



Key Outcomes from Global Energy Basel Breakout Sessions

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Urban Planning and Energy Efficiency



Hurdles identified: Lack of private capital and insufficient coordination within governments and with the private sector. We need to:

1. **Be demonstrative:** Inform and convince business groups of the return on investment through successful experiences and documented benefits.
2. **Be creative:** living wage approach from investors to create green jobs, guaranteed by the cities. Short-term loans to retrofit buildings and creation of multilateral financing structures through large MNCs (Multi national companies).
3. **Be selective:** Cities shall look at/select technologies that are interesting to private financing. Furthermore, standardization of deployment technologies is needed (e.g. smart grid, EV-charging)

Financing and Investment 1/2



General

- Need for: more transparency and therefore consistent and clear metrics to compare project criteria relevant to sustainability.

Adaptation and Mitigation

- Adequate finance for adaptation available, but demonstrating return on investment is difficult, especially for additional incremental adaptation measures.
- Cities need to speak the language of investors to show possibilities that are not being exploited because of aversion to change (change is perceived as risk).
- Need to mitigate risk to investors

Financing and Investment 2/2



Multilateral Development Banks

- Need to move towards small scale projects in developing countries and promote new schemes like co-funding, risk mitigation
- Should put more emphasis on bringing in the private sector
- Should focus more on capacity building

Global Carbon markets

- Need to coordinate carbon finance programmes and policy frameworks.
- CDM needs to be applied selectively (Requirements can be too cumbersome).
- Keep on top of future changes such as post 2012 agreements and climate finance.

Transportation and Logistics 1/2



- **We need to think in “supply-chain” systems:** bicycle as one link in the mobility chain, combine car, bike and others, adapt to local context and ally with respective partners
- **Scaling up** Evs for individual use depends on the spontaneous deployment of both vehicles (chicken) and infrastructure (egg) and needs bold moves.
- **Private players** are already providing innovative models (including the Better Place model) that consider both of these elements.
- **Financial requirements** depend heavily on the phase of EV deployment and context of the city. Care must be taken not to provide **unnecessary subsidies** (e.g. for consumers already willing to pay).

Transportation and Logistics 2/2



Political will and framework is essential for rapid transformation towards EVs:

- Public policy should support the education of consumers (e.g. reducing "range anxiety") and harmonisation/standardisation of infrastructure. Procurement policy and contractual arrangements may be used to incentivise further changes in the private sector.
- Integration of transportation solutions with urban planning in order to reduce need to avoid unnecessary travel.
- A key issue for consideration is how electricity is generated for EVs. Photovoltaic (PV) provides a solution that also decarbonises the power source!

Summary



- Investment opportunities are available and many solutions are possible with already existing technologies.

But:

- Political as well as private will is crucial.
- Private sector needs to be convinced that it is in their own economic interest to invest in sustainable infrastructure.
- Present and deploy model financing structures now, to serve as precedents.
- Better coordination between city departments is needed when putting together projects that require financing.
- Need for (innovative) mix of technology, stakeholders and financing sources to develop sustainable infrastructure.
- Adaptation to local context needed.