

CAPE TOWN

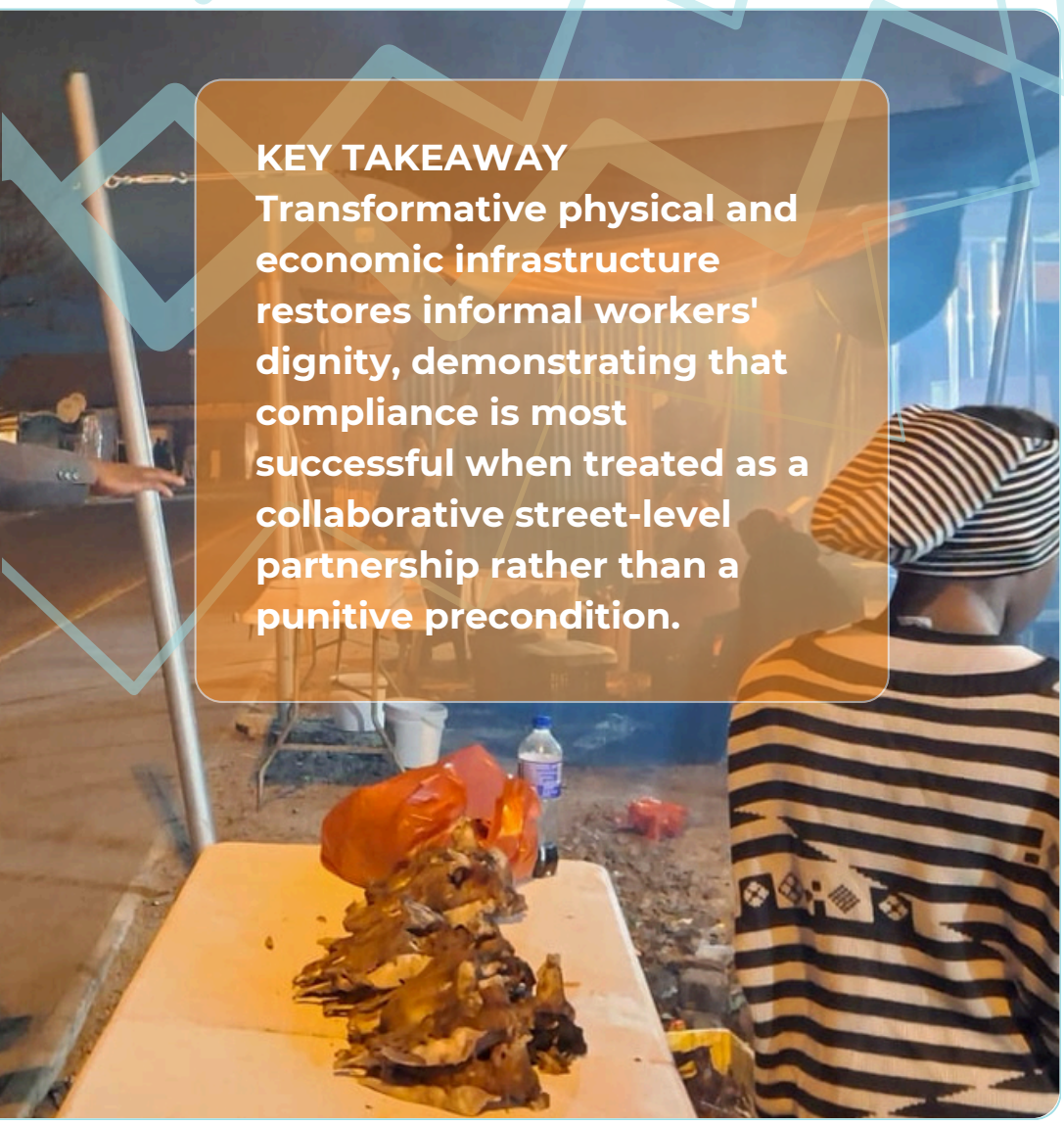
LANGA: SMILEY MARKET COMBINED INTERVENTIONS

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KEY TAKEAWAY
Transformative physical and economic infrastructure restores informal workers' dignity, demonstrating that compliance is most successful when treated as a collaborative street-level partnership rather than a punitive precondition.



REASON FOR THE PILOT AND ACTORS

Five female traders over the age of 50 on Rhodes Avenue operated in a severe infrastructural vacuum, preparing sheep heads ("smileys") on a slippery 2-meter mound of accumulated ash and organic waste. Open wood fires presented severe toxic smoke and fire hazards, while untreated grease disposal into stormwater drains contributed to sewer blockages. To address these challenges, SAUFFT worked in collaboration with the traders, the City of Cape Town, Ranyaka, Burro, and Waste-ED.

THE INTERVENTION

A comprehensive socio-technical system was co-designed and implemented. This began with removing nearly 400 tonnes of waste to level the site. The team co-designed steel Burro ovens with smoke-diverting chimneys, low-cost (R200) mobile DIY grease traps, and fixed solar lighting (45W panel, LED lights).

Traders received compliance training together with compliance kits (display trays, safety gear, fire extinguishers). Business bookkeeping training (Ranyaka Building Business) with custom sales books, and separated organic waste for in-vessel BiobiN composting at the Langa Agrihub.

RESULTS AND LEARNINGS

All five traders secured business licenses and Certificates of Acceptability (COAs). Bookkeeping recorded 1,346 transactions totalling R132,850, revealing trader profit margins rose from 20.5% to 42%, with monthly net profits reaching R11,320 per trader.

The grease traps are projected to divert 2,180 kg of fats and solids annually, capturing high-quality grease (1.64 FFA) valued by Scope Oils at R11/liter. Composting processed 30.9 tonnes of organic waste, halving municipal waste transport requirements, while fixed solar eliminated illegal wiring, extended night trade, and improved neighbourhood safety.

Earning trader trust is a foundational "soft infrastructure" prerequisite. High physical transformation motivates traders to commit to demanding behavioural habits. However, rigid city building and land regulations remain unadapted to informal realities, delaying construction.

Contact
Rirhandzu Marivate, Programmes Manager, South African Urban Food and Farming Trust (SAUFFT), rirhandzu@fairfood.org.za

CAPE TOWN

LANGA: ALBERT LUTHULI COMBINED INTERVENTIONS

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REASON FOR THE PILOT AND ACTORS

Along Albert Luthuli Street, 22 informal meat vendors (shisanyama) operated closely packed stalls facing severe environmental and food safety challenges. Lacking on-site refrigeration, they displayed meat openly on tables (combating flies with tree branches), retrieved water from a single sidewalk tap shared with residents, and relied on hazardous candles or illegal electrical wiring for nighttime operations. Residents complained of smoke, rats, and unmanaged waste piles behind the stalls. SAUFFT worked in collaboration with the traders, Ranyaka, EnerGAfrica, and the ward councillor to address these challenges.



KEY TAKEAWAY
Low-cost, mobile safety solutions can build trust with traders and support gradual formalisation while respecting their economic realities and cultural practices.

THE INTERVENTION

A targeted, mobile compliance and safety program was co-designed with 22 traders. The project provided a compliance training workshop day in partnership with the City of Cape Town and distributed compliance kits containing transparent display boxes (to keep flies off), handwashing basins, surface cleaning gear, and fire safety tools to all the traders. For safety, the team iteratively developed a portable, take-home solar lighting system (2x5W LEDs, 20W panel, and dual 10,000 mAh power banks) that vendors could pack up nightly to prevent theft, and also charge at home. The project supported all the traders to apply for business licences, which are being issued by the City of Cape Town as they are being processed.



RESULTS AND LEARNINGS

Seven traders fully adopted the mobile solar system, eliminating candle use and saving an estimated R2,560 per trader annually in candle costs. The Langa Safety Patrol reported that nighttime street visibility and safety improved. Display boxes and handwashing stations visibly enhanced surface hygiene for participating traders, and all traders secured business licenses, though Certificates of Acceptability (COAs) remain outstanding. Conversely, insulated cooler boxes were rejected, as keeping meat stored away conflicted with local customer-attraction marketing customs.

In densely populated, politically sensitive areas, interventions must be implemented equally across all businesses to maintain community cohesion. Crucially, behaviour-change initiatives struggle when they conflict with local cultural marketing and display practices. Portable equipment also experiences high wear and tear, requiring localised maintenance support.

Contact
Rirhandzu Marivate, Programmes Manager, South African Urban Food and Farming Trust (SAUFFT), rirhandzu@fairfood.org.za



CAPE TOWN

LANGA WASTE FORUM

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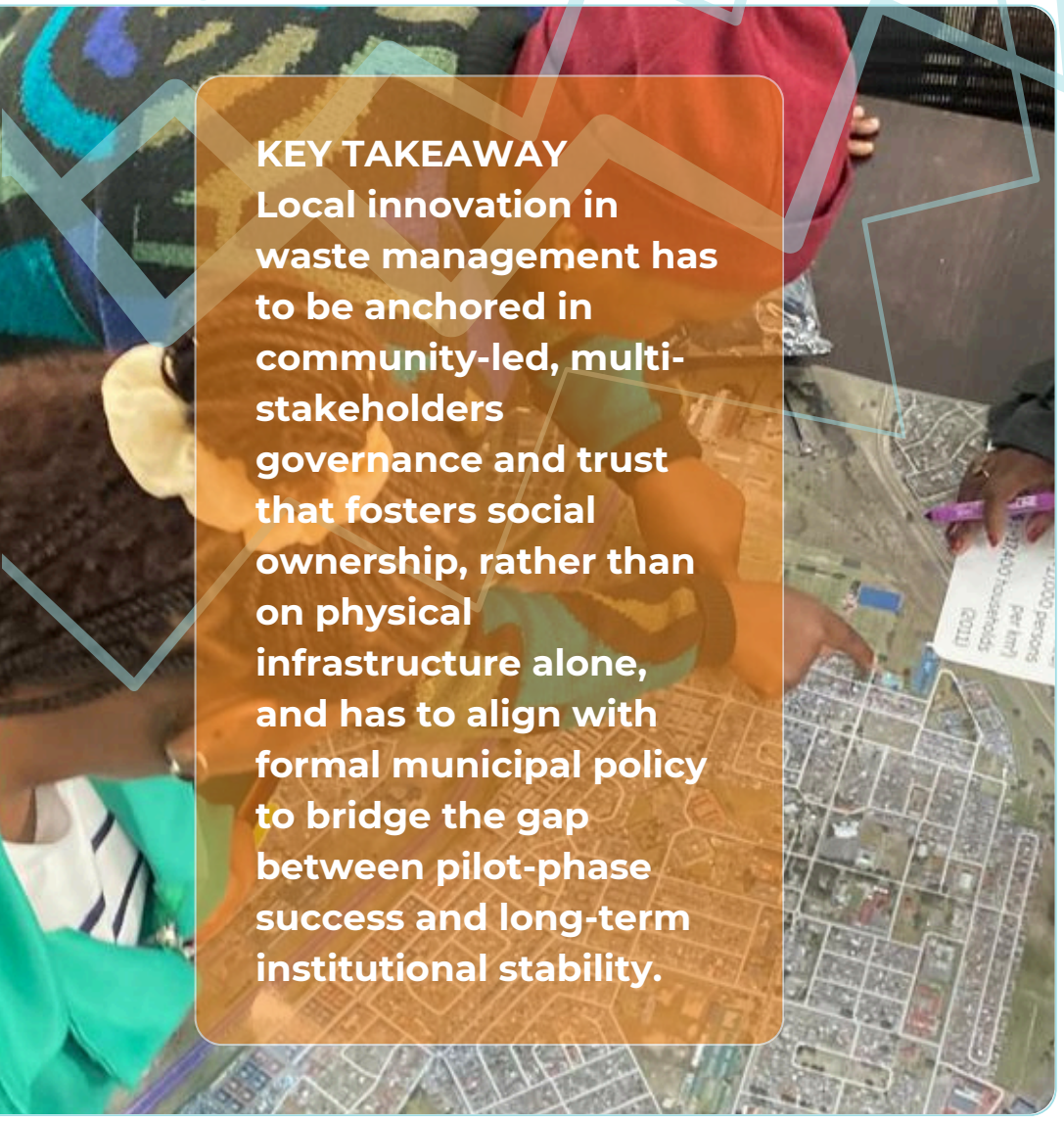
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REASON FOR THE PILOT AND ACTORS

The Langa Waste Forum aimed to move beyond the technical waste management solutions by creating a collaborative governance structure to ensure the long-term sustainability of waste-to-resource initiatives. The key actors involved a diverse multi-stakeholder group including several City of Cape Town departments (Urban Waste Management, Risk & Resilience, and Area Economic Development), project partners: SAUFFT, Waste-ED, and Ranyaka, and local community stakeholders including the local urban farmers, informal traders, waste recyclers, and residents.



KEY TAKEAWAY

Local innovation in waste management has to be anchored in community-led, multi-stakeholders governance and trust that fosters social ownership, rather than on physical infrastructure alone, and has to align with formal municipal policy to bridge the gap between pilot-phase success and long-term institutional stability.

THE INTERVENTION

The intervention focused on formalising a multi-stakeholder platform to co-ordinate waste management initiatives across Langa. Over the reporting period, the forum conducted 10 forum sessions, a stakeholder engagement program consisting of regular meetings, collaborative planning and initiated a broader Langa Waste mapping exercise. A critical part of the intervention was the "soft" transition from external facilitation by AfriFOODLinks to community-led leadership, empowering local members to chair meetings and drive the waste-to-resource narrative.

RESULTS AND LEARNINGS

The forum successfully achieved its objective of establishing an active governance platform, resulting in strengthened collaborative networks between residents, businesses, and government stakeholders. The pilot demonstrated that community relationships determine participation.

A key learning from the Langa Waste Forum is that systems and governance are more important than infrastructure alone. The pilot identified that even low-tech community systems require intensive management and that the forum is the necessary vehicle to manage these complexities. Additionally, the transition to community-led chairing proved that social ownership is achievable when stakeholders are treated as co-designers of the system rather than just beneficiaries of a service.



Contact
Rirhandzu Marivate, Programmes Manager, South African Urban Food and Farming Trust (SAUFFT), rirhandzu@fairfood.org.za



CAPE TOWN

BELLVILLE PUBLIC TRANSPORT INTERCHANGE (PTI) COMBINED INTERVENTIONS

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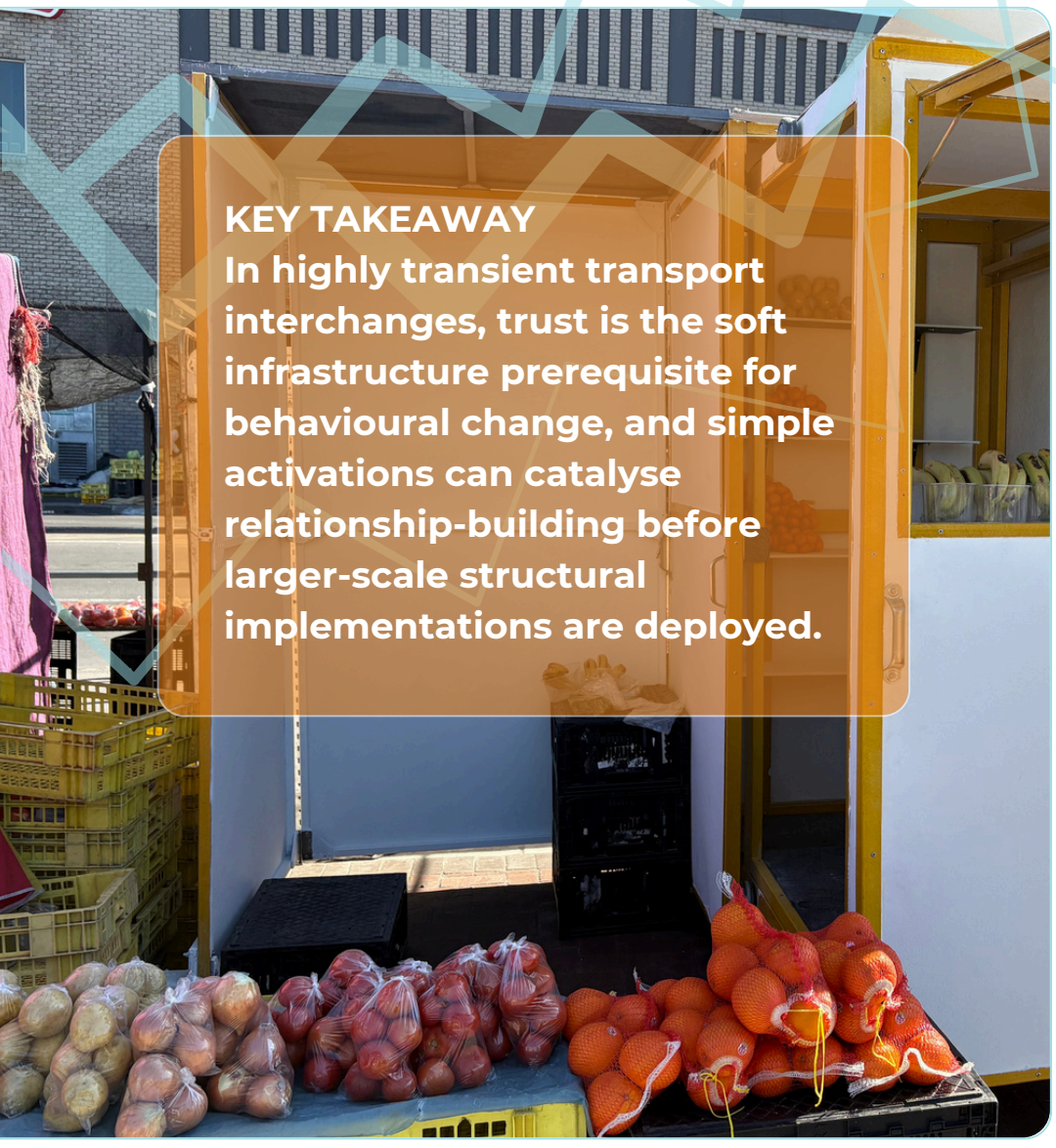
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REASON FOR THE PILOT AND ACTORS

In Bellville's highly transient transport hub, informal food traders play a critical role but operate in precarious, unhygienic conditions without access to shelter, electricity, or water. Unpermitted and undocumented traders face extreme legal vulnerability and stock confiscations. Lacking on-site water, they pay local shopkeepers R10–R20 per 25 litres. SAUFFT worked in collaboration with the traders, Greater Tygerberg Partnership (GTP), Samson Consultancy, We.Collab, and Local South to address these challenges.



KEY TAKEAWAY

In highly transient transport interchanges, trust is the soft infrastructure prerequisite for behavioural change, and simple activations can catalyse relationship-building before larger-scale structural implementations are deployed.

THE INTERVENTION

Phase 1 co-designed three pilot interventions: a Compliance Programme delivering food safety hygiene guidelines and Personal Protective Equipment (PPE) kits; mobile food stall prototypes (one large, one small); and two "Water Activation" trials utilising portable water tanks and mobile wheelbarrows to test water delivery. For the Compliance programme 5 traders participated, for the mobile food stall prototype we worked with 3 traders and for the “Water Activation”, a total of 104 surveys were conducted.



RESULTS AND LEARNINGS

Water activations served as a critical relational ice-breaker, enabling the team to compile a vendor database and identify immediate water needs. The compliance program improved food safety understanding and fostered an alliance with the Bellville Environmental Health office to jointly register traders for COA certification. The large stall prototype successfully enabled a vendor to expand her business, introducing breakfast menus and gas cooking. However, the mobile stalls failed to achieve weatherproofing and transportability: they leaked in wet weather, required multiple people to erect, and their castor wheels broke over uneven pavement. Furthermore, traders ignored educational reading materials due to exhausting 12-hour workdays. In total, 5 Compliance Guides were distributed to participating traders.

In transient transport interchanges, trust is the foundational "soft infrastructure" prerequisite; simple, tangible activations must precede larger physical upgrades. Stall designs should be modular, basic shells with heavy-duty castors to navigate step and curb transitions. Starter cleaning kits also require a low-cost replenishment system.

Contact
Rirhandzu Marivate, Programmes Manager, South African Urban Food and Farming Trust (SAUFFT), rirhandzu@fairfood.org.za