SOUTH AFRICA

CAPE TOWN

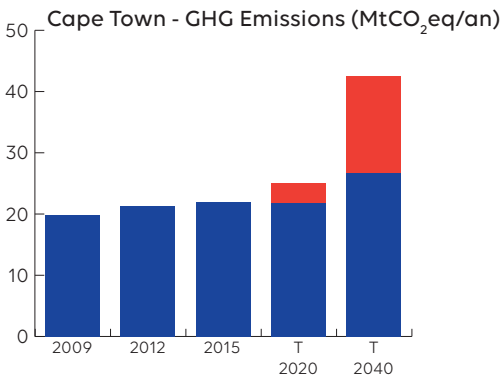
POPULATION
4,005,793 (2016)
SCOPE
1, 2 AND 3 (SOURCES C40)

GHG TARGETS
-13% IN 2020 ;
-37% IN 2040 (BASELINE: BUSINESS AS USUAL TRAJECTORY)

Making power generation local

Cape Town City Council adopted its new climate strategy in July 2017, *Climate Change Policy*, one of the foundations of the overall environmental policy framework "The Environmental Strategy of the City of Capte Town" adopted in 2017. This plan does not replace the 2015 emissions reduction targets adopted by the council, that seek a 13% reduction by 2020 and a 37% reduction by 2040 if current trends continue. The city is focusing primarily on reducing the carbon and energy intensity of its activities, despite its intention - announced at COP23 - to achieve carbon neutrality by 2050 (C40 2017).

• AN ENERGY POLICY FOCUSED ON ENERGY EFFICIENCY • In 2015, buildings consumed 31% of energy but accounted for 62% of GHG emissions, due to the carbon intensity of electricity, more than 90% of which was produced by coal. **The Western Cape province and the city of Cape Town are working together to implement the Energy Security Game Changer programme that aims to achieve a 10% reduction in demand of electricity from the national grid by 2020.** It is therefore stimulating the installation of solar water heaters by accrediting the services of private suppliers (+46,000 installed in 2017), and by subsidising the renovation of the roofs of the poorest households. The purchase tariff system introduced in 2014 led to 170 solar energy projects being approved in 2016, i.e. 6.5 MW of the 120 MW targeted by 2020 (Cape Town 2017). Finally, inspired by the Stockholm recovery system, in 2017 Cape Town opened the first biogas plant in Africa to process 10% of its waste and thus supply its buses with energy, like the Swedish capital (New Horizons Energy).



In 2011, Cape Town, in partnership with the province, opened a green technology manufacturing and training centre, "Atlantis", which claims to be a special economic zone with the national government, and in which five companies from the construction and renewables sectors have already invested 680 million rand (EUR 40 million) and will create 312 jobs **(Green Cape 2017).**

• THE MAJOR POTENTIAL OF THE MODAL SHIFT• Representing 37% of the emissions but 68% of the energy consumption in 2015, Cape Town's transport has the highest pollution and traffic rates in the country, due to its poorly integrated network between different modes and operators. The city is therefore seeking to shift some of the 60% of residents using cars or taxis on its transport network. It is currently expanding its network of "MyCiti", bus lanes in the south, with total development to be staggered until 2032. This phase 2 is expected to benefit 1.4 million inhabitants by 2022. In 2018, a Cape Town pilot project also introduced the first 11 electric buses in the country, not without difficulties due to the geography of the city. MyCiti recorded nearly 78,000 additional trips in 2017 reaching 253,000, an increase of 44% (IOL 2018). In the long term the city also intends to promote the densification of urban areas along train and bus lines, with the use of bicycles on the 450 km of still under-used tracks and to further influence demand through car sharing within companies, for example.

• THE URGENCY OF ADAPTATION • Cape Town is particularly vulnerable to droughts, heat waves and floods. In 2018, major restrictions led to its water consumption being halved, faced with the risk of becoming the first major city to cope with a general water shortage. In addition to its water management programme, the city is seeking to identify areas at risk (shanty towns, coastlines) and to improve its warning system.

MAIN SOURCE:
CAPE TOWN CLIMATE CHANGE POLICY 2017
DATABASE FOR THE WESTERN CAPE