



IDP PROPOSAL TO THE CITY OF CAPE TOWN

From Pump to Plug

Phasing out petrol and diesel vehicles and speeding up the transition to electric vehicles in Cape Town

Service Delivery Party, Western Cape

Anchored in Sections 152 and 153 of the Constitution

8 October 2026



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Submission details

Item	Detail
Submitted to	City of Cape Town, Integrated Development Plan (IDP) public participation process
Submitted by	Service Delivery Party (SDP), Western Cape
Contact	Farouk Cassim, mfcassim001@gmail.com
Subject	A phased exit from petrol and diesel vehicles and an accelerated transition to electric vehicles (EVs)
Constitutional basis	Sections 152 and 153 of the Constitution of the Republic of South Africa, read with Section 24

The SDP asks that this proposal be recorded as a formal IDP input. It also asks the City to respond in writing, stating which elements it accepts, rejects or defers and why.

Summary

Cape Town should end the use of petrol and diesel vehicles in every area the City controls by 2035. It should start with its own fleet and public transport, and use today's record fuel prices as the moment to begin. The City cannot ban the sale of petrol and diesel cars nationally. It does control its fleet, its contracts, its roads, its parking, its air quality by-laws and its business licences, and those powers are enough to drive the transition.

Climate

Transport is the largest source of energy use in Cape Town.

Cost

An electric kilometre costs a fraction of a petrol kilometre, and the money stays in the local economy.

Health

Vehicle exhaust, especially diesel, damages the lungs of the people who live beside our busiest roads, most of them on the Cape Flats.

The SDP asks the City to commit to five actions in this IDP cycle:

1. Adopt a dated phase-out of petrol and diesel vehicles within the City's own powers. This covers the City fleet, MyCiTi, contracted services and low-emission zones.
2. License and certify a network of EV conversion and retrofit centres, with the first sites in the Metro South-East.
3. Build, own or concession a public charging network, powered as far as possible by City-generated solar and storage.
4. Prioritise the minibus taxi industry and low-income households, so that the transition reduces inequality rather than widening it.
5. Report progress against published targets every year, in line with Sections 152 and 153.

PART ONE

The Case for Change

01

The Trigger: A Fuel Price Crisis

The shock at the pump is the starting signal for the transition.

Petrol has risen by roughly half in seven months. Inland 95 petrol cost R20.30 a litre in March 2026. It reached a record R28.06 in June after the Iran war disrupted oil markets, and stood at R26.92 in September. Central Energy Fund data before the October adjustment pointed to a further rise of about R3 a litre, taking 95 petrol close to R30 for the first time.

Month (2026)	Petrol 95, inland (per litre)	Diesel 0.005%, wholesale (per litre)
March	R20.30	R18.60
April	R23.36	R26.11
May	R26.63	R31.88 (record)
June	R28.06 (record)	R29.26
July	R26.10	R25.67
August	R25.58	R26.90
September	R26.92	R30.05
October (projected)	about R30	above R33

Source: Central Energy Fund data as reported by BusinessTech and TopAuto. October figures are projections made before the official adjustment.

Diesel is worse. Diesel moves our buses, minibus taxis, delivery vehicles and food. Every rand added to diesel is passed on to commuters and shoppers.

There is no cushion left. The General Fuel Levy relief granted earlier this year has been fully withdrawn. The Reserve Bank raised interest rates in September, and the economy contracted by 0.2% in the second quarter. Households on the Cape Flats, who travel the furthest to work, carry the heaviest share of this burden.

A city that runs on imported oil imports every war and every currency crash. A city that runs on locally generated electricity does not.

The lesson of 2022 and 2026 is the same. The crisis makes the case for change more clearly than any policy paper could, and the IDP should act on it now.

02

Constitutional Basis: Sections 152 and 153

The SDP holds that Sections 152 and 153 are binding, justiciable obligations with measurable delivery standards.

This proposal is written to be measured against them.

Provision	What it requires	How this proposal meets it
Section 152(1)(b)	Provision of services to communities in a sustainable manner	Moves City transport off an imported, price-volatile fuel and onto locally generated electricity
Section 152(1)(c)	Promote social and economic development	Creates conversion, installation and charging jobs; cuts transport costs for households and taxi operators
Section 152(1)(d)	Promote a safe and healthy environment	Removes diesel and petrol exhaust from streets, ranks and depots
Section 152(1)(e)	Encourage community involvement in local government	Plans conversion centres and charging sites with subcouncils and the taxi industry
Section 153(a)	Structure administration, budgeting and planning to give priority to the basic needs of the community	Places transport cost and air quality in the IDP and budget, with dated targets
Section 153(b)	Participate in national and provincial development programmes	Aligns the City with the national EV White Paper and the manufacturing incentive in force since 1 March 2026
Section 24	An environment that is not harmful to health or wellbeing	Gives the City a duty, not a choice, to act on vehicle pollution

The City also holds direct powers under Schedules 4B and 5B of the Constitution. These include air pollution, municipal public transport, municipal roads, traffic and parking as well as trading regulations. The National Environmental Management: Air Quality Act makes the City an air quality authority. Every action in this proposal falls within these powers or is framed as a formal request to national and provincial government.

03

Climate, Cost and Health

Three arguments, each strong enough on its own.

Climate

Transport is Cape Town's biggest energy user, so no climate plan works without it. City figures for 2015 put transport at about 37% of emissions and 68% of energy consumption. The City's own climate policy already names a switch to electric mobility as key to cutting emissions.

What is missing is a dated plan and a budget.

An EV charged from Eskom's coal-heavy grid already produces no tailpipe pollution in the city. Charged from rooftop solar, City solar parks and the storage proposed in the SDP electricity plan, its emissions approach zero. The transition and the City's own energy generation must therefore be planned together.

Cost

Electricity per kilometre is far cheaper than fuel per kilometre, and the gap widens every time petrol rises. The comparison below uses round, stated assumptions. The City should publish its own figures using its actual tariffs.

Per 100 km	Petrol car	Electric car
Energy used (assumed)	7 litres	16 kWh
Price (assumed)	R30 per litre	R4 per kWh
Energy cost	R210	R64
Charged on own solar	Not possible	Close to R0

At 15,000 km a year, the difference is roughly R22,000 per car. EVs also have fewer moving parts, need no oil changes and cause far less brake wear. A minibus taxi covers several times that distance, so for its owner the saving can decide whether the business survives.

The money also stays home. Every litre of petrol sends rands offshore to oil producers and refiners. Every kilowatt-hour from Cape Town solar pays local installers, technicians and the City's own electricity business.

Health

Vehicle exhaust is a public health problem, not only an environmental one. The International Agency for Research on Cancer classifies diesel engine exhaust as a known cause of cancer in humans. Fine particles and nitrogen dioxide from traffic worsen asthma, heart disease and lung infections, and children and the elderly suffer most.

The burden is unequal. The busiest diesel corridors, taxi ranks and bus depots sit beside the homes of Khayelitsha, Mitchell's Plain, Delft and the wider Cape Flats. Cape Town's winter brown haze is the visible part of this pollution. An electric vehicle has no tailpipe, so every conversion removes a pollution source from a street where people live.

PART TWO

Learning from the Leaders

Norway shows what steady incentives do for private cars. Shenzhen shows what a city can do with its own buses and taxis. Cape Town needs both lessons.

04

Norway: A Clear Target and a Decade of Consistency

95.9% of new cars sold in Norway in 2025 were fully electric.

That share was up from 88.9% in 2024, and in December it reached almost 98%. Norway set its goal of emission-free new car sales by 2025 about ten years earlier, and it reached that goal. The target was never a legal ban. It worked because the price signal was consistent: petrol and diesel cars were taxed heavily while EVs were spared, year after year.

The remaining challenge is instructive. Only about a third of the cars on Norway's roads are electric, because older vehicles stay in use for years. Changing new sales is not enough. A city with an ageing fleet, like Cape Town, also needs a way to convert or replace the vehicles already on the road.

05

Shenzhen: Electrify What the City Controls First

The first city in the world to run a fully electric bus fleet.

Shenzhen electrified all 16,359 of its buses, and by then 62.5% of its taxis were already electric. The programme began in 2011 to cut air pollution and noise, and the switch was completed in about six years.

The city did not wait for private buyers. It built the charging first: 510 bus charging stations with 8,000 charging poles, and chargers on almost every route. The city government reported that electric buses cut energy use by about 72.9% compared with diesel buses. Shenzhen also invited taxi operators and private investors to build and run charging stations for taxis.

Shenzhen built its chargers before its fleet was fully electric. Cape Town must do the same.

06

What Cape Town Should Take from Them

Lesson	Norway	Shenzhen	Cape Town application
Set a date and keep it	2025 target set a decade ahead	Bus target met in about six years	Dated phase-out in the IDP, reported annually
Electrify what the state controls	Oslo electrified municipal vehicles	Every public bus	City fleet, MyCiTi and contracted vehicles first
Charging before demand	National fast-charging corridors	8,000 poles at depots and on routes	City charging at ranks, depots, park and ride and civic sites
Make the clean choice cheaper	Tax gap between EVs and petrol cars	Subsidies and lifecycle savings	Lower charging tariffs and rates rebates for conversion centres
Deal with the existing fleet	Two in three cars still fossil-fuelled	Taxis replaced in a second wave	Licensed conversion and retrofit centres

PART THREE

The Proposal

07

The Phase-Out: What the City Bans, and When

Petrol and diesel out of everything the City owns, funds or regulates by 2035.

The work runs in three phases, with a public review at each gate.

Phase 1: Start now 2026 to 2027 - Electric-first City buying - Rank and depot charging pilots - First two conversion centres - CBD low-emission zone pilot Gate: 2027 review	Phase 2: Scale up 2028 to 2030 - All new City light vehicles electric from 2029 - New MyCiTi buses electric - Six licensed centres - Lamp-pole and corridor charging hubs Gate: 2030 review	Phase 3: Complete 2031 to 2035 - City fleet fully electric - MyCiTi fleet fully electric 20 centres and 10,000 chargers - Zero-emission zones at major nodes Gate: 2035 complete
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Each review tests the published targets in Part Four. A missed target triggers a recovery plan, not a quiet delay. Within the City's own powers, the ban means:

- **City purchasing:** no new petrol or diesel light vehicles bought or leased after 2028, except emergency vehicles with no electric equivalent.
- **Public transport:** every new MyCiTi bus electric from 2028, and electric operation written into new contracted service agreements.
- **Low-emission zones:** an air quality by-law that phases high-polluting vehicles out of the central city and major commercial nodes, starting with a CBD pilot.
- **Licensing and parking:** preferential parking, loading bays and ranking permits for electric vehicles, with higher parking charges for petrol and diesel vehicles in the zones.

The sale and registration of vehicles is a national competence. The City should therefore formally ask national government to set a national end date for new petrol and diesel car sales, as Norway did with its 2025 target.

08

Licensed Conversion and Retrofit Centres

Convert the vehicles already on our roads rather than scrap them.

New EVs remain expensive in South Africa because imported EVs carry a 25% import duty, against 18% for petrol and diesel cars. Converting a sound minibus, bakkie or delivery van is often the faster and cheaper route, and it builds a local skills industry.

What the City licenses

- **Conversion centres** that replace a petrol or diesel drivetrain with an electric motor, battery pack and controller, beginning with minibus taxis, bakkies and light delivery vehicles.
- **Retrofit centres** that fit charging equipment, home and business solar, battery storage and smart meters, linked to the Approved Energy Retrofit Panel in the SDP electricity plan.
- **Battery service and recycling points** that test, repair, repurpose and safely recycle battery packs.

What the City requires of a licensee

- Certified technicians, trained through a programme run with TVET colleges and the automotive SETA.
- Compliance with national safety and roadworthiness rules, with City testing stations trained to certify converted vehicles.
- Fire safety, battery storage and waste management standards set by City Fire and Rescue and Solid Waste.
- A published price list and a warranty.
- A local hiring and apprenticeship commitment.

What the City offers in return

- Fast-track zoning and building approvals on industrial land in the Metro South-East and along the N2 and R300 corridors.
- A rates rebate in the first three years of operation.
- A guaranteed pipeline of work from converting the City's own light fleet.
- A financing partnership with banks and development finance institutions, so that owners pay for a conversion from their fuel savings.

The first two centres should open in Khayelitsha and Mitchell's Plain, where the taxi fleet is concentrated and where jobs are most needed. This directly serves the Section 152(1)(c) duty to promote social and economic development.

The City cannot set national roadworthiness rules for converted vehicles. It should therefore formally ask the Department of Transport and the National Regulator for Compulsory Specifications to publish a clear certification standard for EV conversions, and offer Cape Town as the pilot site.

09

The City's Side: A Public Charging Network

Charging is the City's job.

Nobody buys or converts an EV in a city without chargers, and the City owns the land, the streets and the electricity network.

Site type	Users	Charger type	Priority
Taxi ranks and holding areas	Minibus taxis	Fast DC, shaded, with solar canopies	First
MyCiTi and contracted bus depots	Buses	High-power depot charging	First
Park and ride sites	Commuters	Slow AC, all-day charging	First
Civic centres, libraries and clinics	City fleet, public	AC and fast DC	Second
Street kerbs in dense suburbs	Residents without driveways	Slow AC on lamp poles	Second

Site type	Users	Charger type	Priority
Main corridors (N2, N1, M5, R300)	All vehicles	Fast DC hubs	Second

The park and ride sites link this proposal to the SDP's congestion submission. A commuter who leaves a car charging at a station and takes a train or bus solves two problems at once.

How the network is powered

- Solar canopies over ranks, depots and parking areas, with battery storage so that chargers keep running during load-shedding.
- City generation projects, including the Athlone and Steenbras proposals in the SDP electricity plan, with charging scheduled to use daytime solar surplus.
- Time-of-use charging tariffs that make night and midday charging cheapest and protect the grid at the evening peak.

How it is built and paid for

- The City builds and owns chargers at its own sites and depots.
- On City land, private operators may build and run chargers under concessions that require fair prices, open payment methods and minimum uptime.
- All chargers use one open standard and appear on one map, so drivers can find and pay at any of them.
- New building plans for shopping centres, offices and flats must include charging points or the wiring for them, as a planning condition.

The City should also publish a charging standard for its electricity distribution network. Installers and households should know exactly what connection approval requires and how long it takes.

10

Safeguards: Grid, Fairness and the Taxi Industry

A transition that only wealthy suburbs can afford would fail the constitutional test.

The poorest commuters and the taxi industry must benefit first.

The minibus taxi industry

Minibus taxis carry most of Cape Town's public transport commuters and burn diesel and petrol every hour of the day. The City should treat the taxi industry as a partner, not a target:

- Taxi associations sit on the steering committee for conversion centres and rank charging.
- Taxis receive the first conversion slots, the lowest charging tariffs and access to the financing partnership.
- No taxi is forced off the road by a City rule before an affordable conversion or replacement is available.
- Drivers and owners are trained as conversion technicians and charger attendants.

Low-income households

- Lamp-pole and rank charging serve households without driveways or garages.
- Electric minibus, bus and two-wheeler services are prioritised over private cars, because many Cape Flats residents do not own a car.
- Low-emission zones start in the central city and commercial nodes, not in residential townships, and never block access to work or services.

The grid

The City's electricity network must be ready for the extra demand. The City should publish an assessment of which substations and feeders can carry new charging load. It should upgrade the weak points in the Metro South-East first, and pair large charging sites with solar and storage so that they reduce peak demand rather than adding to it.

Workers in the fuel economy

Forecourt attendants and mechanics who service petrol and diesel engines need a path into the new economy. Conversion centres, charging hubs and battery service points should give them first access to training and jobs. Forecourts on City-leased land can become charging and solar hubs.

PART FOUR

Delivery and Accountability

11

Measurable Targets

Every commitment carries a number and a date.

Residents and the courts can then test delivery against Sections 152 and 153.

Indicator	2027	2029	2032	2035
New City light vehicles bought that are electric	50%	100%	100%	100%
City light fleet that is electric	10%	30%	70%	100%
MyCiTi buses that are electric	15%	40%	75%	100%
Licensed conversion and retrofit centres	2	6	12	20
Minibus taxis converted or replaced with EVs	200	2,000	6,000	Fleet-wide offer
Public charging points (City and concession)	300	1,500	5,000	10,000

Indicator	2027	2029	2032	2035
Charging energy from City solar and storage	20%	40%	60%	80%
Low-emission zones in force	CBD pilot	3	6	All major nodes

These targets are the SDP's proposal and should be tested and refined by City officials before adoption. What matters is that the City publishes its own numbers and does not leave the transition undated.

12

Budget, Funding and Reporting

Section 153(a) requires the budget to follow the community's basic needs.

Budget and funding

- Ring-fence a share of the City's transport and climate capital budget for charging and fleet replacement in each year of the IDP.
- Apply for climate finance and green bonds, including through C40 and development finance institutions.
- Recover costs through charging fees, concession payments and fuel savings on the City fleet.
- Offer residents and taxi associations a stake through the Cape Town Community Energy Bond.

Reporting

- An annual EV Transition Report to Council, published on the City website, against every indicator above.
- Monthly air quality readings near ranks, depots and main corridors, published by subcouncil.
- A public map of every charger, showing its uptime and its price.
- A named Mayoral Committee member accountable for delivery.

CONCLUSION

Requests to the City

The fuel price crisis has shown that Cape Town's dependence on imported oil is a cost every household pays, and the IDP is the place to end it. Norway proved that a clear date and consistent incentives change what people buy. Shenzhen proved that a city can electrify its own transport within a few years if it builds the chargers first. Cape Town has the sun, the land, the skills base and the constitutional mandate to do both.

The SDP formally requests that the City:

1. Include a dated phase-out of petrol and diesel vehicles, within the City's powers, in the IDP and its scorecard.

2. Adopt a licensing framework for EV conversion and retrofit centres within twelve months, with the first two centres in Khayelitsha and Mitchell's Plain.
3. Budget for a public charging network, starting with taxi ranks, bus depots and park and ride sites.
4. Convert or replace its own light fleet and the MyCiTi fleet according to the targets above.
5. Formally ask national government to equalise import duties on EVs with those on petrol and diesel vehicles, and to publish a certification standard for EV conversions.
6. Report annually to Council and the public on every target in this proposal.

Sections 152 and 153 require the City to deliver services sustainably, promote a healthy environment and plan its budget around the basic needs of its people. Clean, cheap and local transport meets all three.

The SDP stands ready to work with the City on its delivery.

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