption

**Proposal I:** Facilitate acquisition of NEV minibus taxis through local production and imports

- Global NEV minibus taxi stock is limited.
  - Structure should co-ordinate country-level efforts to acquire NEV minibus taxis (DOT as lead)
  - Structure should co-ordinate negotiations with OEMs to incentivise local production of NEV minibus taxis (dtic as lead)
  - Available models include County Electric from South Korea and eKamva (local initiative)

**Proposal II:** The structure should co-ordinate, through the relevant lead entity, activities to facilitate access to finance for NEV acquisition

- DOT should redesign of TRP to enable procurement of NEVs in exchange for surrendering ICE vehicle
- ITAC should remove duty on imports of NEVs
- Dtic should support local production of NEVs minibus taxis through incentives

**Proposal III:** Expand volume of available charging infrastructure to incentivise uptake of NEV taxis by industry

- Already some existing infrastructure, but insufficient
- Would need to cater to 250 000+ taxis and other vehicles
- Tech development (how long/how much does it take to reach full charge vs liquid fuels)?

# Pillar III: Active labour market policies

**Proposal:** Structure should facilitate strengthening of ALMs to support mechanics.

- DEL, DHET, and MerSETA should do a skills audit to understand which jobs require similar skills to mechanics and design training programmes that would enable mechanics to transition to these jobs
- DEL and DOT should collaborate with OEMs to provide mechanics with NEV training
- DEL and PES should strengthen off-the-job support including career coaching, work placement etc.
- DHET should strengthen recognition of prior learning programmes to facilitate recognition of existing skills
  - This includes removal of current barriers (e.g. requiring passing theoretical subjects before RPL can be awarded).

# Pillar IV: Expanding access to social protection

**Proposal:** Governance structure should facilitate discussions to expand social protection to vulnerable workers.

- Mechanics and taxi drivers are often informally employed and therefore have limited access to income protection programmes like UIF.
  - DEL should engage formal employers in the value chain to offer early retirement packages where feasible.
  - DSD and SASSA should facilitate access to SRD for those who are informally employed and have no UIF access
  - Can be used to support workers who have lost jobs or are transitioning to other jobs (would be lower than current incomes)
  - Need additional funding to meet additional demand
    - » Can use UIF surplus to fund part of the need.

Thank You

