

## **Africa Climate Week 2019**

### **Ghana**

#### **[Financing Cities and Local Action for NDC Implementation]**

#### **Report from the session**

Thematic Block: Finance 3 – Cities and Local Action

Thursday, 21 March 2019  
15:30 – 18:00

## Summary

The session was organised into 3 sub-sessions with 9 speakers from government, private sector, NGOs, international organizations and development finance institutions.

The first session set the scene for the discussions by presenting the various financing options such as blended financing and instruments as well as sources of concessional finance, to support the development of concrete urban investment projects aimed at promoting local carbon and climate resilient pathways. This was followed by a presentation on Ghana's Waste Resource Platform, an innovative circular model approach proposed by Ghana. Such platforms can also help to mitigate risks for private sector and potentially mobilize resources. Finally, a discussion on financing sustainable urban transport options.

## Key Messages

*African local cities have to be at the forefront of the implementation of the NDCs/climate actions, however, they may not have the technical capacity to develop project proposals to raise the level of ambition to meet the global climate goal. The political will to implement NDCs should be translated to empowering local governments and resourcing them. In this regard, it is important that public concessional finance is made available and simplified for local entities to access.*

*There are low cost options with high climate action impacts e.g. with sustainable urban transport behaviour changes that can be adopted at local levels.*

*In order to incentivise private sector investments in financing cities actions it will be important for governments to commit public resources in some cases to de-risk the barriers faced by private sector. Other options could be pooling small-scale projects into larger projects, which may then make them more attractive for financing.*

## Contribution to UN SG summit/Ambition

### Relevant for global ambition

#### Urban infrastructure

- Systematic integration of waste recovery initiatives in sustainable waste management in NDCs and securing/incentivizing funding for local recovery facilities across the value chain – e.g., materials collection centers, recycling facilities, composting, waste-to-energy plants can help the region to address gaps and move towards becoming a frontrunner in mitigating emissions from waste.
- Establishment of clear hierarchy of modes for urban mobility investments
- Allocation and management of urban road space to prioritize shared transport, walking and cycling.
- Comprehensive parking policy and management - revenues to be used for public transport, walking and cycling.
- Establish urban vehicle access management for core urban areas - revenues to be used for public transport, walking and cycling.

Low emissions urban mass transport

- Affordable Bus Rapid Transit (BRT) systems - supported by safe walking and cycling.

Climate resilience for the urban poor

- Systematic support for improving informal sector participation in waste collection and recovery value chains can be cost-effective for waste management as well as reduce disaster risks (e.g. from flooding given clogged waterways) and improve climate resilience for poor urban communities while enhancing job creation and potentially formalization as well.

Green urban and local supply chains

- Policy, technical and financial support for strengthening local waste recovery streams as well as developing associated green supply chains (e.g. plastic in materials for construction and roads) is critical for ensuring that there is demand and effective use of recovered materials to mitigate emissions from high materials use and waste.
- Incentives and planning policy for the local provision of goods and services.
- Electric 3 and 4 wheel freight vehicles.
- Packaging and product design for minimizing materials use and promoting product recycling and reuse.

Cooperation initiatives

- Multi-stakeholder platforms for waste recovery are critical for ensuring a whole of government and society response and problem solving to work towards minimizing materials use, promoting reuse and recovery.
- Apps and services for shared use of vehicles (passengers and freight).
- Public and private partnerships for the management of urban logistics flows.
- Development of Sustainable Urban Mobility Plans (SUMP) for functional urban areas (with meaningful engagement of all stakeholders)
- Development of site based transport plans for all major locations of transport demand (shopping centers, office blocks, hospitals, factories)
- Establish national “transport decarbonisation alliances” - to bring together leading actors to coordinate action.
- Regional agreement and standards for importing of second hand cars.

**Relevant for actors and processes in the region**

- Cities, transport operators and cargo owners - need to be engaged in the development of national and urban mobility plans.
- Revisions of the NDCs should ensure that local governments are actively involved.