

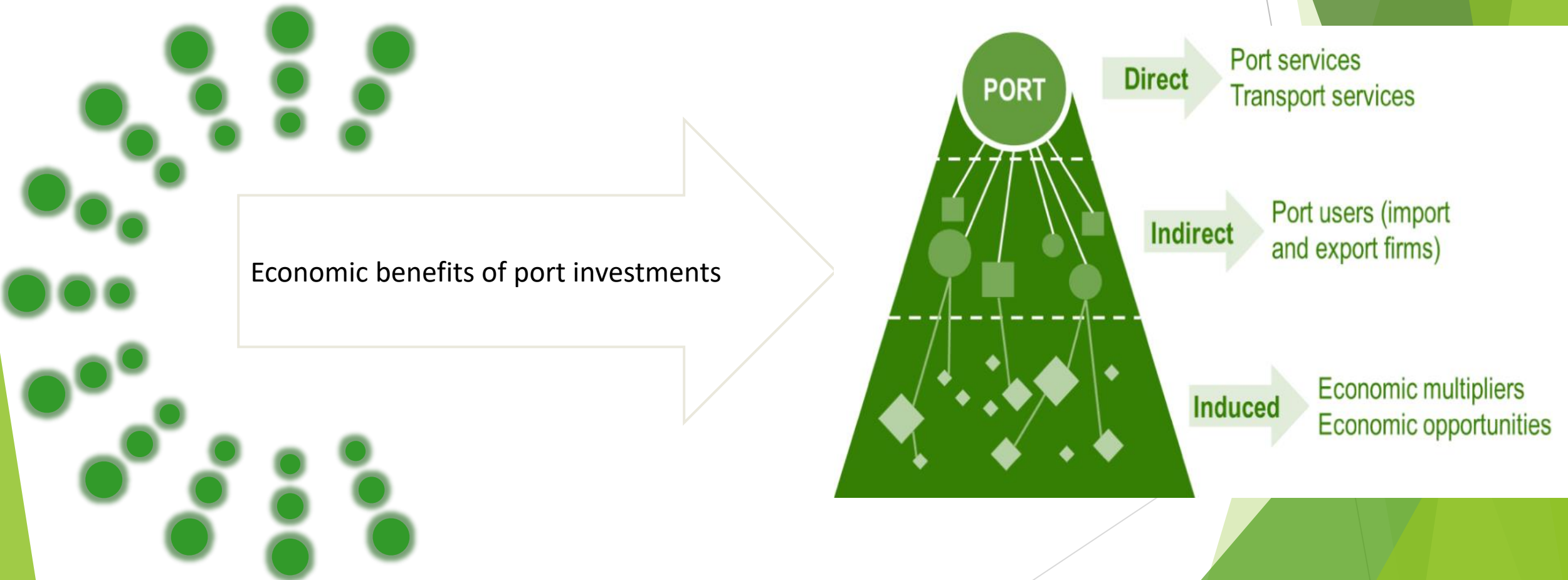


Promoting Climate Change Resilience and Decarbonization in Africa Ports



Importance of Ports in Economic Development

- Ports catalyse economic development by enabling trade and supporting supply chains.



Impact of Ports and Shipping on the Environment

1.

Water quality and the health of marine life.



2.

Loss or degradation of habitat areas and harm to marine life.



3.

Direct and indirect carbon emissions within logistic activities e.g. moving cranes, non-renewable electricity etc.



Transport Infrastructure and Climate Change

22%
of global CO2 related emissions due to the transport sector



3%
of global CO2 related emissions due to Maritime Shipping

3x more
car passengers and a doubling of oil demand for transport (2012-40)



Movement's disruptions
of people and good with direct impact on eco. productivity and social access



90%
of urban air pollution in developing countries due to vehicle (UN)



Increase cost
of repair, maintenance and more frequent rehabilitation



Why the Ports and Maritime Transport Industry Should Promote Climate Change Resilience and Decarbonization in Africa

Cut air and water pollution and improve the health of over 3.5 billion people while helping curb climate change.

A



D



B



Provide safe access and safe berths for ships

C



Support the UN Sustainable Development Goals and the global energy transition.

Proactive compliance with IMO GHG Emissions Strategy MEPC Guidelines.

Africa extreme weather events and pollution threaten vital infrastructure and people's life



**Adaptation
needs**

**Mitigation
measures
required**

How can ports be more sustainable?

1) Provide alternative energy sources for docked ships: Cold ironing technologies in ports & onshore power supply in ports.

2) Improve waste disposal facilities.

3) Utilize big data to improve efficiency.

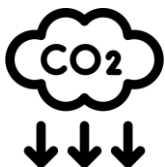
4) Upgrade port equipment and incorporate designs that utilize lower carbon emission power sources.

5) Reduce noise and light pollution.

6) Provide bunkering infrastructure to ensure the bunkering procedure is safe.



African countries are committed to tackle climate change



NDCs

2015 Paris Agreement to keep global warming below 1.5°C until 2030



USD 1.2 trillion

Cost of committed NDCs of all African countries, by 2030



Transport

75% of African NDCs indicated transport as key sector to tackle climate change



Barriers in financing low emission and resilient Transport Infrastructure



Options for Entrenching Climate Change and Decarbonization

- Ports Authorities can do the following as regulators to entrench the climate change Agenda in National Ports and Maritime sector;

1

Leverage tariffs and incentives to support low/no-carbon measures and upgrade environmental and safety standards to support the alternative fuels value chain.

2

Introduce green ports and shipping policy frameworks to channel investment in lower carbon emission technology.

3

Introduce schemes to publicly recognize service providers who embrace green ports and shipping practices at National level (terminals, shipping lines, logistics players) & Regional levels.

Instruments for Supporting for Climate Finance Investment

Multi donor Trust Fund hosted at the bank



Bank's Climate funds & key partnerships

External Funds where the Bank is accredited entity



Key partnership for readiness to unlock finance



The Bank and its climate partner's role

Goal: bridge the financial and advisory gap to develop resilient and low emission transport infrastructure projects

HOW TO

STRATEGIZE

Assess
climate risk /
challenge



Strategize,
plan, and
prioritize for
adaptation
and/ or
mitigation

Build capacity
for
sustainability



Mobilize
resources to
finance
resilience
and/ or
mitigation


Addressing Capacity Gaps in Climate Resilience and Decarbonization Programmes



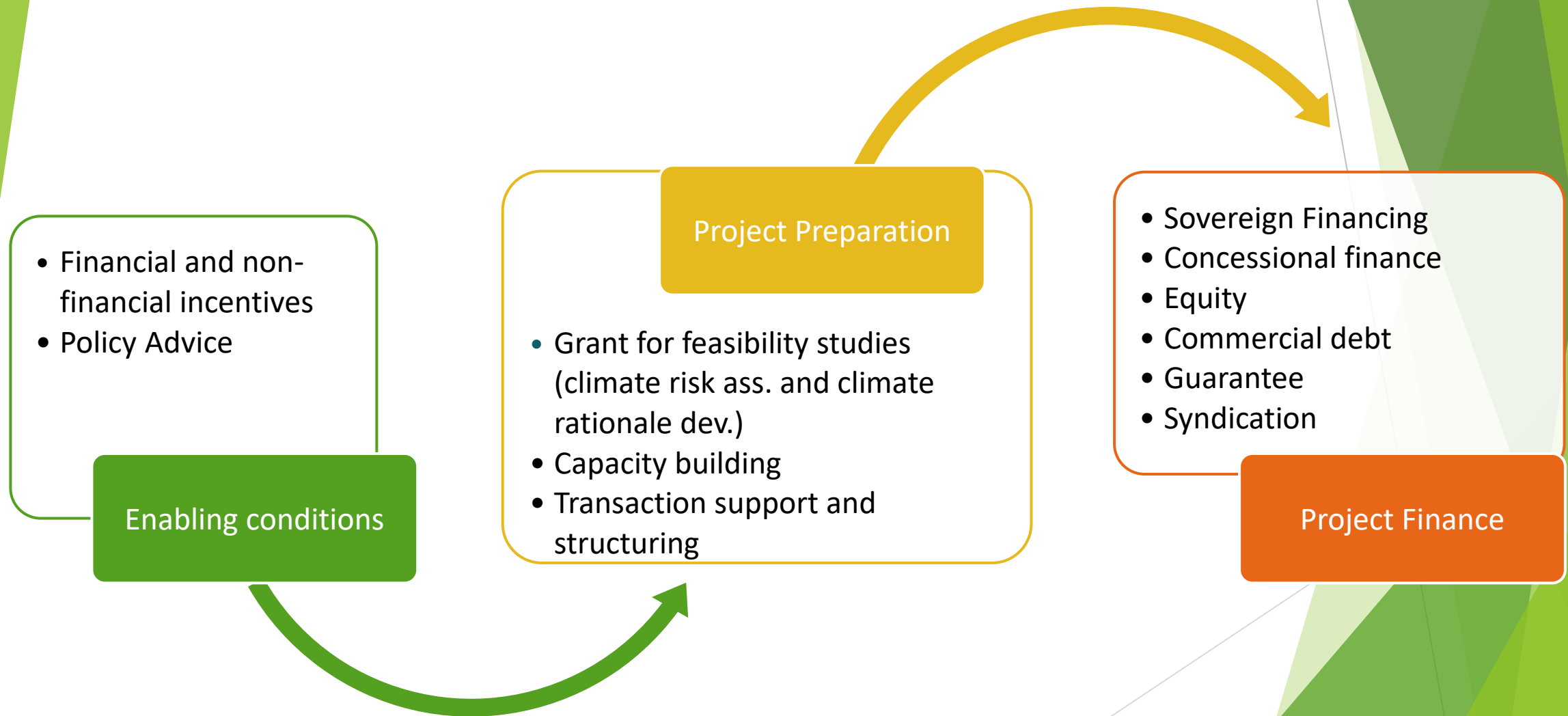
GAP



Technical Assistance Support Instruments
Tech. assistance fund

- 
1. Feasibility studies
 2. GHG emissions Assessment
 3. Climate Resilience assessment (CRA)
 4. PPP advisory
 5. Structuring support
 6. Capacity building

Climate Finance Instruments intervene at various part of the project cycle Versus Bank's Financial Instruments



AfDB and Climate Finance

AfDB's Climate Change Policy and new Climate Change Action plan 2021-26

USD 25 billion



Investment in climate finance, allocating equally split between adaptation and mitigation

40% commitment



Bank's approval of projects with climate finance

NDCs



Aligning Bank-financed investments with the objectives of the NDCs

African Adaptation Acceleration Program launched by Global Center for Adaptation in 2021

USD 25 billion



AAAP In partnership with AfDB pledged to double its financing USD 25 billion for adaptation by 2025

88%



To date, the 88% of Bank's projects based on climate informed design

USD 500 million



Green Bond issued by AfDB in 2015

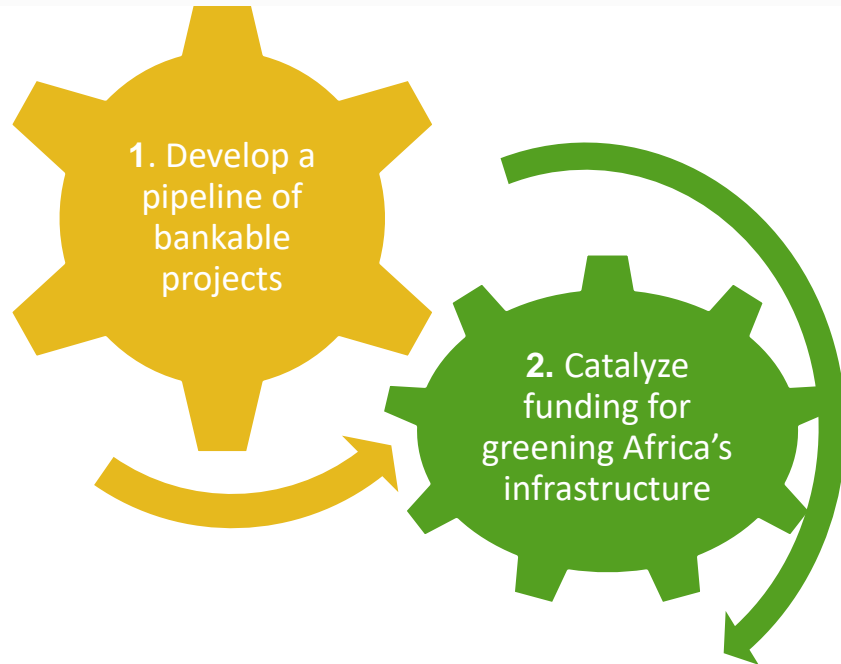
USD 3.6 billion



In climate finance lent by the AfDB in 2019

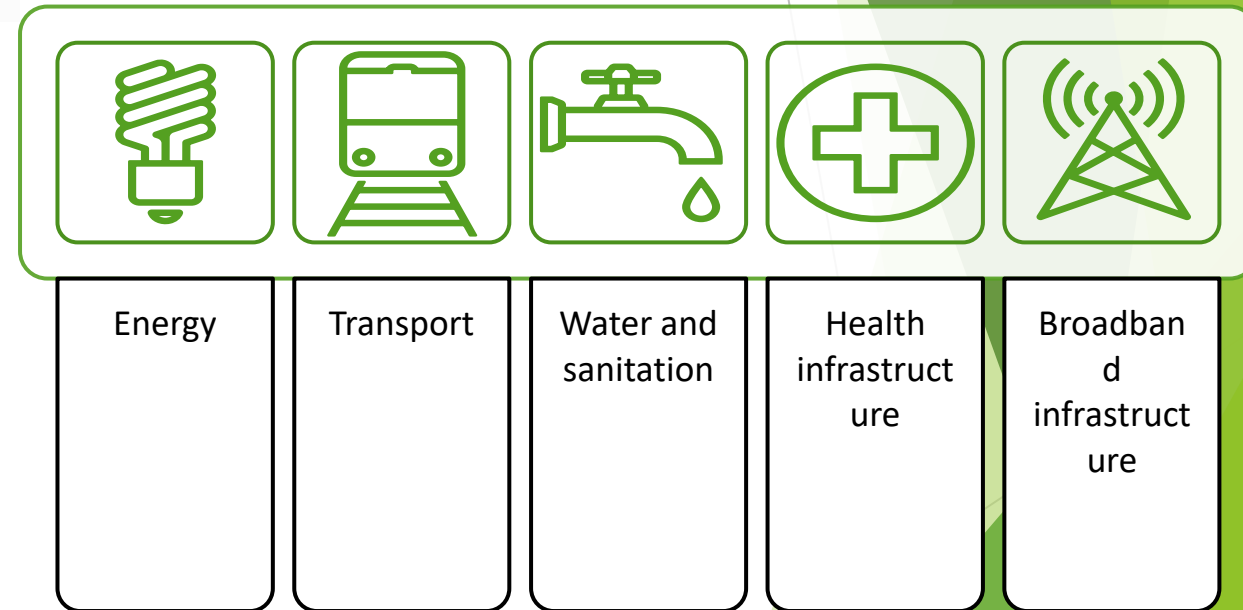
Alliance for Green Infrastructure in Africa (AGIA)

The AGIA is a special initiative that seeks to accelerate Africa's **just and equitable transition to Net-Zero** and bridge the continent's infrastructure gap in a low-carbon and climate resilient manner. AGIA's **core objectives** are:



AGIA is not a new institution or a replica of Africa50, but rather a delivery platform to provide much-needed financing to the infrastructure sector in Africa at speed and at scale

AGIA will pursue a **demand driven approach** to invest in climate-resilient infrastructure (**both urban and rural**) across several sectors, including:



Target sectors will be **regularly reviewed** considering the needs of African countries as they transition to Net-Zero in a just and equitable manner.



Overview of Tanbi Wetland Complex and Banjul Port in Gambia



Project location

The Gambia

Adaptation Resilience Objective

- Addressing climate hazards in the expansion of the Banjul Port to enhance resilience and improve capacity of the assets and support services.
- Aligning the project with the New Port Master Plan (2019-2038) and the great Banjul area, adopting an integrated approach to urban regeneration.
- Regenerating and preserving mangroves in the Tanbi Wetland Complex as an important coastal defense.

Value of the Project

- Total project cost : USD 114, 6 million
- AFDB: USD 21.75 million | USD 5 million for climate adaptation measures
- EIB: USD 60 million sovereign concessional
- EU: grant up to USD 13 million for climate adaptation measures.

Climate adaptation contribution measures

- Develop a climate risk assessment to identify climate hazards and impacts to the asset, people and services in the Banjul Port
- Prioritize adaptation and resilience options, with focus on Nature-Based Solutions (NBS).

Status

- Under Preparation: Project Concept Note
- Board Approval – Q4 2022.

Key transport sub-sectors, Climate Measure Type matrix



Enquiries to

J.NGANGA@AFDB.ORG

James Ng'ang'a

Principal Ports and Maritime Transport Officer

+225 0575751224